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SAFETY RECALL RVXX0506
FEBRUARY 2006**SAFETY RECALL BULLETIN****ATTENTION: SERVICE MANAGERS
PARTS MANAGERS****SUBJECT:** Front Axle Suspension Wobble**SAFETY RECALL INFORMATION:**

There exists the potential that the vehicles in the suspect population may develop a front wheel wobble when the tires become worn. If the wobble persists and is left untreated, damage may occur which could impair vehicle control.

VEHICLES AFFECTED:

VN model vehicles manufactured by Volvo Trucks North America with a front (steer) axle air suspension from March 2002 through January 2006.

There are 1,590 vehicles (1,502 US; 88 Canada) in the suspect population.

NOTE: To verify or determine if a particular vehicle is affected by this recall (or any other recall), you should consult the DCS, Service/Warranty or the eWarranty Vehicle Details screen. By entering the Vehicle Identification Number into the VEHINQ segment or into the VIN search field in eWarranty, the screen will display any outstanding recall.

If a "Dealer Listing" is enclosed it identifies the vehicles that were sold or shipped to your dealership. Be sure to check the VEHINQ or the eWarranty Vehicle Detail screen before performing the recall to verify that the recall is still open.

IMPORTANT NOTE: The recall repair, replacing front vertical shocks and adding a horizontal steering stabilizer, is intended ONLY for those subject vehicles that exhibit the front wheel wobble condition.

REPAIR:

The recall repair will consist of replacing front vertical shocks on each side of the front suspension and adding a horizontal steering stabilizer.

TIME ALLOWANCE:

Repair: 1.8 hrs per vehicle (includes take charge time).

RECALL PARTS:

There are three different versions of the recall identified in the INCLUDED repair instructions; however, **only one version, designated by “RVXX0506 A”, is required** for the affected vehicle population. This version requires the following parts:

RVXX0506A:

Volvo Part Numbers	Quantity
20849236 (Horizontal Steering Stabilizer kit)	1
20485633 (Front Vertical Shock)	2

PART ORDERING PROCEDURES:

Parts for this recall should be ordered through Volvo Trucks North America. Dealer Communication System. The following information is required to place an order:

1. Your dealer account number, and
2. Volvo part numbers – See information in the “Recall Parts” section above.

NOTE IMPORTANT CHANGE:

Parts should be ordered CLASS THREE (3)! On class three orders, Volvo Trucks North America pays for all shipping costs; therefore, Dealer Claims MUST NOT include shipping costs.

In the event where a dealer does not have the parts in stock and has a vehicle that requires the recall, the dealer should order the parts CLASS ONE (1) to ensure the quickest possible delivery. Since dealers are responsible for the shipping cost on class one orders, **the dealer should include the expense of shipping in the claim.**

The cost of the parts plus 30% dealer mark-up will have to be claimed according to the guidelines identified under the heading “*Claims for Credit*”.

DEALER PARTS INVENTORY:

Dealer parts inventory is not affected by this recall.

REMOVED PARTS:

The removed front vertical shocks should be scrapped.

CLAIMS FOR CREDIT:

Expenses associated with the performance of this recall will be reimbursed based on the guidelines identified in this bulletin, and section 10-7-4-9 of the Service Operations Manual and chapter 20 of the Parts Operations Manual.

CLAIM CODING INFORMATION:

Type: - P (WINS); or, Recall (eWarranty)
Authorization Number: - RVXX0506
Repair (remove and replace tire/wheel): - 61271-0-02 (1.8 hrs per vehicle)

IMPORTANT NOTE:

- Claims for a recall repair MUST be submitted within 2 working days from the repair date.

OWNER RECALL RESPONSE CARD:

The "Owner Recall Response Card" is to provide the vehicle owner with a convenient way to notify Volvo Trucks North America of changes affecting the ownership of the subject vehicle. The owner recall response card is not intended for dealer usage other than to assist you in the preparation of the repair orders necessary to perform the applicable recall on the subject vehicle. Please do not use the card as a way to inform Volvo Trucks North America that the vehicle has been inspected or modified. Your DCS claim on line is the appropriate means of informing Volvo Trucks North America that the vehicle has been inspected or modified.

DEALER RECALL RESPONSIBILITY:

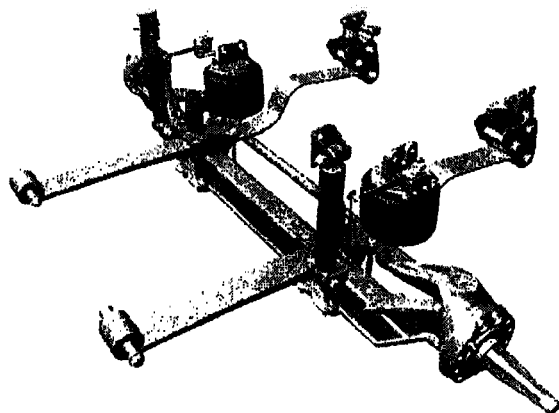
Dealers are to perform the recall only on those subject vehicles that exhibit the front wheel wobble condition at no charge to the owner regardless of mileage, age of vehicle, or ownership from this time forward. Whenever a vehicle subject to this recall is taken into or is in your vehicle inventory or dealership for service, we strongly recommend you make every effort to examine such vehicle to determine whether a front wheel wobble condition exists, and if so, perform the recall correction before the vehicle is sold or released to the owner.



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FEBRUARY 2006**

IMPORTANT NOTICE:

Please note that the National Traffic and Motor Vehicle Safety Act requires that the owner's vehicle(s) be corrected at no charge and within a reasonable time after parts are available to you. The law states that failure to repair a vehicle within sixty (60) days after tender for repair shall be a prima facia evidence of unreasonable time. However, circumstances of a particular situation may reduce the sixty-day period. If an owner's vehicle is not repaired within a reasonable time, he or she may be entitled, without charge, to a reasonable equivalent vehicle or refund of the purchase price, less reasonable allowance for depreciation.



H ASSEMBLY INSTRUCTIONS

AIRTEK® for Volvo Vehicles 12K/12.5K Capacity Steering Stabilizer Kits

SUBJECT: Kit Nos. 66075-000, 66079-000
and 66080-000

LIT NO: 59310-027

DATE: January 2006

REVISION: A

INTRODUCTION

Volvo Trucks North America, Inc. has learned that certain Volvo VNL and VNM model vehicles manufactured with Hendrickson AIRTEK integrated front air suspension and steer axle systems from March 2002 through October 2005 may develop a front wheel wobble condition when the tires become worn. If the wobble persists and is left untreated, damage may occur which could impair vehicle control. Volvo has initiated and is managing a safety recall (Volvo Safety Recall RVXX0506) to address this matter. The recall repair involves the installation of replacement front vertical shocks on each side of the front suspension and an appropriate Steering Stabilizer Kit (new horizontal stabilizer components), and is intended only for those subject vehicles that exhibit the front wheel wobble condition.

Hendrickson Truck Suspension Systems has worked with Volvo to develop the following Steering Stabilizer Kits:

Volvo Part No.	Volvo Recall No.	Hendrickson Kit No.	Ride Height	Bottom Axle Wrap Part No.	Clamp Group Bolt Length
20849236	RVXX0506A	66075-000	338	64722-003 and 64013-003	220 mm
20853187	RVXX0506B	66079-000	366	64014-003	240 mm
20853188	RVXX0506C	66080-000	366	64722-003	250 mm

NOTE: The above referenced kits are intended for the subject Volvo vehicles equipped with AIRTEK systems rated at 12,000 lbs.-12,500 lbs. capacity. The subject recall does not apply to vehicles equipped with AIRTEK systems rated at 13,200 lbs. and 14,600 lbs. capacity.

These Assembly Instructions cover the proper installation of the Steering Stabilizer Kits. In addition, these Assembly Instructions are intended for use only by those applicable owners and authorized dealers that have been notified by Volvo of the subject recall. Reimbursement for costs incurred by such owners and authorized dealers will be addressed by Volvo on a case-by-case basis. Contact the Volvo Technical Support line at 1-800-888-2039 for further information or questions regarding the recall, the replacement of the front vertical shocks, and any cost reimbursements. Contact Hendrickson at 630-910-2800 with any questions regarding these Assembly Instructions.

STABILIZER KIT INSTALLATION INSTRUCTIONS

DISASSEMBLY

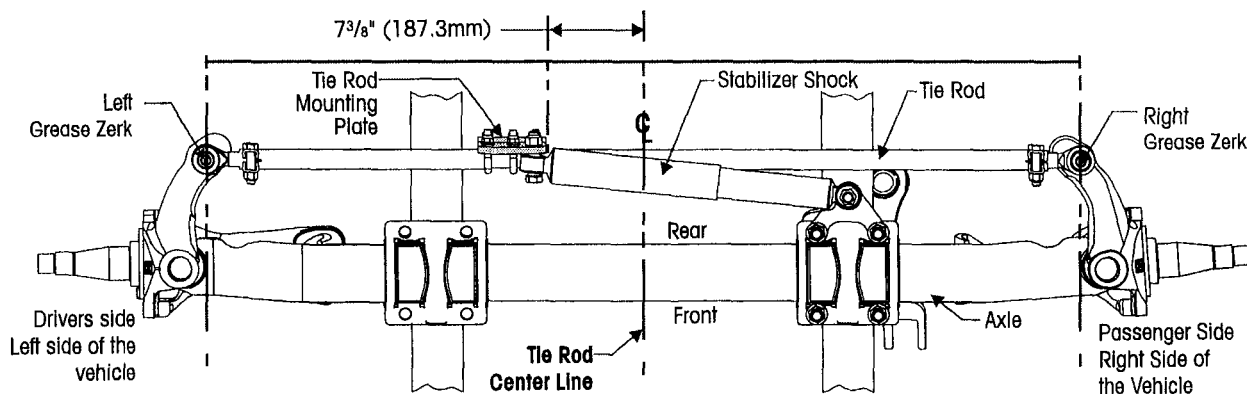
1. Turn wheels left and right and ensure that the steering stops contact the axle stops.
2. After checking to see that wheel stops contact the axle stop, ensure the tires are returned to the straight position.
3. Chock the wheels.

DANGER

AIR SPRING ASSEMBLIES MUST BE DEFLATED PRIOR TO LOOSENING ANY CLAMP GROUP HARDWARE. UNRESTRICTED AIR SPRING ASSEMBLIES CAN VIOLENTLY SHIFT. DO NOT INFLATE AIR SPRING ASSEMBLIES WHEN THEY ARE UNRESTRICTED. AIR SPRING ASSEMBLIES MUST BE RESTRICTED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND PRESSURES RECOMMENDED BY AIR SPRING MANUFACTURER, CONTACT HENDRICKSON TECHNICAL SERVICES FOR DETAILS. IMPROPER USE OR OVER INFLATION MAY CAUSE AIR SPRING ASSEMBLIES TO BURST, CAUSING PROPERTY DAMAGE AND/OR SEVERE PERSONAL INJURY.

4. Remove the air from the air system by disconnecting the height control valve linkage(s) at the rubber grommet(s) and allowing the lever to drop. This will exhaust air from the system.
5. Raise the vehicle.
6. Support the frame and suspend the front axle with the shocks attached.
7. Support the axle with a jack.
8. Unseat the right air springs at the axle top spring pad.
9. Measure the distance between the left and right grease zerks on the tie rod assembly. See Figure 1.

Figure 1



10. Divide this measurement in half.
11. Mark the centerline of the tie rod tube with this measurement.
12. Position the **tie rod** mounting plate 187.3mm ($7\frac{3}{8}'' \pm \frac{1}{16}''$) to the left of the centerline (towards the drivers side) of the centerline of the tie rod, see Figure 1.
13. Attach **tie rod** mounting plate using the hardware provided, see Figure 2. **Do not tighten** to torque at this time.

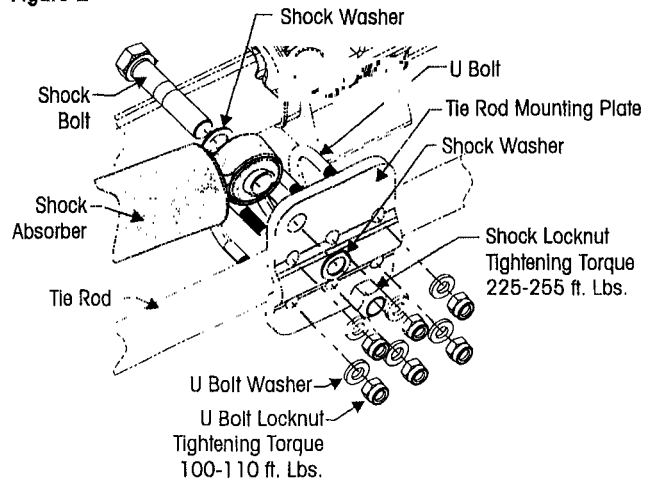


14. Remove the M20 clamp group fasteners from the right side only and discard.

ASSEMBLY

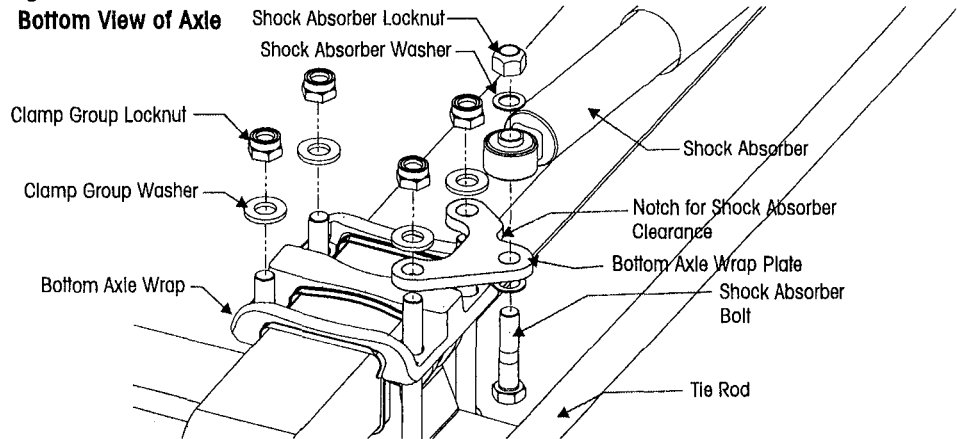
1. Install the new M20 clamp group bolts.
2. Place the bottom wrap plate over the rear clamp group bolts as shown. See notch orientation in Figure 3.

Figure 2



3. Add the new M20 locknuts. Snug the nuts, **DO NOT** tighten to torque at this time.

Figure 3



4. Ensure that the clamp group is properly aligned and the hex bolts are seated properly in the top spring pad, and the bottom axle wrap is centered on the top axle wrap, see Figure 4 and 5.

Figure 4

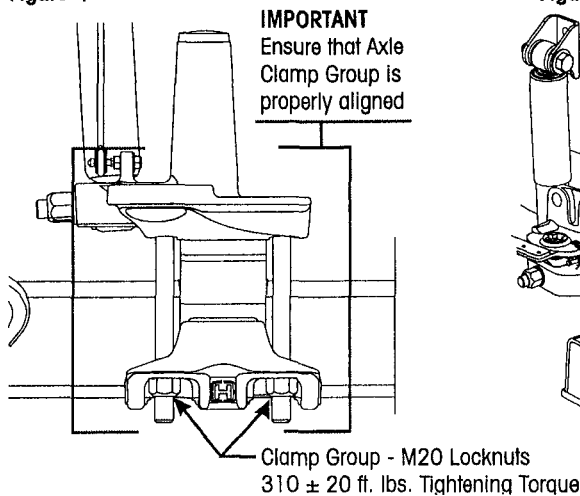


Figure 5

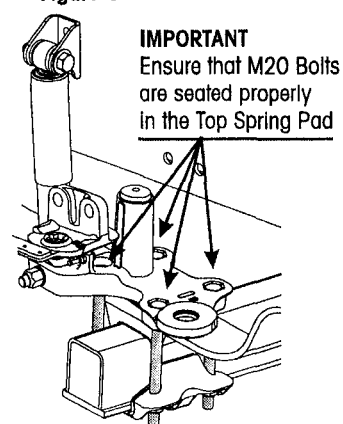
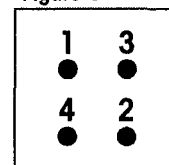




Figure 6



5. Tighten the M20 clamp group locknuts evenly in 50 foot pound increments to 310 ± 20 foot pounds (420 Nm) torque in the proper pattern to achieve uniform bolt tension, see Figure 6.
6. Attach steering stabilizer shock to bottom wrap plate using the 3/4" x 3.5" long hex bolt, locknut and washer. **DO NOT** tighten to torque at this time.
7. Attach the other end of the stabilizer shock to the tie rod mounting plate using the remaining 3/4" x 3.5" long bolt, locknut and washer, see Figure 2.
8. Verify that the tie rod mounting plate is still 187.3mm (7 3/8" ± 1/16") from the centerline of the tie rod, see Figure 1.
9. Tighten the 1/2" locknuts for the tie rod mounting plate evenly to 100-110 foot pounds in a cross pattern.
10. Tighten the 3/4" nut for the steering stabilizer on the bottom wrap plate to 225-255 foot pounds.
11. Tighten the 3/4" nut on the tie rod plate to 225-255 foot pounds.
12. Verify that the tie rod mounting plate is vertical.
13. Install the new front vertical shocks (Volvo Part number 20485633), tighten to Volvo specifications (200 foot pounds). The vertical shock is not included in the Hendrickson kit, contact Volvo for the vertical shock component.
14. Verify that the vehicle can achieve full left and right wheel cut without the steering stabilizer running out of travel. If the wheel cut test fails adjust the location of the tie rod mounting plate left or right to achieve full wheel cut.
15. Remove safety stands.
16. Install the height control valve linkage(s) and inflate the suspension to normal operating pressure.
17. Verify proper ride height, adjust if necessary.
18. Remove chocks from wheels.

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