

Technical information

TI No.: 43.05U18009A

Distribution list: D

Distribution date:

20.08.2018

Valid until: 31.12.2020

The point of contact is the EvoBus after-sales service in each country

Model: TC 400

MODEL SERIES: 629540; 629557

TITLE: **Incorrect version of the pressure limiting valves at the driven axle**

COMPLAINT

Pressure limiting valves with 80 psi nominal pressure fitted.

CAUSE

Mix-up of components in the production process.

REMEDY

Fit 60 psi pressure limiting valves.

MEASURE TYPE

The scope of the work is carried out as part of a Customer Service measure (KDM).



Only Setra USA vehicles are affected by this measure.

DEFECT PART HANDLING

The GALA (warranty parts processing) stipulations are binding. Workshops without GALA should scrap the defect parts immediately after the repair.

REPLACEMENT PARTS REQUIRED

| Quantity | Designation | Number | Comment |
|----------|-------------------------|--------------------|---------|
| 2 | Pressure limiting valve | A 005 429 73 44 05 | |
| 4 | O-ring | A 005 997 29 40 05 | |

OPERATION TEXTS

| Operation no. | Operation text | Working time/h | Comment |
|---------------|---|----------------|---------|
| 02-2557 | Replace 2 pressure limiting valves on driven axle with new ones | 1.2 | |

The times apply for work at an hourly rate.

DEFECT NUMBER

Defect no.: **Designation**

4392356

CODEWORD

4305U18009

WARRANTY AND GOODWILL SETTLEMENTS

Field measure type KDM (Customer Service measure): 100 % of costs will be accepted.

BUS/MCC

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Attachments

Replacing the pressure limiting valves on the driven axle



M43.05-0016-74



Warning

Risk of accident. Danger from unauthorised starting of the engine or movement of the vehicle. Persons in areas of the bus that are hidden from view (underbody, rear, roof, etc.) are at risk of injury if the engine is started or the vehicle is moved by other or unauthorised persons.

[Details...](#)



Warning

Risk of fatal injury. Danger from the bus lowering when work between the wheels and superstructure is in progress. Danger when working underneath the bus and in the area of the wheel arches and axles due to potential operation of the electronic level control system (ENR). There is a risk of injury from being trapped or crushed when working on the air suspension. Adjustment work on the air suspension may cause the bus to rise or lower. If the air spring system is faulty, the bus could drop rapidly under its own weight in the event of a sudden loss of pressure. There is a risk of serious injuries if you tamper with components of axle mountings or level control assemblies as part of adjustment work or if the compressed-air system is faulty

[Details...](#)



Warning

Risk of injury. Danger when disconnecting pressurised compressed-air lines. During disconnection, pressurised lines can snap free suddenly and uncontrollably. Severe impact injuries can be caused by the uncontrollable whirling motion of a line during disconnection, and escaping compressed air can cause eye injuries by throwing up dirt and dust.

[Details...](#)

Preparatory tasks

1. Fully lower the vehicle at the rear.
2. Switch off the workshop switch.

Procedure

Replacing the pressure limiting valves



Note

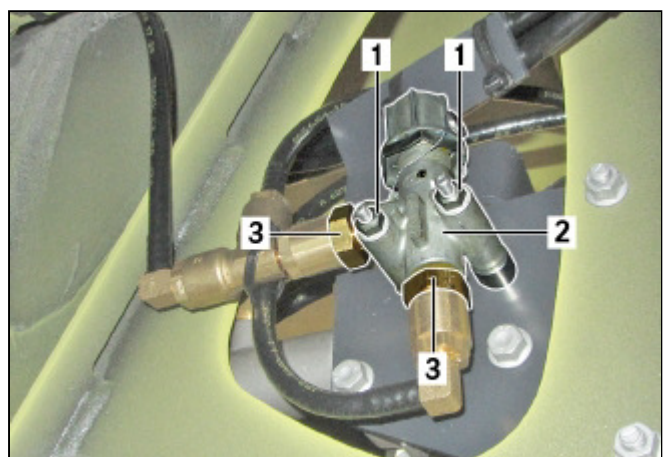
The operations described below should be carried out on both sides.

1. Unscrew screw-in fittings **(3)** for the compressed-air connections from pressure limiting valve **(2)**.



Danger

The connections could come free suddenly under the force of any residual pressure still present.



2. Remove screws **(1)** and remove pressure limiting valve **(2)**.
3. Secure new pressure limiting valve **(2)** using screws **(1)**.



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| Tightening torque | |
|--------------------------------------|-------|
| Securing the pressure limiting valve | 10 Nm |

4. Screw screw-in fittings **(3)** for the compressed-air connections with new O-rings into pressure limiting valve **(2)** and tighten.

| Tightening torque | |
|---|-------|
| Screw-in fitting in pressure limiting valve | 14 Nm |

Finishing tasks

- ▶ Charge the compressed-air system and check the connections for leaks.

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