

This document replaces the bulletin that was released on 2/17/11. Changes are identified by bold text and change bars (vertical line in left margin).

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3/7/11	RVXX1006	1(3)

Inversion Valve, Fifth Wheel Air Release

VNM, VNL, VHD, VT

RVXX1006, Inversion Valve, Fifth Wheel Air Release

The inversion valve on the frame may be orientated where contaminants can enter the valve through the exhaust port. If this occurs, corrosion may occur, which can cause the valve to malfunction and in extreme cases possibly result in unintended opening of the fifth wheel's locking mechanism that holds the trailer's king pin.

The repair consists of performing a visual inspection of the TR-3 inversion valve in the TouchLoc 5th wheel control system to see if the exhaust port is pointed down (i.e. 4 to 8 o'clock), and replacement if it is not pointed down (i.e. 4 to 8 o'clock).

The TR-3 inversion valve is mounted to the left side frame rail, forward of the 5th wheel.

Models affected:

All units built from November 7, 2005 through October 30, 2009 with an air release fifth wheel.

Repair:

You must read and understand the precautions and guidelines in Service Information, Group 50, "General Safety Practices, Brakes and Air Systems" before performing this procedure. If you are not properly trained and certified in this procedure, ask your supervisor for training before you perform it.

1. Visually inspect the TR-3 inversion valve for proper orientation (i.e. 4-8 o'clock position). If the orientation results in the exhaust port being outside of the 4-8 o'clock position, replace the valve with Volvo part number **85102791** (see Figure 1). All valves must be purchased from a Volvo dealer. Make certain that the existing or replacement valve is installed inside the frame rail with the exhaust facing in a downward plane. It may be necessary to remove and reposition the mounting bracket to ensure the TR3 inversion valve exhaust is facing in a downward plane. Use a grade 8 bolt and lock nut of the proper length to secure mounting bracket to frame. Torque to 140 +/- 24 Nm (103 +/- 18 ft-lb).

NOTE

Repositioning the valve may cause the airline(s) to be too short. If this occurs, then replace the airline(s) that are too short.

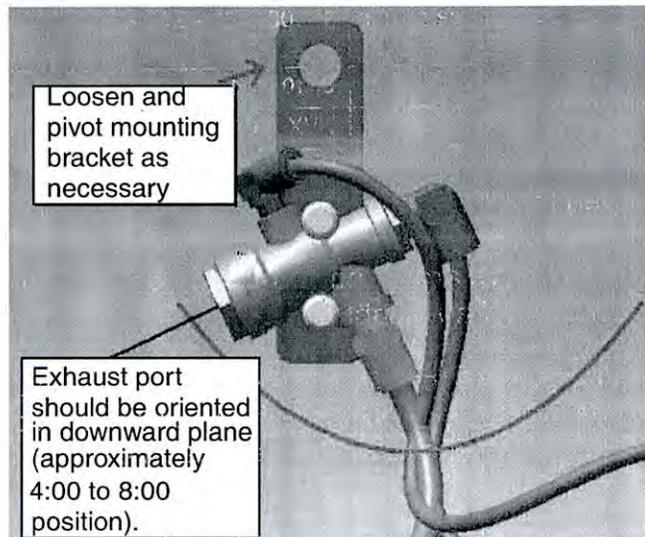


Figure 1 — Position exhaust flapper in a downward plane.

2. After completion, verify system operation by chocking the wheels and charging the air system to governor cut-out pressure with both the RED and YELLOW park control buttons OUT (parked position).
3. With the engine OFF and key ON, energize (depress) the TouchLoc control switch verifying cylinder function (5th wheel release) while also verifying that there is no system leakage by watching system dash gauges and listening for audible leakage. De-energize (release) the TouchLoc control switch verifying that the pressure in the cylinder is vented to atmosphere.
4. Re-energize (depress) and hold in the TouchLoc control switch and visually verify cylinder function. With the TouchLoc control switch still depressed, push the YELLOW park control button IN verifying that the pressure at the TouchLoc cylinder is venting and the TouchLoc piston is returning to the cylinder. Check for air leakage. De-energize (release) the TouchLoc control switch.

- With the YELLOW parking control button still IN, verify that there is no system leakage by watching dash gages and listening for audible leakage. Energize (depress) the TouchLoc control switch verifying that the TouchLoc cylinder does not function while also verifying that there is no system leakage by watching dash gauges and listening for audible leakage. De-energize (release) the TouchLoc control switch.

Reimbursement

This repair is covered by an authorized Safety Recall campaign. Reimbursement is obtained through the normal claim handling process.	
Claim Type (used only when uploading from the Dealer Bus. Sys.)	R
Recall Status	
Vehicle inspected, repair not needed	1-Inspected, Ok
Vehicle repaired per instructions	2-Modified per instructions
Labor Code	
Primary Labor Code	92222-0-01 - 0.3 hr., Time allowed to inspect valve orientation and functional test per recall RVXX1006.
Primary Labor Code	92222-0-02 - 0.5 hr., Time allowed to inspect the valve, functional test and valve replacement per recall RVXX1006.
Time to take charge of vehicle and determine campaign status	17003-0-01 - 0.3 hr.
Causal Part	85102791
Authorization No.	RVXX1006

*Removed part can be scrapped locally.

The Primary Labor Codes shown above are stand alone (i.e.: only one of the two can be applied to the claim along with Take Charge, if applicable).

Take-charge time is not included in the labor code for this operation. Take charge may be eligible, but can only be used once per vehicle repair visit. If the vehicle is having other warranty repairs performed, take-charge should be charged to the warranty repair, otherwise take-charge can be charged to this Safety Recall campaign.

NOTE

Dealers are to perform Safety Recall Campaigns on all subject vehicles at no charge to the vehicle owner regardless of mileage, age of vehicle or ownership (original purchaser or subsequent purchasers). Whenever vehicles are subject to a safety recall are brought to your dealership for service, or taken into your dealership vehicle inventory, it is strongly recommended that every effort be made to perform the recall correction before the vehicle is sold or released to the owner.