

TECHNICAL SERVICE BULLETIN			
ISSUE DATE:	07/10/18	TSB NUMBER:	TSB-198
HAZARD / URGENCY RATING			
X	DANGER - Physical harm is possible if TSB is not observed or followed		
X	WARNING - Equipment damage is possible if TSB is not observed or followed		
X	CAUTION - Essential issue affecting operation, service, parts or installation		
	INFORMATIONAL - Advisory which may be of interest		

APPLICABLE EQUIPMENT:

ALL RAFNA R-460 REAR RAILGEAR BEING INSTALLED ON A 2017/2018 FORD F450/F550 GAS OR DIESEL WITH A METAL FUEL TANK CRADLE.

SUMMARY:

FORD MID PRODUCTION HAS MADE A CHANGE TO THE VEHICLE'S FUEL TANK CRADLE CAUSING INTERFERENCE WHEN INSTALLING THE R-460 REAR RAILGEAR ON THE VEHICLE.

IMPACT:

THE NEW STYLE CRADLE IS OVERSIZED COMPARED TO THE ORIGINAL. THIS MAKES IT DIFFICULT FOR THE GEAR TO FIT AROUND AND CAUSES INSTALLATION ISSUES.

ACTION:

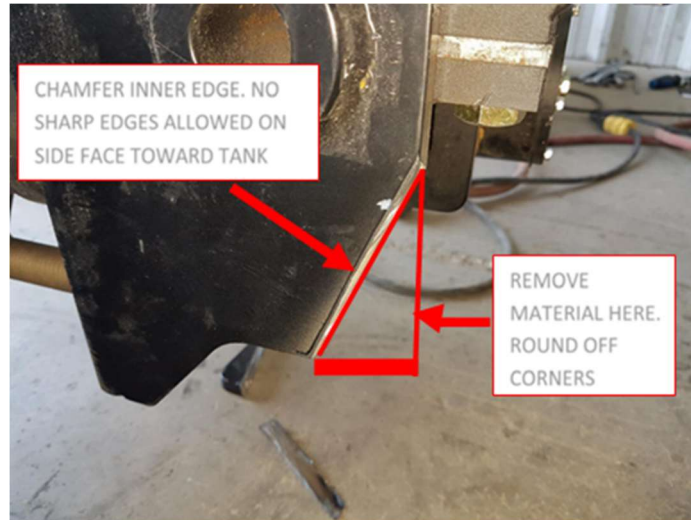
MODIFICATIONS NEED TO BE MADE TO THE GEAR AND THE FUEL TANK CRADLE TO ALLOW FOR THE PROPER INSTALLATION OF THE RAILGEAR.

PROCEDURE:

1. THE DRIVER'S SIDE PIVOT BOX COMES IN CONTACT WITH THE TANK CRADLE.



TO ADDRESS THIS, THE FOLLOWING MODIFICATIONS NEED TO BE MADE TO THE ROTATING ASSEMBLY:



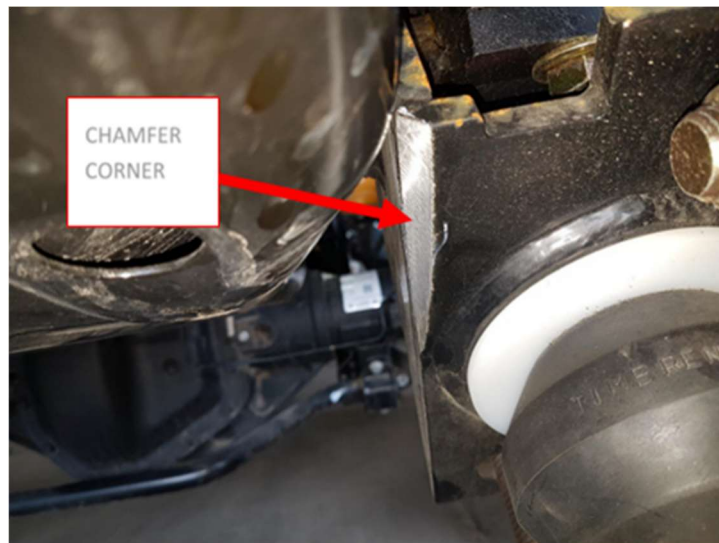
- REMOVE CORNER OF INNER DRIVER'S SIDE BRACKET ON THE ROTATING ASSEMBLY AS SHOWN. APPROXIMATELY 3" X 1 1/2". THIS IS A REFERENCE, AND MAY BE DIFFERENT DEPENDING HOW THE RAIL GEAR IS CENTERED. THERE SHOULD BE NO SHARP EDGES AFTER MODIFICATIONS. AVOID CUTTING INTO THE WELDS WHEN POSSIBLE.
- MODIFICATIONS TO THE TANK CRADLE ARE ALSO REQUIRED TO ENSURE PROPER CLEARANCE AND FUNCTION. LOCATE WHERE THE RAIL GEAR IS TO BE MOUNTED AND WILL SIT WHILE ROTATED IN THE ROAD POSITION. THERE IS APPROXIMATELY 3/4" FROM THE INSIDE OF THE CRADLE TO THE OUTSIDE OF THE FUEL TANK. MARK OFF THE AREA ON THE TANK CRADLE AND LIGHTLY WORK THE CRADLE WITH A HAMMER UNTIL THERE IS PROPER CLEARANCE FOR THE ROTATION OF THE RAIL GEAR. THIS SHOULD BE CHECKED AND WORKED MULTIPLE TIMES UNTIL CLEARANCE IS ACHIEVED.



2. THE PASSENGER'S SIDE PIVOT BOX ALSO COMES IN CONTACT WITH THE TANK CRADLE.
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TO ADDRESS THIS, THE FOLLOWING MODIFICATIONS NEED TO BE MADE TO THE ROTATING ASSEMBLY:



- PUT A 45° CHAMFER ON INSIDE CORNER OF THE PASSENGER SIDE ROTATING ASSEMBLY. THE LENGTH WILL VARY DEPENDING ON HOW THE GEAR IS CENTERED.

3. THE AXLE LOCK LATCH IS ALSO AN AREA TO BE ADDRESSED.



TO ADDRESS THIS, THE FOLLOWING MODIFICATIONS NEED TO BE MADE TO THE LOCK LATCH:



- REMOVE APPROXIMATELY 3/4" X 3/4" FROM THE CORNER OF THE LOCK LATCH. THIS IS TO BE PERFORMED ON BOTH LOCK LATCHES. CHECK CLEARANCE DURING ROTATION. MORE MATERIAL MAY NEED TO BE REMOVED IF INITIAL CUT WAS NOT ENOUGH. BLEND CUTS IF POSSIBLE.

4. FINALLY, THE ANGLE BRACKET NEEDS TO BE MODIFIED TO AVOID INTERFERENCE.



TO ADDRESS THIS, THE FOLLOWING MODIFICATIONS NEED TO BE MADE TO THE ANGLE BRACKET:



- LOWER PORTION OF THE BRACKET NEEDS TO BE TRIMMED, AND GUSSET REMOVED. REMOVE AS MUCH MATERIAL AS NECESSARY TO ENSURE PROPER FIT AND CLEARANCE. THIS SHOULD ONLY HAVE TO BE DONE TO THE DRIVER'S SIDE ANGLE BRACKET. CHECK PASSENGER'S SIDE FOR CLEARANCE AND MODIFY IF NECESSARY. AN ALTERNATE SOLUTION WOULD BE TO FABRICATE A NEW BRACKET OUT OF 2" X 2" X 1/4" ANGLE IRON.

ALL SURFACES THAT WERE ALTERED SHOULD BE CLEANED AND PAINTED TO ENSURE PROPER PROTECTION AND PREVENT RUSTING. IF CLEARANCE IS NEEDED IN ANY OTHER AREAS, THE TANK CRADLE CAN BE ALTERED TO GIVE CLEARANCE, JUST BE AWARE OF HOW FAR YOU CAN TAKE THE CRADLE IN BEFORE YOU TOUCH THE FUEL TANK ITSELF.