



SERVICE BULLETIN No.1116

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COACH MODEL	: T800 and T815
BULLETIN TYPE	: Service Information
MANUAL & SECTION	: Maintenance Manual: Chapter 5 – Brakes (air system) Spare Parts Manual: Section GO.01 – Air system
PARTS BOOK REVISION	: No
DATE	: April 23rd, 2003
SUBJECT	: New T12” service brake chamber for tag axle simplex wedge brakes
TERMS & CONDITIONS	: No claims will be accepted with reference to this Bulletin.

APPLICATION:

The parts information subject of this Bulletin is applicable to T800 and T815 units.

DESCRIPTION:

Production of Bendix Type 12 brake chambers for the tag axle service brakes of the above-mentioned coaches has been discontinued.

As a result these parts will be no longer available as service replacement parts.

To address the issue and secure parts supply, Van Hool has released an alternative approved brake chamber from Wabco for use in lieu of the previous part.

Both old and new brake chambers are not directly interchangeable as an adapter needs to be installed to connect the new chambers to the coach brake circuit. Refer to the parts section and the procedure in this Bulletin for more information.

Service personnel: please read, initial and circulate.

Service Manager	Parts Manager	Warranty Administrator	Workshop Foreman	Service Technician

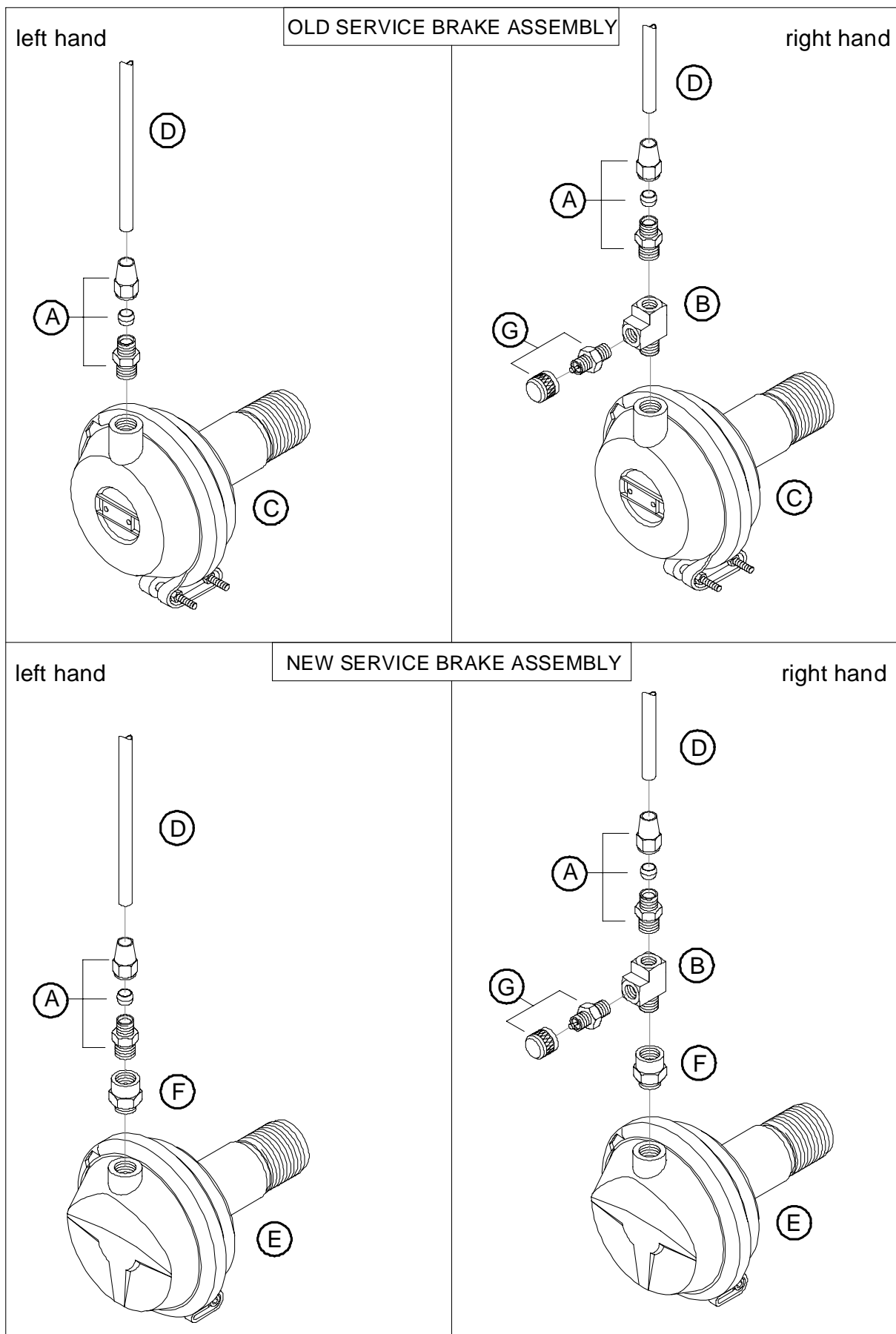


Figure 1: T800/T815 Old and new tag axle service brake cylinder and air line installation

PARTS AND PRODUCTS:

Old parts

Part No.	Description	Qty.*	Fig.1 ref.	Note
VH 637213030	T12" service brake chamber Bendix KY1723/15	2	C	NLA
VH 660556402	Straight male stud connector, 3/8" x 1/4"-18 NPTF	2	A	
VH 637308540	Male run T, 2x1/4"-18NPTF + 1x1/4"-18 NPTF	1	B	
VH 660672109	Tube, 3/8", stainless steel	#	D	
VH 10705167	Access valve, 1/4"	1	G	

*Quantities per axle

NLA: No Longer Available

New parts

Part No.	Description	Qty.*	Fig.1 ref.	Note
VH 10829390	T12" service brake chamber Wabco 423143004	2	E	NP
VH 660556402	Straight male stud connector, 3/8" x 1/4"-18 NPTF	2	A	
VH 637308540	Male run T, 2x1/4"-18NPTF + 1x1/4"-18 NPTF	1	B	
VH 660672109	Tube, 3/8", stainless steel	#	D	
VH 10705167	Access valve, 1/4"	1	G	
VH 10829503	Adapter, M16x1.5 x 1/4"-18 NPTF, includes O-ring	2	F	NP

*Quantities per axle

NP: New Part

- Old part VH 637213030 is no longer available as service replacement.

CAUTION: Whenever one of the tag axle brake chambers VH 637213030 requires replacement, replace both old assemblies at the same time by the new model to avoid brake imbalance and uneven brake wear.

- Old and new parts are not directly interchangeable. Old parts should be replaced in pairs.
- Parts may be obtained through regular channels.
- Always use genuine maintenance products and parts. Do not accept imitations.
- Parts and products disposition: discard according to applicable environmental regulations.

PROCEDURE:

1. General:

- For your information only: the time required to replace both tag axle service brake chambers is approximately 1 hour.
- This job should be executed by an experienced brake service technician.

2. Special tools, equipment or services:

- No special tools, equipment or services are required.

3. Preparations:

- Park the coach on a level-surfaced service pit, apply the parking brake and shut down the engine. Chock the road wheels.
- Switch off all systems and turn off the battery master switch.
- Put a "DO NOT OPERATE" tag on the instrument panel.
- Read the entire procedure before beginning to work.

4. To replace a tag axle service brake chamber:

- 1) Remove the brake chamber as per instructions in the Maintenance Manual.
- 2) Unscrew and recover the stud body, T-fitting and access valve (if applicable) which are installed into the brake chamber housing.
- 3) Thoroughly clean the male and female fitting threads and inspect for burrs and nicks. If threads are badly nicked or galled, or if threads don't match the corresponding thread gauge, replace the fitting.
- 4) Screw the thread adapter fitting with pre-assembled O-ring into the port of the brake chamber housing until the hex flat contacts the port face. Light wrenching may be necessary. Tighten to a torque of 26 ft.lbf (35 Nm).
- 5) On the stud body, T-fitting and access valve, apply Loctite 557 sealant to the male pipe thread. The first one or two threads should be left uncovered to avoid system contamination. Screw the fitting into the adapter until finger tight. Holding the adapter with one wrench, tighten the fitting 2 to 3 more turns. If the joint is under tightened when the brake system is being tested later on, tighten the fittings further but no more than one full turn. If leakage persists, replace the affected fitting.

NOTE: Never back-off pipe threaded connectors to achieve alignment.

- 6) Install the new brake chamber as per instructions in the Maintenance Manual.
- 7) Connect the airline to the brake chamber housing. It may be necessary to cut-back the air tube by 19/32 inch (15 mm) to make it fit properly. In this case, proceed as follows:
 - Thoroughly clean the tubing. Tube end should be free of grime, dirt and moisture, inside and out.
 - Cut off the tubing to length squarely with a tube cutter. Any burrs, either on the outside or inside must be removed.
 - Slide the nut, followed by a new sleeve on the tubing. While holding the tubing in, run up the nut finger tight.
 - Using a tubing wrench, bring up the nut, until the sleeve just grabs the tubing.
 - To tighten, give the nut two more additional turns, while holding the tubing in the fitting.
- 8) Continue brake chamber installation as per Maintenance Manual. Check the air system for leaks and correct as necessary.

Procedure complete.

DISCLAIMER:

The procedures contained herein are not exclusive. Van Hool cannot possibly know, evaluate, or advise the transportation industry of all conceivable ways in which a procedure may be undertaken or of the possible consequences of each such procedure. Other procedures may be as good, or better, depending upon the particular circumstances involved.

Each carrier who uses the procedures herein must first satisfy itself thoroughly that neither the safety of its employees or agents, nor the safety or usefulness of any products, will be jeopardized by any procedure selected.

SERVICE INFORMATION:

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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