

Technical Bulletin

MAYTAG®

Type Policy Letter
√ Service Information

Date: July 2006

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Attention Service Managers
√ Service and Parts Managers

Models MAV4057A*, MAV4500A*, MAV5000A*, MAV5057A*, MAV5736A*, MAV5842A*, MAV6000A*, MAV6057A*, MAV6200A*, MAV6257A*, MAV6300A*, MAV6357A*, MAV6451A*, MAV6548A*, MAV6601A*, MAV7000A*, MAV7057A*, MAV7200A*, MAV7346A*, MAV7357A*, MAV7358A*, MAV7450A*, MAV7501A*, MAV7504E*, MAV7551A*, MAV7600A*, MAV7636A*, MAV7642A*, MAV7700A*, MAV7751A*, MAV7757A*, MAV7901A*, MAV8000A*, MAV8057A*, MAV8260A*, MAV8500A*, MAV8600A*, MAV8751A*, MAV8757A*, MAV9501A*, MAV9600A*, MAV9600E*, MAV9750A*

Brand
Maytag

Product
Laundry

Issue Noisy brake squeal during last few seconds of "spin -down" prior to stopping.

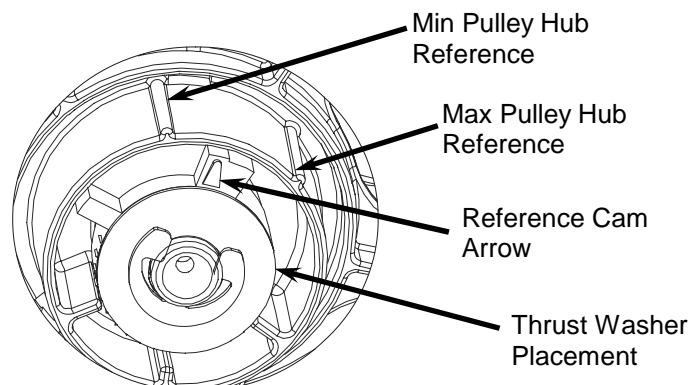
Warranty Standard product manufacturing warranty applies.

Action To remedy this problem, check brake disengagement and adjust if needed.

This was an issue with some washers built in early 2005, where the brakes were not installed correctly. The transmission(s) were improperly shimmed allowing the inner tub to rotate slightly during agitation. The result was a little slippage of the rotor on the stator, creating a glazed surface on the rotor. This glazed surface of the rotor made the noise when it rubbed against the stator. The problem can cause the brake to "chirp" intermittently because the brake rotor is not making full contact with the stator while the machine is in agitation.

To Check Brake Disengagement:

1. Manually rotate the drive pulley in a slow counterclockwise direction until the brake starts to release and the transmission begins to turn.
2. The position the "Reference Cam Arrow" should be midway between the "Min Pulley Hub Reference" and the "Max Pulley Hub Reference" markers located on the Pulley. If the position of the Cam Arrow to the Pulley Hub ***is not*** within these parameters ***adjustment is required***.



To Adjust Brake Disengagement:

1. If the position of the Cam Reference Arrow is ***less than the Min Pulley Hub reference mark***, remove the standard (.062 thickness) thrust washer and replace it with a thinner (.032 thickness) thrust washer. Recheck disengagement 3 times to verify proper adjustment.
2. If the position of the Cam Reference Arrow is ***more than the Max Pulley Hub reference mark***, add a (.032 thickness) Thrust Washer to the standard Thrust Washer. Recheck disengagement 3 times to verify proper adjustment.