



## Technical Service Bulletin

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**Number:** PC2-001

**Date:** October 26, 2005 **Revised (10-12)**

**Subject:** Accelerator Foot Pedal Warning

**MODELS AFFECTED:** All PTO-Powered Units

### **SYMPTOMS:**

Drive shaft failure, PTO failure, compressor and/or generator damage. These failures have the potential to cause major damage to the truck and the PTO-drive system.

### **CAUSE:**

If an operator depresses the accelerator foot pedal during PTO Operation, there is the potential that the system can be over sped.

### **REMEDY:**

All OBPS customers with PTO-driven products should be made aware that the accelerator foot pedal should not be depressed at any time when the PTO is engaged.

A decal will be included in Fixture Kits to advise the operator. The operator's manuals are also being changed to advise the operator.

A label or decal can be made by the installer, if desired, and placed at or or near the PTO on/off switch or pull cable.

### **Note:**

Systems equipped with the Ingersoll-Rand proportional throttle control on vehicles with Caterpillar, Ford Powerstroke, GM Duramax, or GM Isuzu engines are only affected if the throttle control is off. These throttle controllers all use the foot pedal interface to simulate an accelerator foot pedal signal, and therefore should disable the throttle control when the throttle control is active. However, if the PTO is engaged and the throttle control is off, these systems are subject to the same issue as described above.