



Volvo SNV15-025 I-Shift Towing Damage Inspection Procedure



> Internal Content

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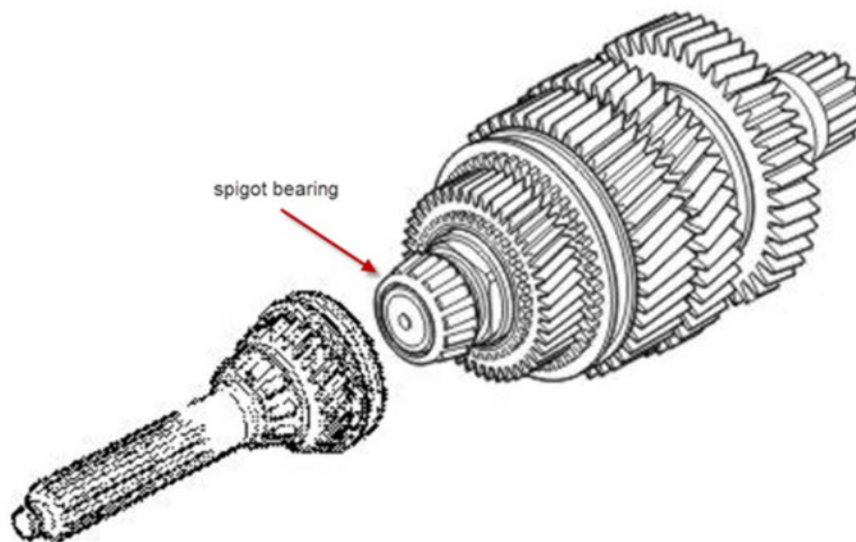
To: U.S. and Canada Volvo General Managers
U.S. and Canada Volvo Service Managers
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U.S. and Canada Volvo Service Technicians

Bulletin: SNV15-025
Date: June 23, 2015
Valid to: Until Further Notice
Replaces: N/A
Action Required? **Yes**

From: Greg Holderfield – Director Product Reliability

Subject: I-Shift Towing Damage Inspection Procedure

This notification is to recommend that anytime excessive input shaft play is found, the spigot bearing needs to be inspected for damage caused by improper towing.



Instructions for removing the clutch housing are found in Impact- Function Group 4 or SB-431-14

Some common symptoms of a loose input shaft include:

Gear disengagement of even or odd gears, disengagement in reverse, grinding on split shift, and may have also logged multiple PSID 23 / P1071 codes

In extreme examples of the spigot bearing failure, the input shaft and main shaft can become temporarily fused / welded together and exhibit symptoms of stuck in gear, will not go in gear, or when trying to take off the engine stalls. This failure may have also logged: PSID 29 FMI 7/ P10AE-81

Note: Example symptoms and pictures of spigot bearing damage caused by improper towing are shown below.

- Side wall splatter
- Lube tube bluing
- Metal in the filter vs. no metal
- Dark film over components (burnt oil)

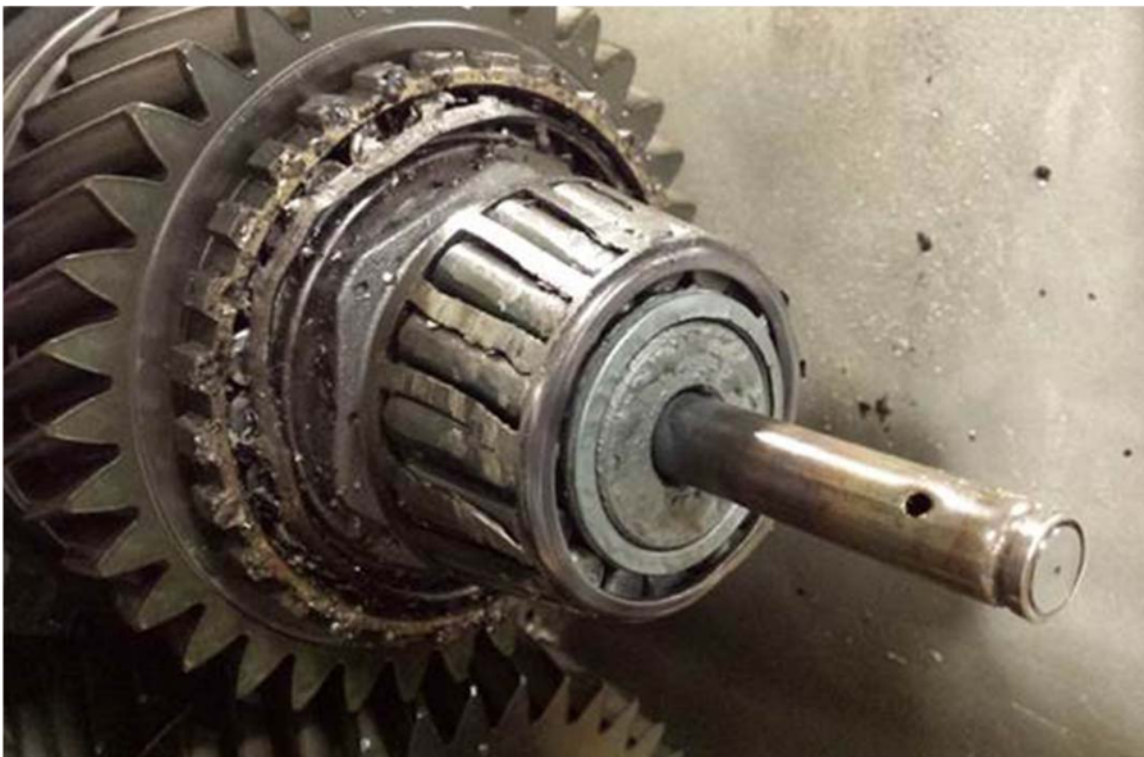


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If you have any questions or need additional information please contact your TSM.