Rev 0 21.09.26

REFURB SG371-SG606

SECTION – 5

Front Suspension Refurbishment

1. **Change 2 front shock absorbers.**

2. **Change front air bellows assembly to the latest Volvo specification (i.e. top plate mounted by stud and nut and not circlip, ensure new air bellows assemblies are fitted in the correct orientation – inboard vehicle arrow).**

3. **Change front anti-roll bar components where identified on BAC check sheet.**

4. **Change front pan-hard rods located in front of front axle.**

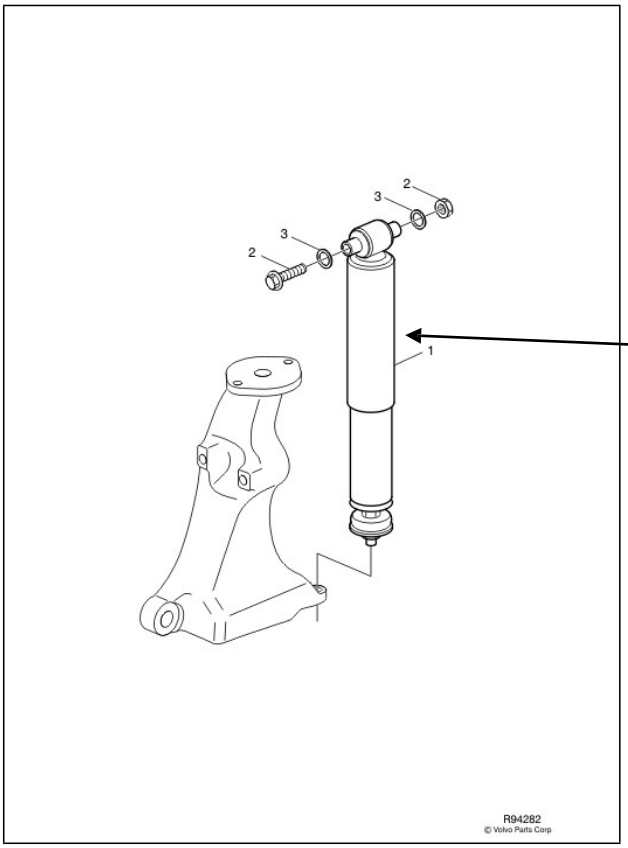
5. **Inspect the reaction rods located at the top N/S and O/S of the front axle and replace the reaction rod if the bushes are found to be worn or the rod shows signs of corrosion (as per Volvo Instruction).**

Note: **All road wheels removed as part of this front suspension refurbishment must be reported back to the garage foreman who can then complete the BAC wheel torque procedure. Dublin Bus Wheel Re-Torque Notification Sheet must be used and returned with the bus.**

Note: **All repairs must be undertaken in accordance with the Vehicle Manufacture's (Volvo) parts and service instructions as detailed on the Volvo IMPACT online parts and service website.**

All the relevant Volvo tools as detailed in these service instructions must be used to undertake the service instructions as detailed on Volvo IMPACT

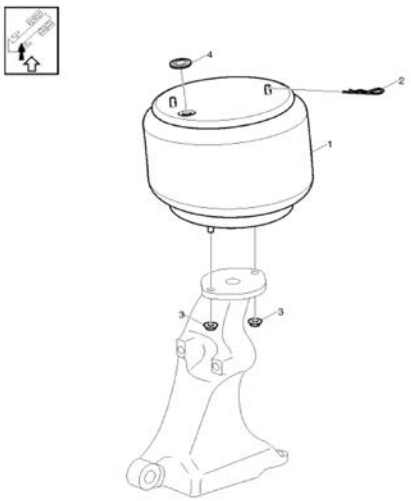
Section 5.1



1. Change front shock absorbers (19).

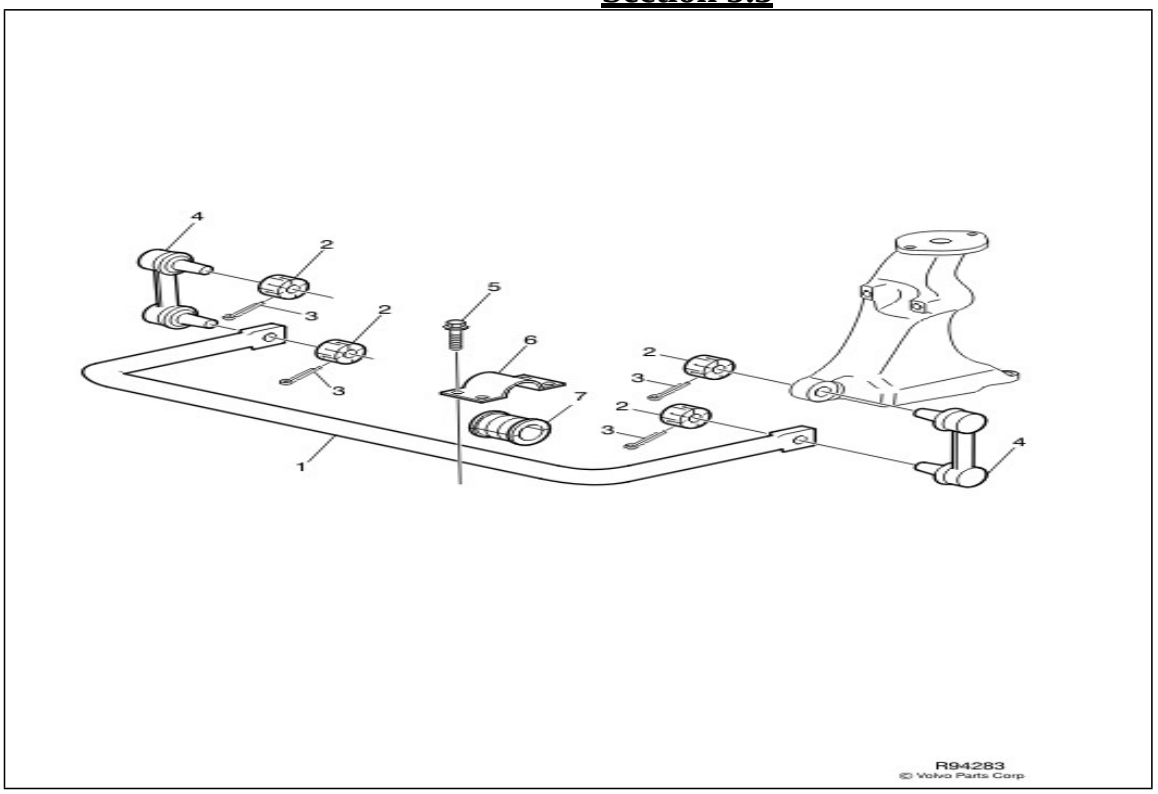
Section 5.2

Air springs assembly (front axle) (Identity: TB-131751093-1)

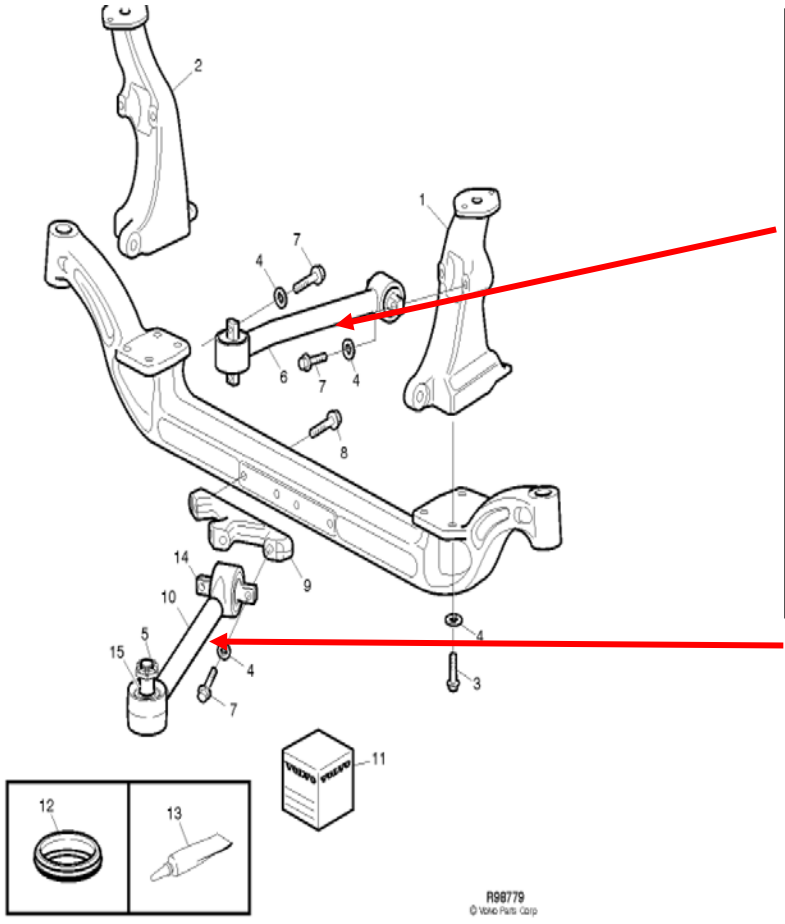




Section 5.3



Section 5.4 – 5.5



5.5 Inspect the reaction rods located at the top N/S and O/S of the front axle and replace the reaction rod if the bushes are found to be worn or the rod shows signs of corrosion (as per Volvo Instruction).

5.4 Change front pan-hard rods located in front of front axle.

VOLVO
Volvo Truck & Bus Limited
Warwick, Great Britain

Bus Fleet Information Bulletins

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Subject: **REACTION ROD INSPECTION**

Reaction rod, inspection

This inspection must be done on an annual basis, during routine service and maintenance.

Check all lengthways reaction rods. Look for severe rust attack and lengthway cracking. Make a special check of the underneath, top and tube ends.



Warning: Damage, either mechanical or heavy corrosion, means that the rod must be changed. If necessary, touch up the rust protection with underseal compound.