

STEERING COLUMN LOCK INSPECTION AND ADJUSTMENT ON NAVISTAR® VEHICLES



This communication addresses the adjustment of the locking mechanism of the tilt-telescoping steering column on some Navistar® vehicles. The steering columns on these vehicles are supplied by TRW and assembled into the cab module by Bendix CVS. It has been discovered that the steering column lock on these models may not properly lock into position. If the lock is not secure the vehicle can still be driven, however it is recommended that it be serviced as soon as possible.

The following information provides instructions on how to inspect the steering column holding force and repair the column, on site, if needed.

Field Inspection for Tilt-Telescoping Column Holding Force

1. Be sure to follow the General Safety Guidelines included in this document before performing any service on the vehicle.
2. Complete the TRW holding Force Test. Refer to TRW Service Procedure #COL-203.
3. If during the field inspection process it is determined that the steering column is in need of adjustment, proceed to the Field Adjustment Procedure below. If the steering column is not in need of adjustment, return the vehicle to service.

Field Adjustment Procedure for Tilt-Telescoping Column Holding Force

1. Release the column locking handle (Figure 1).



Figure 1 Tilt-Telescoping Steering Column Release Handle

2. Adjust the column to the full out and down position and lock the handle.
3. Pull back the rubber shroud around the column to gain access to the adjustment locknut (Figure 2).

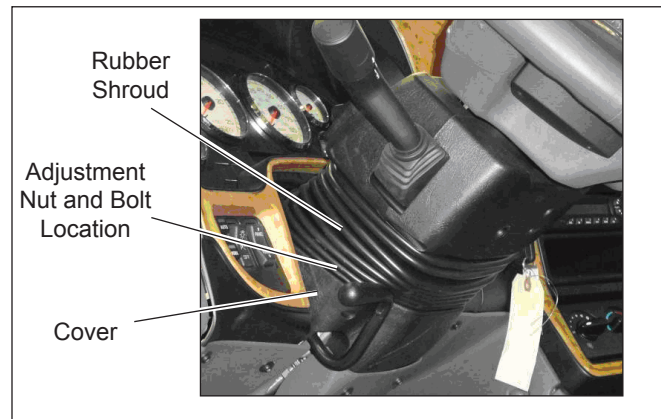


Figure 2 Tilt-Telescoping Steering Column Shroud And Cover

4. Tightening the locknut: Refer to TRW Service Procedure #COL-203.
5. Reinstall the rubber shroud following steps A through E.
 - A. Move the steering column into the full out and down position.
 - B. Ensure that the white insert is fully engaged in the last convolute of the rubber shroud.
 - C. Move the upper portion of the rubber shroud/white insert forward and into its mating groove of the lower column cover.
 - D. Work your way to the bottom portion of the lower cover by pushing the rubber shroud/white insert into the mating groove until the rubber shroud is fully engaged in the mating groove. The rubber shroud is properly installed when its last convolute is sandwiched between the white insert and the lower column cover around the full perimeter.
 - E. Run your finger/thumb around the last convolute of the rubber shroud to verify that the white insert is properly installed. You should be able to feel the white insert around the entire perimeter of the rubber shroud. If you are unable to feel the white insert around the entire perimeter, it has been pushed out of the mating groove of the lower cover. In this case, pull the rubber shroud back out of the lower column cover and repeat step 5.
6. Very gently pull rearward (toward the driver) on the second convolute of the rubber shroud to ensure that it is properly captured between the white insert and the lower column cover. If you are able to pull the rubber shroud out of the mating groove with a very gentle pull, the insert is not engaged in the last convolute of the rubber shroud and was installed improperly. In this case, pull the rubber shroud back out of the lower column cover and repeat step 5.

7. Release the column locking handle and cycle the column through its entire range of motion, then re-lock it in the full out and down position. Visually inspect to ensure the rubber shroud is still engaged.

NOTE: The movement of the steering during normal operation requires very little retention force between the white insert/rubber shroud/lower cover assembly. Do not pull or push too hard on this joint during inspection as it will result in dislodging the shroud.

GENERAL SAFETY GUIDELINES

WARNING!

PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.
2. Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, **EXTREME CAUTION** should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.
3. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
4. If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning **ANY** work on the vehicle. If the vehicle is equipped with a Bendix® AD-IS® air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.
5. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.
6. Never exceed manufacturer's recommended pressures.
7. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
8. Use only genuine Bendix® brand replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.
9. Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.
10. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.
11. For vehicles with Automatic Traction Control (ATC), the ATC function must be disabled (ATC indicator lamp should be ON) prior to performing any vehicle maintenance where one or more wheels on a drive axle are lifted off the ground and moving.