

REFERENCE:	Nova Bus Manuals
SECTION:	07: Steering mechanism
RS N°:	MQR 7621-591
EFFECTIVE IN PROD.:	—

APPLICATION DEADLINE:NA

SUBJECT:	Power steering hydraulic connectors
JUSTIFICATION:	Moisture may accumulate in the space under the driver's seat and cause corrosion of the power steering hydraulic fittings and piping.

LEVEL	DESCRIPTION	DIRECT CHARGES		TIME
		LABOUR	MATERIAL	
1	Inspect the power steering hydraulic fittings and piping.	Client	Client	20 min
2	—	—	—	—

MATERIAL

QTY	PART N°	REV.	DESCRIPTION	REPLACES PART N°
LEVEL 1				
1	N25075	—	Cotter pin	—
1	N8901646	—	Plastic cap	—
1	N8902766	—	Solurouille rust converter	—
LEVEL 2				
—	—	—	—	—

Materials will be available within 45 days. To order, please contact Prevost Parts by phone at 1-800-771-6682, by fax at 1-888-668-2555 or by email at prevostparts.commandes@volvo.com. Specify document number, quantity of parts required and shipping address.

DISPOSAL OF PARTS

REMOVED PARTS ARE:	DISCARDED *	RETAINED	* Dispose of the unused parts and the defective parts in accordance with local environmental standards in effect.
	Yes	—	

REVISION HISTORY

REV.	DATE	CHANGE DESCRIPTION	WRITTEN BY
NR	2015MA28	Initial release	Bertrand Plouffe

APPROVED BY:

PAGE 1 OF 4

**WARNING**

Follow your internal safety procedures.

PROCEDURE

- 1.1. Open the street side compartment door under the driver's seat. See Figure 1.

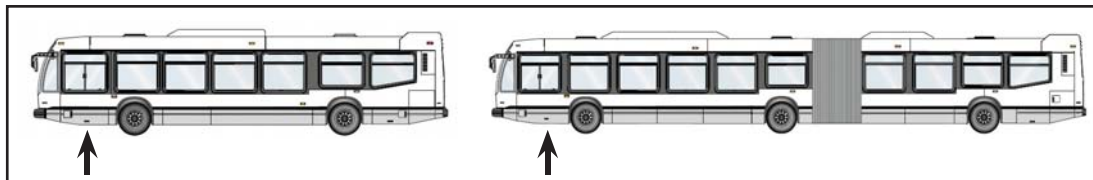


Figure 1 - Location of the Compartment Door Under the Driver's Seat

- 1.2. With a hole saw, drill a 2 1/2 in (64 mm) inspection hole in the wall, horizontally centered between the two hydraulic bulkheads and vertically centered on the wall surface. See Figure 2.

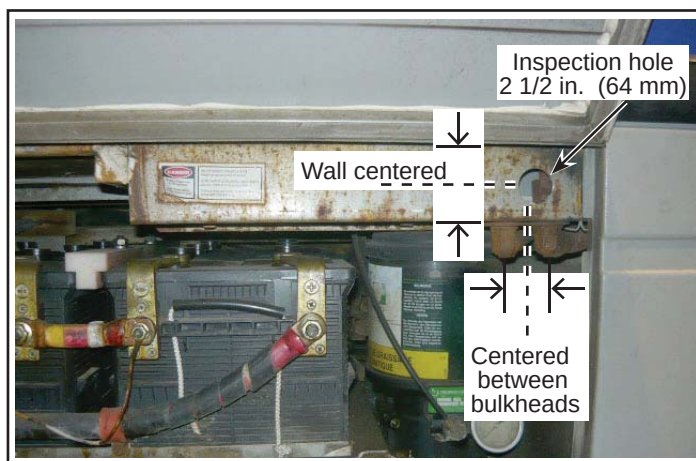


Figure 2 - Location of the Inspection Hole to Drill in the Wall

- 1.3. Remove the rust scale on the power steering hydraulic bulkheads with a steel brush. Remove the rust residues with a vacuum cleaner.
- 1.4. Inspect the bulkheads with the N8902891 GO/NO GO gauge. See Figure 3.
- 1.4.1. If the bulkheads do not fit in the gauge (NO GO), go to step 1.5.
- 1.4.2. If one of the bulkhead fits in the gage (GO) or a hydraulic fluid leak is detected, change the damaged bulkheads and piping.
- 1.4.3. When the repair is completed, go to step 1.5.



Figure 3 - Bulkhead Inspection with GO/NOGO Gauge N8902891

- 1.5. Check that the cotter pin is not jammed in the drain hole. See Figure 4.
 - 1.5.1. If the cotter pin is free, go to step 1.6
 - 1.5.2. If the cotter pin is jammed, remove it, clean the drain hole and install a new N25075 cotter pin.

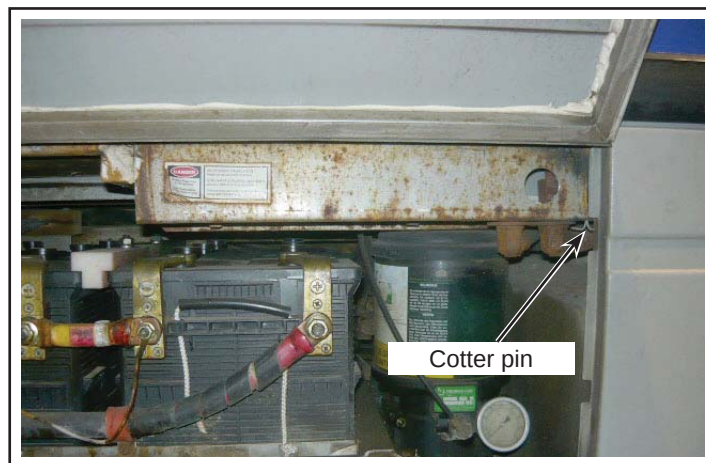


Figure 4 - Location of the Cotter Pin in the Drain Hole

- 1.6. Check if the drain hole is cleaned to allow the water to drain out. Clean if needed.
- 1.7. Apply N8902766 Solurouille rust converter, or equivalent, on the bulkheads and piping only if rust is visible on those parts. See Figure 5.

**NOTE**

DO NOT USE Solurouille rust converter if no rust is visible on the parts. The product is ineffective on paint.

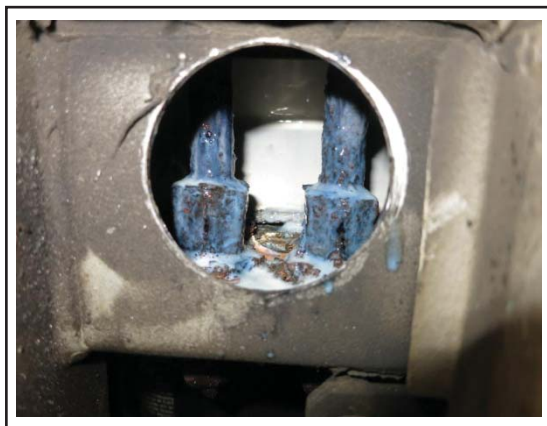


Figure 5 - Solurouille Type Rust Converter Applied on Rusty Parts

- 1.8. Install N8901646 plastic cap in the inspection hole. See Figure 6.

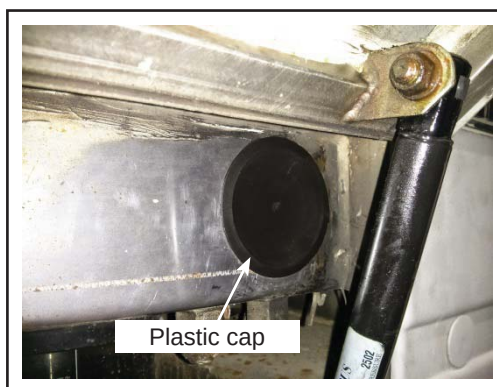


Figure 6 - N8901646 Plastic Cap Installed in the Inspection Hole

- 1.9. Close the compartment door located under the driver's seat.
- 1.10. The vehicle may be returned to service.

**NOTE**

Repeat this inspection procedure EVERY TWO YEARS from the sixth year of the vehicle commissioning. For repeat inspections, step 1.2 above is replaced by the following instruction: Remove the plastic cap from the wall inspection hole. See Figure 6. ❖