



## **SERVICE BULLETIN NZ SB122**

**To: Snorkel Dealers**

**Attention: Service Managers**

**Units affected: ALL SP17/18 and SP20/22 machines built before serial number NZ030917.**

**This Bulletin is to inform you of a field modification that is required on SP units. A Pressure reducing valve must be added to hydraulic circuit to prevent the Wheel Brakes from being “over pressurised”.**

**Reimbursement: One hour of labour per machine will be allowed for the installation of the new valves. The parts will be supplied free of charge.**

**To receive warranty credit you must file a warranty claim form for each unit being modified. Please list one unit per claim form.**

### **Installation procedure for Pressure reducing valve.**

- **Park the machine on firm level ground. Place a suitable drip tray under the front of the chassis to catch any oil split.**
- **Remove the sheet metal cover at the front of the chassis to gain access to the Drive Manifold.**
- **Locate the “brake” port on the rear of the main manifold and remove the brake hoses. Note that the ports on the manifold are labelled for identification.**
- **Fit the pressure reducing valve onto the brake port and tighten it.**
- **Fit the Brake hose [removed in step 3] onto the rear of the pressure reducing valve [port labelled low press]. Note that the Brake hoses may require re-routing slightly in order to fit.**

- Locate the “tee fitting” and drain hose at the front of the series parallel valve. Remove the drain hose from the tee and add the return hose and tee from the reducing valve [refer fig. 1].
- Replace drain hose onto the tee just fitted. Note these hoses at this point all return to tank so it is not important which one goes where.
- The machine is now ready to be returned to service. The Pressure reducing valve has been “preset” so no adjustment is necessary.

**Fig.1** This picture shows the location of the pressure reducing valve and hosing.

