



Volvo Chassis - Equipped With An (AMT) I-Shift Transmission Grinding While The Range Is Shifting From (6th To 7th) Or (7th To 6th) Gear



> **Internal Content**

For more information on a Volvo chassis equipped with an (AMT) I-Shift Transmission that is grinding while the range is shifting from (6th to 7th) or (7th to 6th) gear, remove the PTO cover, or PTO if equipped and inspect the range cone for excessive play. If confirmed that there is excessive play refer to the SNV15-003b I-Shift Transmission Service Strategy (Revised failure mode descriptions) found in the Trucks Dealer Portal under the Information Tab - Service - Service Literature or click [here](#).



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To: U.S. and Canada Volvo Dealer Principals
U.S. and Canada Volvo General Managers
U.S. and Canada Volvo Service Managers
U.S. and Canada Volvo Service Technicians

Bulletin: SNV15-003b
Date: February 4, 2016
Valid to: Until Further Notice
Replaces: SNV15-003a
Action Required? **Yes**

From: Greg Holderfield – Director, Product Reliability

Subject: I-Shift Transmission Service Strategy (Revised failure mode descriptions)

TMAC/Warranty has been receiving many complete transmissions for repairs that could have been addressed with one of the four options below.

The first three repair options (modules) were made available in April 2013 (see publication PSM 13-V-NA-10) with the last (Range Section) module released February 2014 (see publication V50-23). These repair modules were designed to provide timely, efficient, cost effective repairs to the I-Shift Transmission. Additional special tools have also been made available for some of these repairs. Please check your tool inventory for tools listed in FSB 432-013 & FSB 431-010 as many dealers have these tools already. **A complete evaluation of the transmission compared to the Transmission Reuse or Replacement Guidelines (4311-06-02-01) is essential in determining the repair path for the given failure mode.**

It is advised that the correct module be used for the type of failure encountered. Over-repairs will be adjusted accordingly beginning March 1st, 2015 on warranty claims.

Below is a matrix of typical failure modes which historically have resulted in complete remanufactured units. This matrix is to be used as a guide to point to a more cost effective repair.

Failure modes

AMT-D Repair strategy	Failure modes															
	Low lube	Oil Leak Resulting in Catastrophic Failure	Gear Whine	Towing	Loss of Input/Main Shaft Preload	Shift Fork Broken	Gear Engaging Tooth Damage	Split Synchro Detent Shaft Play	Excessive output plunger Failure	Grinding From H/L And L/H (Range Shift)	Grinding From H/L Only (Range Shift)	Faults For Jumping Out of Gear (Splitter)	Faults For Jumping Out of Gear (1-2)	Faults For Jumping Out of Gear (2-3)	Broken Shift Rod	Loss of Communication
REMAN complete	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
REMAN Basic	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
REMAN short			x	x	x	x	x	x	x	x	x	x	x	x	x	x
REMAN range housing							x	x	x	x	x	x	x	x	x	x
REMAN synchro repair kit (not pictured)							x	x	x	x	x	x	x	x	x	x
Control housing (W/O TECU)					x					x	x	x	x	x	x	x
Control housing (W/ TECU)																
TECU																
Internal cable harness										x	x	x	x	x	x	x
SEE ADDITIONAL MATRIX																

Green = Typical repair for the given failure mode
Yellow = Next option if further damage is found upon inspection.

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Range Cone (HRC) Failure modes

AMT-D Repair strategy								
	Loose HRC	Loose HRC With Damaged Friction Ring	Broken HRC	Broken HRC With Damaged Friction Ring	Worn/Damaged Friction Ring	HRC With Main Box Gear Damage	HRC With Main & Aux Box Gear Damage	HRC With Aux Box Gear/Housing Damage
REMAN complete								x
REMAN Basic			x		x	x		
REMAN short					x			
REMAN range housing	x	x	x	x	x			x
REMAN synchro repair kit (not pictured)	x	x	x	x	x			x
Control housing (W/O TECU)								
Control housing (W/ TECU)								
TECU								
Internal cable harness								

Green = Typical repair for the given failure mode
 Yellow = Next option if further damage is found upon inspection.



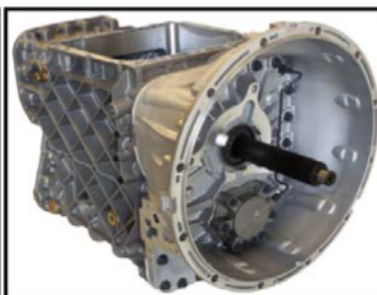
Complete Transmission

Includes: Clutch Control Actuator, Transmission ECU, Top Shift Cover Assembly and solenoid.



Basic Transmission

Same as a Complete without the Clutch Control Actuator, Transmission ECU, Top Shift Cover Assembly and solenoid.



Short Transmission

Same as a Basic without the Range Shift Assembly.



Range Housing

If you have any questions or need additional information please contact your TSM.