

Bulletin ID: UBCO-CS-00022
Date of Issue: 03/10/2024
Bulletin type: Technical Service Bulletin (TSB)
Audience: UBCO DUTY Service Agents & Authorised Repairers

Title: Footbrake Pivot Repair and Circlip Replacement

Background:

Some vehicles are experiencing suspected jamming of the foot brake pivot due to excess paint. The resulting failure will cause the foot brake and brake light to remain on whilst the rider has released their foot, this is a risk of the brakes remaining on whilst the rider has disengaged and other vehicles receiving incorrect braking signals from the bike. Paint on circlip grooves also increases the ability of the circlip to be dislodged from its groove accidentally, causing the rear brake lever not to operate as designed.

Affected Range:

Vehicle Type:	VIN From:	VIN To:	Delivery Batch:	Total:
DUTY	6YAU2CAF5R8000010	6YAU2CAF5R8000217	PO-00000001	175

Overview:

This service bulletin is intended for approved service agents of Australia Post and trained DUTY technicians. Included are instructions for removal, repair, reassembly and bench testing of rear foot brake lever. Service bulletin excludes battery fitment instructions and full vehicle testing.

Time to complete: 45 Minutes (10 minutes inspection, 20 minutes rework, 15 minutes reed switch adjustment)

Actions:

Affected dealers and service agents will be supplied with the following instructions for correctly repairing the foot brake lever pivot.

NOTICE: Please refer to your service manual for the following prerequisite tasks:

- Remove rear console upper cover - p54 Service Manual
- Remove side fairing - p55 Service Manual
- Disconnect battery - p71 Service Manual
- Remove battery - p72 Service Manual

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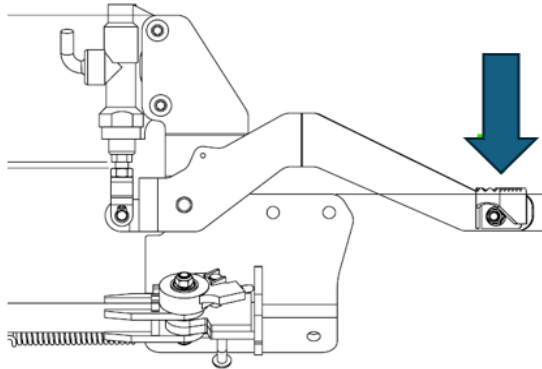
Issue: Footbrake Pivot has excess paint causing the brake to remain partially engaged and some circlip grooves have excessive paint increasing the ability of the circlip to be dislodged from its groove accidentally.

Action: Inspect, Remove and Repair (if required), Reassemble and Test.

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Inspection:

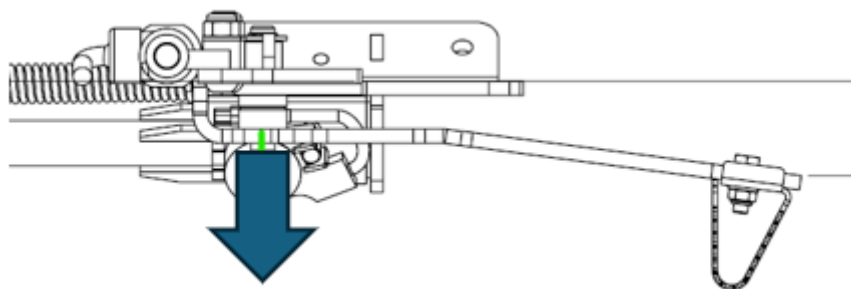
- a) Check the brake pedal for jamming:
 - a) Place bike on centre stand or raise the rear wheel off the ground.
 - b) Press the brake pedal to engage the rear brake, then slowly release it.
 - c) Check if the rear wheel can rotate freely, ensuring no engagement of the pads is observed. If the wheel cannot rotate proceed with rework section.



- d) Verify that the brake light is not lit. If the brake light is lit when the pedal is released proceed with rework section.
 - 2) Check if the circlip is properly seated:
 - a) Is the circlip groove full of paint? Edges rounded, no clear sharp groove. If so proceed to rework.



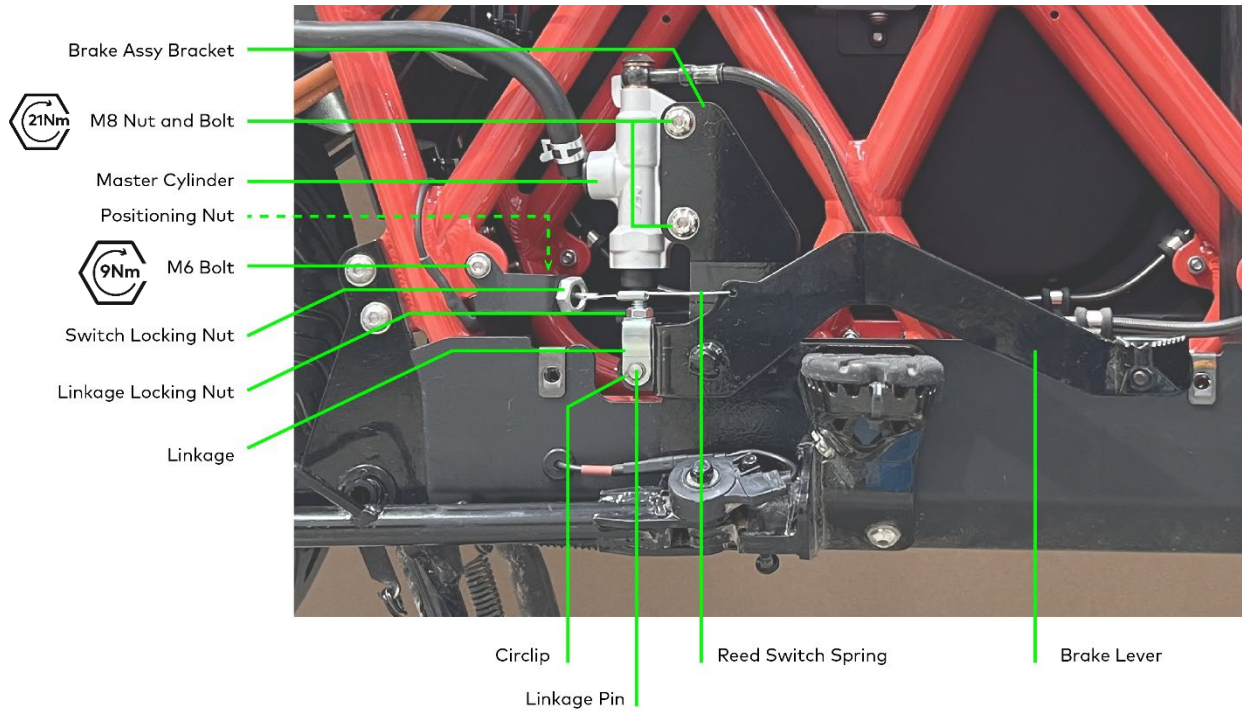
- b) Replace the circlip and pull the brake pedal at the axle by hand.



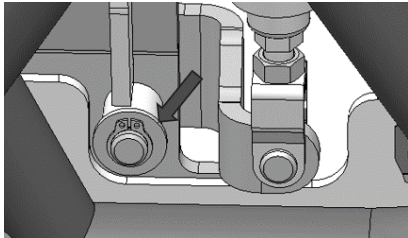
- c) Check for any excessive movement in the direction of the pull. If any excessive movement can be observed proceed with rework section

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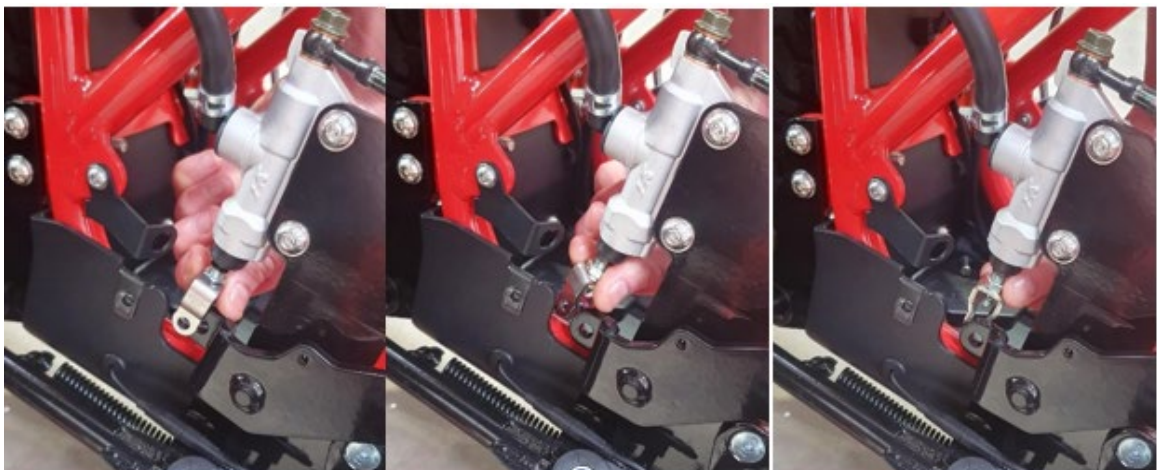
Brake Lever Rework Procedure:



1. Remove Brake master cylinder Linkage pin.
2. Unbolt M6 Bolt for Brake switch bracket from the frame to remove reed switch spring.
3. Remove brake lever circlip and washer.

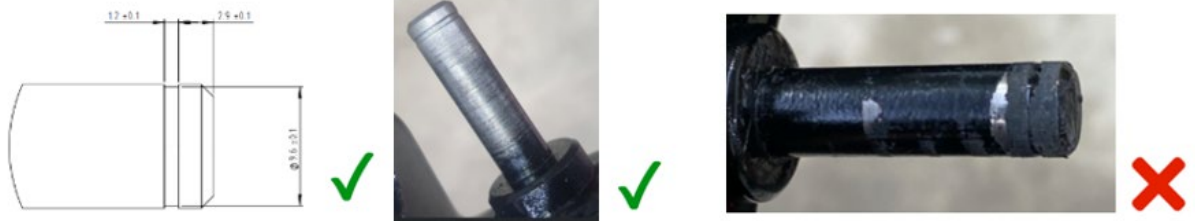


4. Lift and rotate brake master linkage over the brake lever whilst lifting brake lever.



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5. Slide Brake lever out.
6. Clean excess paint from whole shaft and circlip groove using a wire wheel. Ensure circlip groove is completely free of paint and maintains sharp grooves for the circlip to hold.



7. Remove paint from inside of the mounting hole with a light abrasive e.g. Scotch-brite.
8. Apply grease to brake lever shaft and hole. (Wurth HHS 500 or similar)
9. Reinstall in reverse order from 5,4,3,2,1. Ensure a new 10mm stainless steel circlip is used for the brake lever.

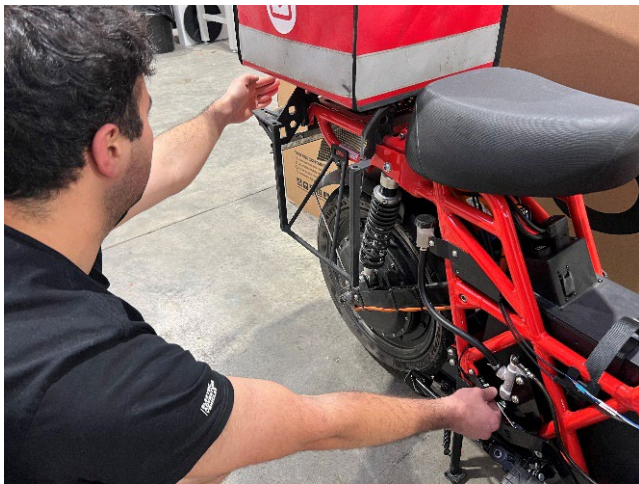
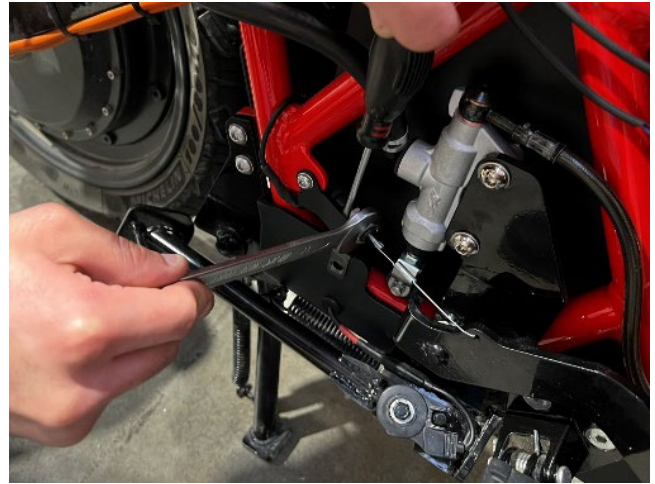
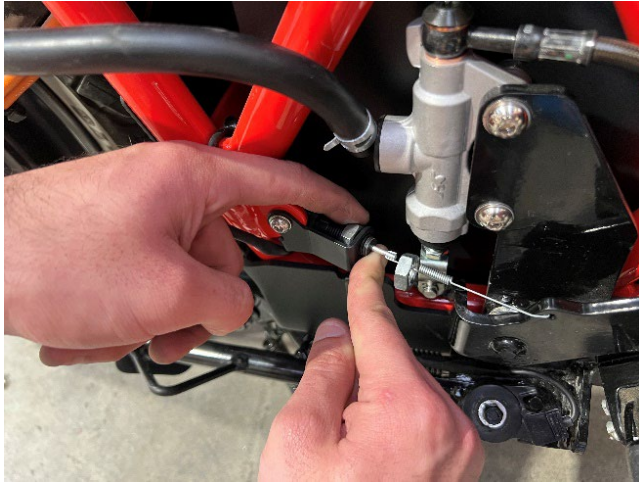
Test:

To ensure correct operation perform same checks from the **Inspect section** above. For correct operation, the brake light should turn on between 5-10mm of brake lever engagement. If brake light does not activate follow steps below.

Reed switch adjustment:

1. Leaving the brake light switch spring in place, loosen the locking nut using a 17mm spanner
 - a. NOTICE: You may need to use a screwdriver to hold the positioning nut in place
2. Turn the bike on and into run mode
 - a. WARNING: Be aware of accidental throttle use when the bike is elevated and in run mode
3. Adjust the switch position by adjusting the positioning nut to the rear of the bike or Counterclockwise
 - a. NOTICE: You may need to take some pressure off the switch body by pushing on the switch body, extending the spring.
4. Check the action of the brake lever as you adjust the positioning nut. The brake light should illuminate with immediate and moderate pressure.
 - a. NOTICE: The brake lever has no maximum or minimum range, however, should have approximately 5mm of travel at the lever end before triggering the brake light.
5. Tighten the locking nut to set the position.
 - a. Caution: Do not over-tighten

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Tools/Materials Required:

- 4mm Hex Driver
- Ruler
- 5mm Hex Driver (to suit torque wrench)
- T25 Screwdriver
- 12mm Spanner
- 13mm Spanner
- 17mm Spanner
- External Circlip Pliers (Small)
- Screwdriver (Flat)
- Torque Wrench
- Wire wheel/Wire brush
- Scotch-Brite pad

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Carlin O' Neill

Technical Services Manager