Volvo SNV14-015 " Revised " Alternative Towing Procedure For I-shift Equipped Chassis

Internal Content

Refer to Volvo SNV14-015 " Revised " Alternative Towing Procedure for I-Shift Equipped Chassis here

Tags

k85009249 amt-c amt-d

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SERVICE NEWS

To: U.S. and Canada Volvo General Managers
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Bulletin: SNV14-015
Date: May 5, 2014
Valid to: Until Further Notice
Replaces: NA
Action Required? Yes

From: Greg Holderfield – Director, Product Reliability

Subject: Alternative Towing Procedure for Chassis Equipped with an I-Shift Transmission

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Engineering has released into production and Aftermarket an alternative towing procedure function in the AMT's software (SW) that allows the vehicle to be towed temporarily without damaging the gearbox. This functionality allows the vehicle to be removed from toll-ways, bridges, and tunnels without disassembling the driveshaft. At the earliest possible time, the unit should then be configured for standard towing by removing the driveshaft or axles.

*This procedure **is not** intended to replace the standard towing procedures and must only be used when it's not possible to follow the proper procedures.*

I-Shift Internal Towing Mode:

Split shifter is in Neutral, 3rd gear and High Range is engaged. This will enable the oil pump to rotate during towing.

Towing Gear 3 HR will be engaged if the following actions are fulfilled:

1. Gear lever in neutral
2. The key is on, power to TECU (battery volts >12)
3. Engine is not running
4. There is enough air pressure to the gearbox (>100PSI) (Air should be supplied continuously from the towing vehicle)
5. Move vehicle slowly the first ~3m (3 yards) at ~3 km/h (2 MPH) before accelerating. (Move slowly for at least 5 seconds to allow the function to fully engage before accelerating and moving to the nearest safe location to remove drive line or axles.)
   - After 1 second of movement detection the TECU will activate the function and then need ~2 s to perform the shifts.
   - Speed and distance in step 5 are approximations and the real intent is to start slow and give the gearbox a chance to shift.

***Note:** This procedure **SHOULD NOT** be used in the following situations.*

1. *Vehicle power and or air supply cannot be verified to the gearbox or cannot be consistently supplied from the towing vehicle if moving longer distances.*
2. *Heavy frontal damage to the radiator assembly on units that have the transmission oil cooler in the bottom tank of the radiator, and the cooler lines are compromised. Towing with broken lines will pump all the oil out of the gearbox and further damage the equipment.*
3. *Complaints involving gearbox failure that requires towing.*
4. *Active air pressure fault in the Instrument Cluster for the gearbox.*

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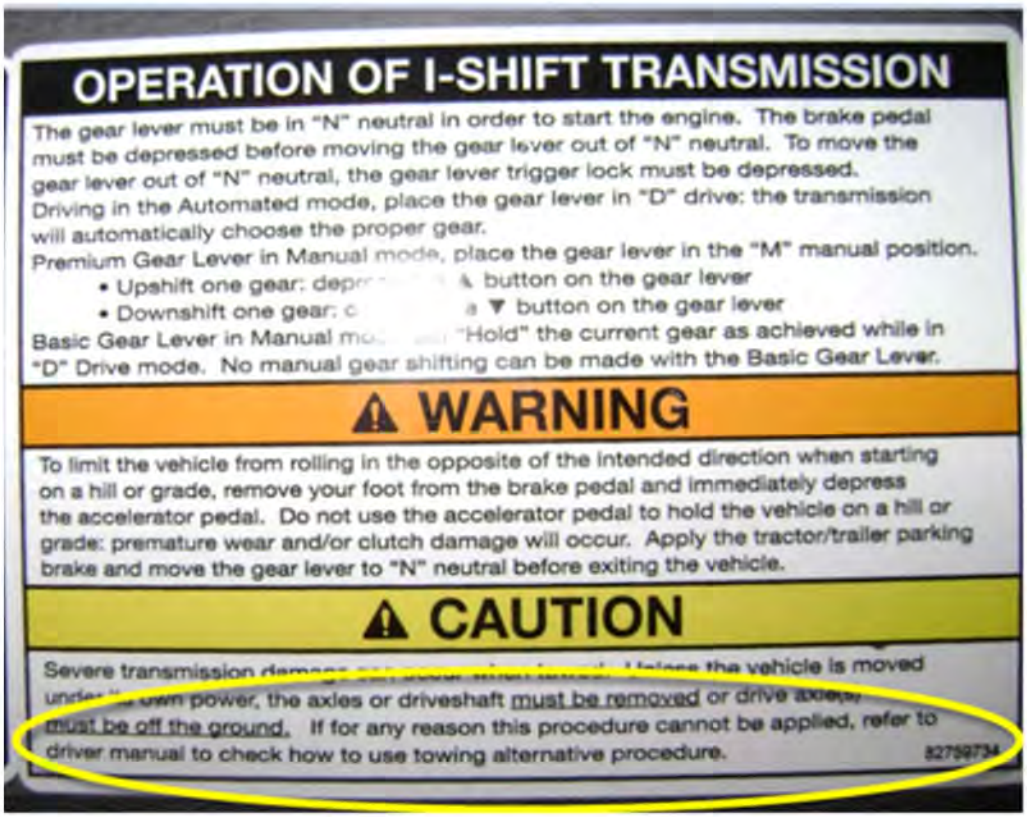
Vehicles produced with the correct SW for this functionality will have this label on the sun visor.



I-Shift C version (Pre 2010) transmissions are not included with this functionality