

Issued by  
Gregory GUNTZ

Introduction from serial No.  
N/A

Date  
2018-01-14

Product affected  
EB+ Gen3

S/B No  
0003W

Title / Subject  
Gen 3 Leak Test

Reg No.  
N/A

Edition / Ref. No.  
01

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## How to determine the source of leakage on Gen 3 (\*)

The following procedure relates to Gen 3 that is leaking always, i.e. leaks without the service brake or truck handbrake being applied.

With the truck connected remove the yellow line and leave the red line connected. Go to the trailer Park brake (red knob) and pull it out. Does the leak stop?

If the leak continues then the valve will need to be replaced and appears to be an issue with the reservoir seal but may be due to contamination in the valve, so it should be visually inspected when removed from the trailer for any signs of contamination in the reservoir ports.

If the leak stops then there could be an issue with the brake chambers leaking between the spring and service side or the DCV / QRV on the Gen 3, then refer to Service Bulletin SB 0004W

Ensure the Park Brake knob is pulled out and remove all the spring brakes pipes (port 23 x 6) from the valve and block all 6 ports off with M16 blanking plugs. Once this has been done push in the trailer park valve. If there is no leak, then there is an issue with the brake chambers and they need to be checked individually.

If the leak starts again then the DCV and QRV will need to be checked. There are service kits available for these parts

950 800 307      Gen2/Gen 3 QRV service kit.  
950 800 905      Gen2/Gen 3 DCV service kit.

The DCV should be removed and shuttle examined for any signs of damage and replaced if required, it may be worth replacing the shuttle just to eliminate it as sometimes it is difficult to identify any visible damage.



(\*) This procedure is also applicable on EBS Gen2

# SERVICE BULLETIN



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Once the shuttle has been inspected / replaced re apply the park brake. If there is no leak, then re pipe chambers and check again.

If the valve continues to leak, then pull the park brake and remove the QRV from the bottom of the valve.



## Some examples of damaged diaphragms



Examine the rubber diaphragm for any signs of damage or contamination and replace if required. Once diaphragm has been inspected / replaced then push in the park valve and check for leaks. If there is no leak, then re pipe chambers and check again.