



Service Bulletin No. 1058

| | |
|-------------------------------|--|
| COACH MODEL | : T2100 Series ; S2100 ; C2000 Series |
| BULLETIN TYPE | : Product improvement |
| MANUAL & SECTION | : Maintenance Manual : Chapter 2 - Cooling system Chapter 3 - Drive train |
| DATE | : November 30th, 2000 |
| SUBJECT | : Coolant and oil pressure warning light trigger signals |
| TERMS & CONDITIONS | : No reimbursement will be awarded for carrying out this modification on coaches no longer under warranty. |

DESCRIPTION :

On T2100 and C2000 Series coaches, which are equipped with engines featuring an electronic fuel management system, the coolant temperature and oil pressure are constantly monitored by the ECM. It has been reported that under certain circumstances the Van Hool supplied coolant and oil pressure warning lights on some of these coaches come on, although there is neither a low oil pressure nor an engine overheating problem. This is caused by the warning lights being connected to the coolant and oil pressure control switch terminals of the coolant and oil pressure gauge sensors, respectively. Since the trigger signals of the control switches react somewhat slower, and are less accurate than the digital trigger values programmed into the ECM, the warning lights may come on while the operating conditions are still within the safety limits of the engine. If this is the case, the connection between the warning lights and the control switches should be disconnected. The engine ECM will then be the only system to monitor the engine. Refer to the Service Procedure below for modification guidelines.

VIN CUT-IN:

The improvements discussed in this Bulletin have been implemented in production and are now standard as from the coaches indicated in the chart below:

| Coach | Model | Wiring modification | VIN cut-in |
|----------|--------------------------------|-----------------------------------|------------|
| Touring | T2145 w/ Cummins engine | 701.9 to 123.9 only | 44136 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 44197 |
| | T2145 w/ Detroit Diesel engine | 701.9 to 123.9 only | 44502 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 44533 |
| Commuter | C2045 w/ Cummins engine | 701.9 to 123.9 only | 45062 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 45133 |
| | C2045 w/ Detroit Diesel engine | 701.9 to 123.9 only | 45570 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 45606 |
| Shell | S2145 w/ Cummins engine | 701.9 to 123.9 only | 42211 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 42219 |
| | S2145 w/ Detroit Diesel engine | 701.9 to 123.9 only | 42209 |
| | | 701.9 to 123.9 and 701.6 to 123.3 | 42218 |

Service Bulletins are issued to supplement or supersede information in the Van Hool manuals. Note Service Bulletin number, date and subject on the register at the end of the relevant chapter(s). File Service Bulletin separately for future reference.

K:\SERVICE\USA\PM\SB#SB1058DV

SERVICE PROCEDURE :

CAUTION

OBSERVE SAFE SHOP PRACTICES AT ALL TIMES. READ THE ENTIRE PROCEDURE BEFORE BEGINNING TO WORK.

1. General :

- a) The electric circuit linking the coolant temperature control switch, the oil pressure control switch, and the corresponding warning lamps can easily be disabled by cutting off two wires in the main junction box. The wire designation is the same for all three types of coaches (T2100, S2100 and C2000) :
 - Coolant temperature control switch line : white-green automotive wire between terminal #9 of multi-wire connector #123 (designation P123.9), and terminal #9 of multi-wire connector #701 (designation P701.9).
 - Oil pressure control switch line : orange-white automotive wire between terminal #3 of multi-wire connector #123 (designation P123.3), and terminal #6 of multi-wire connector #701 (designation P701.6).
- b) Both wires should be cut off as indicated by the bold printed crosses on the diagram in the supplement of this Bulletin, that is at the receiver end of the multi-wire connectors, not at the control switch end.

2. Modification guidelines :

NOTE

The technician performing this job should be an experienced automotive electrician with a thorough knowledge of the coach electric system.

1. Park the coach on a level surface, apply the parking brake, shut down the engine, and install wheel chocks.
2. Switch off all systems and turn the battery master switch off.
3. Open the main junction box in the luggage compartment and locate multi-wire connectors #123 and #701 on the connector racks (see Figures 1 and 2).

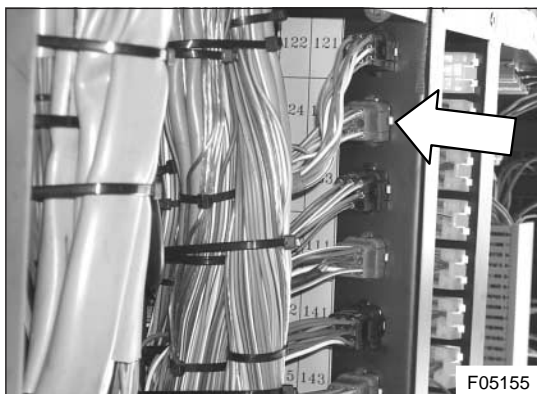


Figure 1: Location of connector #123, on the right hand side rack, second row from the top.

K:\SERVICE\USA\PmSB\#SB1058DV

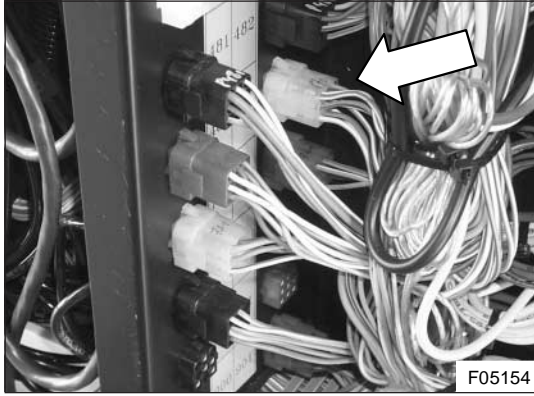


Figure 2: Location of connector #701, on the left hand side rack, fifth row from the bottom.

4. Separate both these connectors and remove terminals #3 and #9 (receiver end) from connector #123 as described in the Maintenance Manual - Chapter 9 : Electrical System. Remove terminals #6 and #9 (receiver end) from connector #701.
5. Refit the connectors. Cut off the terminals from their respective wires (white-green & orange-white). Tie back the wires with tie-wraps.

3. Remarks :

- On T2100 Series coaches and shells no warning lights are provided on the instrument panel, neither for oil pressure nor for coolant temperature. Warnings are communicated to the driver through symbols on the multifunction display, in combination with a red alert lamp.
- On C2000 coaches, separate warning lights for oil pressure, and for coolant temperature are provided in the warning light cluster on the instrument panel.

Service procedure complete.

THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY

THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY