



Service Bulletin No. 1061

COACH MODEL : T2100 Series

BULLETIN TYPE : Service information

MANUAL & SECTION : Spare Parts Manual : Section 621409 : Exhaust piping

DATE : January 31st, 2001

SUBJECT : Exhaust flex pipe

TERMS & CONDITIONS : Parts may be purchased from your nearest International Coach Parts Inc. dealer. No claims will be accepted with reference to this Bulletin.

DESCRIPTION:

A new exhaust flex pipe has been cut into production on 45ft units starting with VIN 44115 (Cummins engine) and VIN 44501 (Detroit Diesel engine). The new parts feature an integrated welded-on flex to muffler elbow and four mounting strips, which should facilitate proper installation. Hardware and gaskets will be offered separately and should be replaced as a matter of course, whenever they are removed for service purposes. Refer to the service procedure further in this bulletin for fitting instructions.

PARTS: Always use genuine maintenance products and parts. Do not accept imitations.

• Old parts :		
Part No.	Description	Qty
VH 10576883	Flex pipe	1
VH 10611499	Clamp	2
VH 10645712	Flex to muffler elbow, Cummins	1
VH 10645202	Flex to muffler elbow, Detroit Diesel	1
VH 10572331	Flex to muffler elbow, Detroit Diesel	1
VH 10609522	Flex to muffler elbow, Detroit Diesel	1

Parts list continued on next page.

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.

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Part No.	Description	Qty
VH 10576880	Flex to muffler elbow, Cummins	1
VH 10572737	Muffler to elbow gasket	1
VH 660226702	Bolt (M12x1.75x40-8.8)	4
VH 660226706	Bolt (M12x1.75x40-8.8)	4
VH 660226801	Bolt (M12x1.75x40-8.8)	4
VH 660207406	Locknut (M12x1.75-8)	4

• New parts :		
Part No.	Description	Qty
VH 10699822	Flex pipe, Cummins	1
VH 10699820	Flex pipe, Detroit Diesel	1
VH 10611499	Clamp	1
VH 10572737	Muffler to elbow gasket	1
VH 660226801	Bolt (M12x1.75x45-8.8)	4
VH 660207406	Locknut (M12x1.75-8)	4

SERVICE PROCEDURE :

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

Exhaust flex pipe replacement

a. Removal

1. Working underneath the coach, just ahead of the engine, remove the hose clamp closest to the exhaust downpipe.
2. Undo and remove the four bolts and nuts securing the flex elbow to the muffler flange.
3. Remove the old elbow and flex.

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b. Installation

1. Remove the old gasket from the muffler flange with a scraper and thoroughly clean the flange with a wire brush.
2. Inspect the turbo downpipe for rust, dents and distortions. Clean and rectify as necessary. Downpipe orifice should be round and smooth to ensure perfect sealing.
3. In order to make sufficient room to properly install the new flex pipe, some movement of the exhaust downpipe needs to be provided :
 - on a Cummins engine, slacken the clamp which secures the lower section of the downpipe to the engine block. The lower pipe section can now be removed, if necessary.
 - On a Detroit Diesel engine, slacken the downpipe clamp at the turbo. To gain access to this clamp, first loosen the turbo to charge air cooler hose clamps in the battery/air filter compartment and remove the hose. Next, undo and remove the bolts securing the rear turbo access panel. Undo the clamp bolt and move the downpipe out of the way.
4. Slacken the nuts securing the rubber muffler bobbin mountings to the mounting brackets, to allow relative movement of the studs in their slots.
5. Cover the new muffler elbow gasket lightly with exhaust sealer. Stick the gasket to the muffler flange. Cover the outside of the turbo downpipe lightly with exhaust sealer as well.
6. Trial-fit the flex assembly between the muffler and the exhaust downpipe without tightening any bolts or clamps. Do not bend the flex, nor the four mounting strips connecting both flex ends.
7. If the flex does not fit, adjust the position of the muffler and/or the downpipe. If necessary on the Cummins engine, remove the lower down pipe section, connect it to the flex pipe and trial-fit again. The flex should make a tight fit while remaining straight and keeping its length. The installation should be free of strain, twist or tension.
8. Slide new bolts in the elbow/flange mounting holes. Run up the self-locking nuts and tighten to a torque of 52 ft.lbf (70 Nm).
9. Install a new clamp at the downpipe end of the flex and tighten to a torque of 52 ft.lbf (70 Nm).
10. Secure the rubber muffler bobbin studs.
11. Secure the downpipe clamps, and refit the turbo access panel and the turbo to charge air cooler hose on the Detroit Diesel engine.
12. Remove the four mounting strips by cutting the tie wraps.

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SERVICE INFORMATION :

1. Old and new parts are interchangeable as an assembly only, not as separate parts.
2. Only new parts will be offered for service replacement.
3. Figure 1 shows the visual features which set apart the new Cummins flex from the flex on Detroit Diesel engines.

T2100 Exhaust flex assembly, visual features

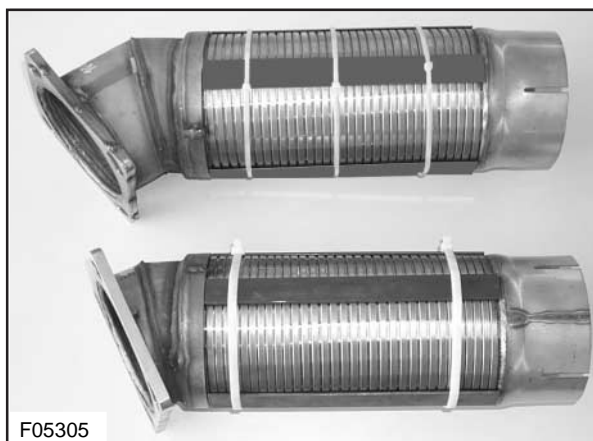


Figure 1 : Detroit Diesel flex assembly VH 10699820 (top) is longer than Cummins assembly VH 10699822 (bottom).

Detroit Diesel flex assembly has longer elbow.

Cummins flex assembly has shorter elbow.