

SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION

NEW YORK AND CHICAGO



July 26, 1956

Subject: NO-CREEP SWITCHES
Description: MODEL A-8

Proper operation of the no-creep switch assembly requires a periodic inspection of the mechanical as well as electrical components of this unit.

The principle purpose of the no-creep unit is to control the movement of the car after application of brakes while in traffic.

Inspections should be completed as follows:

1. Wiring from transmission pressure switch to no-creep unit.
2. Inspect wiring connectors for corrosion, which will act as an insulator.
3. Inspect brake fluid line connections for leaks.
4. Inspect unit for clicking of solenoid core into position each time electrical circuit is completed.

If unit should fail to operate after all of the above points have been inspected then the following corrections should be made.

1. Remove fitting bolt at inlet end of solenoid unit.
2. Inspect for clicking of solenoid core (bolt removed).
3. Replace bolt using two gaskets under fitting and bolt.

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These extra gaskets are to space the end of the bolt, which is steel, away from the magnetic field of the coil as it is very probable that with constant operation of the valve, gaskets may become compressed and thereby prevent the residual magnetism of the bolt from holding the core in the inoperative position.

If solenoid fails to operate after the above correction and there is evidence that the electrical circuit is operating, then no-creep unit should be replaced.