



Safety Recall Action Notice 587 Issue 1 - 12.2020

Subject: Rear Brake Bleed			
Bulletin Number	Models Affected	VIN Range	Markets Affected
587	Rocket 3 R, Rocket 3 GT, Rocket 3 TFC	From VIN 971477 to VIN AD1122	All Markets Except China

Background Information

Internal investigations have identified that some Rocket 3 models were manufactured with a brake system fluid fill process that may not have met Triumph's rigorous quality standards. As a result, air may remain within the rear brake system.

To rectify this, an additional rear brake bleed process must be performed.

Dealers are requested to bleed the rear brakes as described in the procedure below.

Approximately 200 ml of brake fluid will be needed for the additional rear brake bleed.

Customer Contact Instructions

Notice

STOP DELIVERY OF AFFECTED MOTORCYCLES IMMEDIATELY.

DO NOT deliver a motorcycle affected by this Safety Recall Action Notice to a customer until you have completed, or confirmed completion of, the procedures described in this Safety Recall Action Notice.

Delivering a motorcycle subject to an outstanding Safety Recall Action Notice may contravene local or national laws in your market, territory or country.

Triumph subsidiaries and distributors must instigate a Safety Recall Action in their country in accordance with the national recall code of practice. For vehicles in dealer stock, the safety recall MUST be actioned before delivery to the customer.

Dealers are to prioritise repair of customer owned motorcycles before any unsold motorcycles.

Identification of Affected Motorcycles

Rocket 3 models in the VIN ranges shown above.

Note:

- Some affected motorcycles listed in the VIN range will have been modified and repaired by Triumph prior to their release from the factory.
- Unmodified motorcycles can be identified by checking the 'VIN Enquiry' on www.triumphonline.net.

Warranty Claim Instructions

Notice Number	Fault Code	Repair Code	Description	Repair Allowance	Time
587	020290987	99587	SB587 - Rear Brake Bleed	0.5 hours	

Parts Ordering Instructions

200 ml of brake fluid to be claimed as an Additional Item on the warranty prior

Genuine Parts Return Instructions

Not applicable

Other Instructions

Once completed, please mark the Service Record Book that the requirements of this Safety Recall Action Notice have been complied with.

Before returning the motorcycle to the customer, download the latest calibration to the engine electronic control module, chassis electronic control module (if fitted), keyless electronic control module (if fitted) and instruments (if applicable) using the current version of the Triumph diagnostic software.

Rear Brake Manual Bleed Process

Warning

Make sure the motorcycle is stabilised and adequately supported.
A correctly supported motorcycle will help prevent it from falling.
An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

Note:

- An additional technician is required to monitor the fluid level and operate the brake lever or pedal when bleeding the brakes.
- The bleed screw should only be opened by a small angle, just enough to allow system pressure to drop. When pushing the brake pedal, some resistance should be felt indicating that the screw is not opened too much.

Triumph Diagnostic Tool (TDT) version 2020-11.3 includes a new guided ABS system bleed process for the above models.

Note:

- The ABS system bleed process detailed below must be performed twice to ensure that all air is expelled from the system.
- Connect a motorcycle battery charger to maintain battery charge during this process.
- Do not switch off the motorcycle ignition or disconnect the diagnostic interface during this process. If the ignition is switched off or the diagnostic interface is disconnected, diagnostic communications will be interrupted and the process will need to be restarted from the beginning.
- The motorcycle's smart key should be kept in range (within one metre) of the motorcycle to prevent the ignition from automatically turning OFF.

To start the ABS System Bleed process:

1. Connect the diagnostic tool to the motorcycle and turn the ignition ON.
2. Navigate to ABS Diagnostics - Bleed System.
3. Click **Start** and follow the onscreen instructions.

The diagnostic tool will start a seven stage guided process. The seven stages are as follows:

1. **Manual Bleed**
2. **Modulator Flush**
3. **Manual Bleed**
4. **Modulator Flush**
5. **Modulator Purge**
6. **Modulator Flush**
7. **Manual Bleed**

Manual Bleed (Stages 1, 3 and 7)

Remove the rear brake fluid reservoir cap as described in Appendix A.

During the Manual Bleed stages, the diagnostic tool will allow time for the rear brake to be bled manually. The diagnostic tool should remain connected and the motorcycle ignition should remain turned ON during the manual bleed stages.

The text "Manually bleed the brakes as described in the Service Manual" will be displayed. Bleed the **rear brake only** as described in the Appendix A.

Click **Continue** to progress to the next stage when the rear brake has been manually bled.

Modulator Flush (Stages 2, 4 and 6)

Modulator Flush stages are operated over a set amount of time. The modulator valves and pump are driven at various intervals during the modulator flush.

The diagnostic tool will instruct you to operate the **front and rear brake** levers at two specific periods during the modulator flush. The diagnostic tool will instruct you how to operate the levers and will provide a countdown timer to indicate the periods when the levers should be operated.

- Period 1 - Simultaneously APPLY AND RELEASE the front and rear brake levers five times during the 10 second countdown.
- Period 2 - Simultaneously APPLY AND HOLD the front and rear brake levers during the 8 second countdown.

Note:

- **The brake levers should be applied and released with a smooth, progressive action.**

The diagnostic tool will automatically progress to the next stage when a Modulator Flush stage is complete.

Modulator Purge (Stage 5)

The Modulator Purge stage is operated over a set amount of time. The modulator pump is driven at various intervals during the modulator purge.

The diagnostic tool will instruct you to APPLY AND RELEASE the rear brake lever four times at a specific period during the modulator purge. The diagnostic tool will provide a 15 second countdown timer to indicate the period when the lever should be operated.

Note:

- **The rear brake lever should be applied and released with a smooth, progressive action.**

The diagnostic tool will automatically progress to the next stage when the Modulator Purge cycle is complete.

Process Complete

Click the **Finish** button when all seven stages are complete.

Refit the rear brake fluid reservoir cap as described in Appendix A.

Note:

- **The ABS system bleed process detailed above must be performed twice to ensure that all air is expelled from the system.**

Circulation

Initial and date when read and return to central file holder

Service Manager	Parts Manager	Sales Manager	Workshop Supervisor	Technician 1	Technician 2

Appendix A

Warning

Make sure the motorcycle is stabilised and adequately supported.
A correctly supported motorcycle will help prevent it from falling.
An unstable motorcycle may fall, causing injury to the operator or damage to the motorcycle.

Warning

Brake fluid is hygroscopic which means it will absorb moisture from the air.
Only use new DOT 4 brake fluid from a sealed container, do not mix different brands of brake fluid and never use brake fluid from an unsealed container or from one that has been previously opened.
Any absorbed moisture will greatly reduce the boiling point of the brake fluid.
Moisture in the braking system may cause a reduction in braking efficiency leading to loss of motorcycle control and an accident.

Warning

Do not allow dirt or debris to enter the braking system when adding brake fluid to the brake fluid reservoir.
Always maintain absolute cleanliness as this will adversely affect the brake fluid's properties.
Contaminated brake fluid may cause a reduction in brake performance leading to loss of motorcycle control and an accident.

Warning

During bleeding, do not allow the brake fluid level to fall below the lower level mark in the reservoir.
If the fluid level is allowed to fall below this mark, air may enter the system and the sequence of bleeding must be repeated.
Trapped air in the braking system may cause a reduction in braking efficiency leading to loss of motorcycle control and an accident.

Warning

Check for fluid leakage around brake fittings, seals and joints.
Leaks around fittings and joints may allow air to enter the brake system.
Air entering the braking system may cause a reduction in braking efficiency leading to loss of motorcycle control and an accident.

Caution

Do not attempt to maintain brake fluid pressure by securing the brake lever to the handlebar or the brake pedal using a band or strap.
Banding or strapping the brake lever or pedal may deform the piston seals in the caliper.
Lever or pedal travel that is increased or reduced may cause a reduction in braking efficiency leading to loss of motorcycle control and an accident.

Caution

To prevent paint damage, do not spill brake fluid onto any area of the bodywork.
Close the brake reservoir and wash any spilled brake fluid immediately with warm soapy water.
Spilled brake fluid, if left, will damage painted and plastic surfaces.

Note:

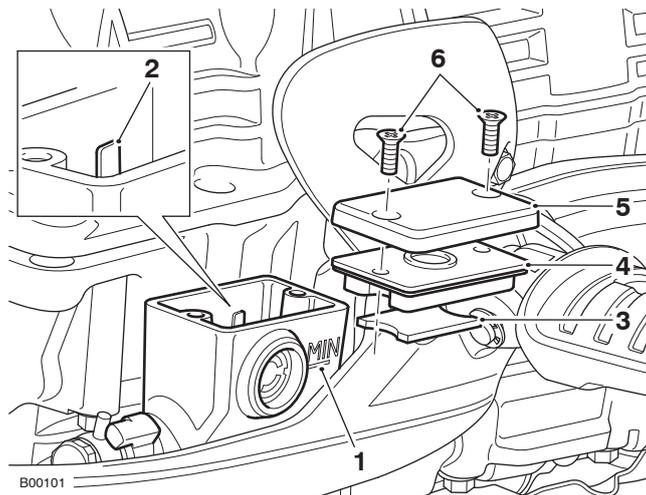
- An additional technician is required to monitor the fluid level and operate the brake lever or pedal when bleeding the brakes.
- The bleed screws should only be opened by a small angle, just enough to allow system pressure to drop. When pulling the brake lever or pushing the caliper pistons in, some resistance should be felt indicating that the screw is not opened too much.

Brake Fluid Reservoir Cap Removal

1. **Rocket 3 R and Rocket 3 TFC only:** Remove the two fixings and remove the heel guard from the control plate.
2. Remove the two fixings and remove the right hand side control plate to gain access to the reservoir cap fixings.
3. Keeping the reservoir upright, remove the reservoir fixings and refit the control plate loosely to the frame.
4. **Rocket 3 GT only:** Remove the two fixings.
5. **All models:** Remove the reservoir cap and the diaphragm seal.
6. Check the condition of the diaphragm seal. Replace if necessary.

Note:

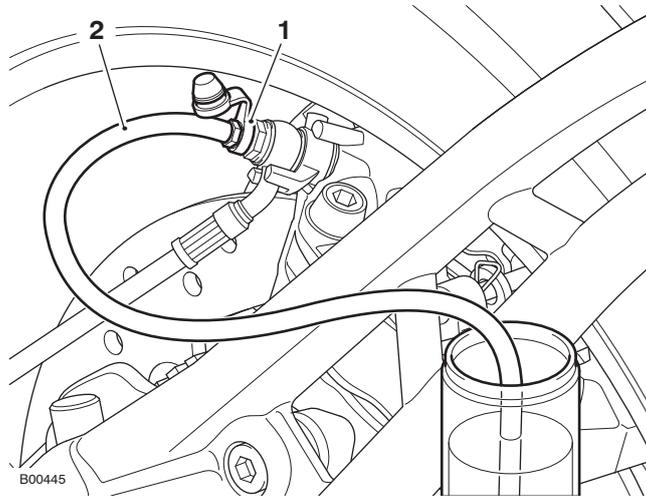
- It is not necessary to remove the float when adding brake fluid to the rear brake master cylinder.



1. MIN mark
2. MAX mark
3. Float
4. Seal
5. Reservoir cap
6. Fixings

Rear Brake Manual Bleed

1. Remove the rubber cap from the caliper bleed screw.
2. Attach a transparent tube to the bleed screw.
3. Place the other end of the tube in a suitable container partially filled with clean brake fluid.



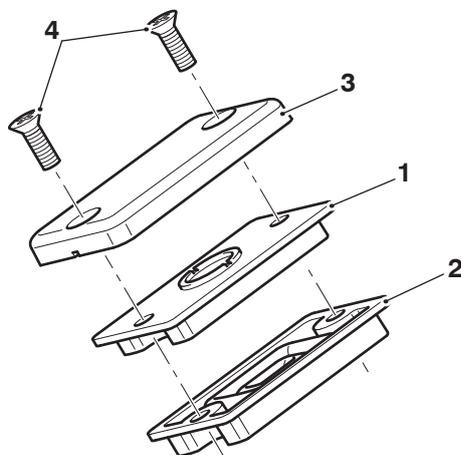
1. Bleed screw
2. Bleed tube

Note:

- **The bleed screw should only be opened by a small angle, just enough to allow system pressure to drop. When pulling the brake lever or pushing the caliper pistons in, some resistance should be felt indicating that the screw is not opened too much.**
4. Top up the brake fluid in the reservoir to the MAX level.
 5. Slowly apply and slowly release pressure to the brake pedal five times, maintaining pressure on the final application.
 6. Counter hold the brake hose union bolt and open the bleed screw slightly to allow fluid to flow out but to still feel resistance in the brake pedal.
 7. Slowly apply and slowly release pressure to the brake pedal until the brake fluid in the reservoir reduces down to the MIN level, maintaining pressure on the final application.
 8. Close the bleed screw.
 9. Top up the brake fluid in the reservoir to the MAX level.
 10. Slowly apply and slowly release pressure to the brake pedal five times, maintaining pressure on the final application.
 11. Counter hold the brake hose union bolt and open the bleed screw slightly to allow fluid to flow out but to still feel resistance in the brake pedal.
 12. Slowly apply and slowly release pressure to the brake pedal until the brake fluid in the reservoir reduces down to the MIN level, maintaining pressure on the final application.
 13. Close the bleed screw.
 14. Top up the brake fluid in the reservoir to the MAX level.

Brake Fluid Cap Installation

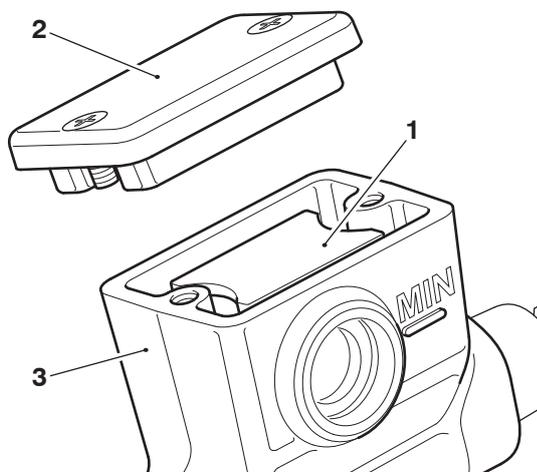
1. Fit the insert to the diaphragm seal.
2. Fit the diaphragm and insert assembly to the reservoir cap. Make sure the holes for the fixings are correctly aligned.
3. Fit the fixings into the cap and diaphragm seal assembly.



B00665

1. **Insert**
2. **Diaphragm seal**
3. **Reservoir cap**
4. **Fixings**

4. Hold the assembly together and position the cap and diaphragm seal assembly onto the reservoir.



B00739

1. **Float**
2. **Reservoir cap assembly**
3. **Reservoir**

Warning

If the master cylinder reservoir cap screws are over tightened this can result in a brake fluid leak. A dangerous riding condition leading to loss of motorcycle control and an accident could result if this warning is ignored.

5. **Rocket 3 R and Rocket 3 TFC models:** Remove the two fixings and remove the control plate to gain access to the reservoir, keeping the reservoir upright.
6. Tighten the brake fluid reservoir fixings to **1.5 Nm**.
7. Refit the control plate to the frame and tighten the two fixings to **25 Nm**.
8. Refit the heel guard to the control plate with two fixings and tighten to **7 Nm**.

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9. **Rocket 3 GT only:** Tighten the brake fluid reservoir fixings to **1.5 Nm**.
 10. Replace the bleed screw cap.
 11. Check the operation of the rear brake. Rectify as necessary.

 **Warning**

It is dangerous to operate the motorcycle with defective brakes; you must have your authorised Triumph dealer take remedial action before you attempt to ride the motorcycle again. Failure to take remedial action may reduce braking efficiency leading to loss of motorcycle control and an accident.

Circulation

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