



# SERVICE BULLETIN No.1122

Circulate to listed addressees

<b>COACH MODEL</b>	: T900, T2100 and C2000 Series
<b>BULLETIN TYPE</b>	: Service Information
<b>MANUAL &amp; SECTION</b>	: Maintenance Manual: Chapter 4 – Axles, wheels and tires
<b>PARTS BOOK REVISION</b>	: No
<b>DATE</b>	: November 6th, 2003
<b>SUBJECT</b>	: <b>Rear cover weld cracks on 11.36 Dana drive axle housings</b>
<b>TERMS &amp; CONDITIONS</b>	: No claims will be accepted with reference to this Bulletin.

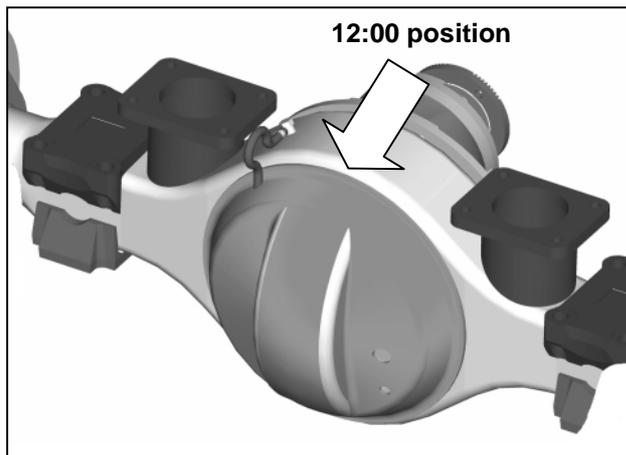
## APPLICATION:

The service information subject of this Bulletin is applicable to Van Hool coaches, which have been factory equipped with a drum brake version of the Dana/Eaton 11:36 model drive axle. These include T900, T2100 and C2000 units.

## DESCRIPTION:

1. Dana have identified an issue with housing cover weld cracking at the 12:00 o'clock position on the 11.36 axle housing used in Van Hool coach applications (see Figure 1). This issue has been restricted to Van Hool coaches built from January 1996 to the end of 2001 with model nomenclatures of T940, T945, T2140, T2145 and C2045.

*Description continued on next page.*



**Figure 1: Affected drive axle area**

*Service personnel: please read, initial and circulate.*

Service Manager	Parts Manager	Warranty Administrator	Workshop Foreman	Service Technician

Description continued from page 1.

2. As an extension of the B-type 6,000 miles service interval prescribed in the Maintenance Manual, Van Hool coaches built between these dates should not only have the drive axle lubricant level checked, but the axle should also be inspected for cover weld cracks.
3. Refer to the procedure below, which provides detailed instructions for a visual inspection.

**PROCEDURE:**

**1. Special tools, equipment or services:**

- Use safety glasses to do this job.

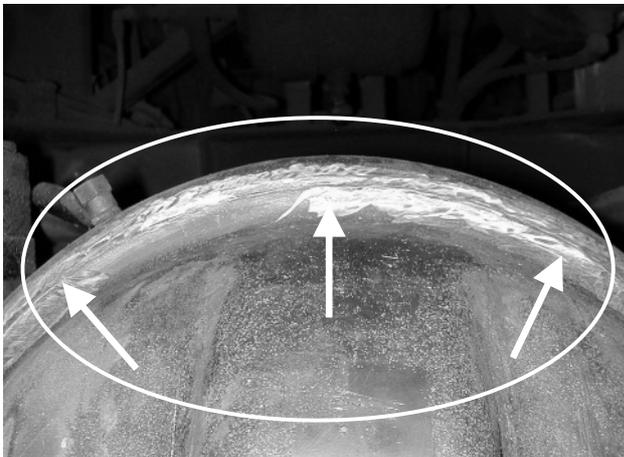
**2. Preparations:**

- As per B-type service interval, park the coach on a level-surfaced service pit with the front wheels straight. If portable post lifts are going to be used, lower the suspension first. Apply the parking brake and shut down the engine.
- 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.

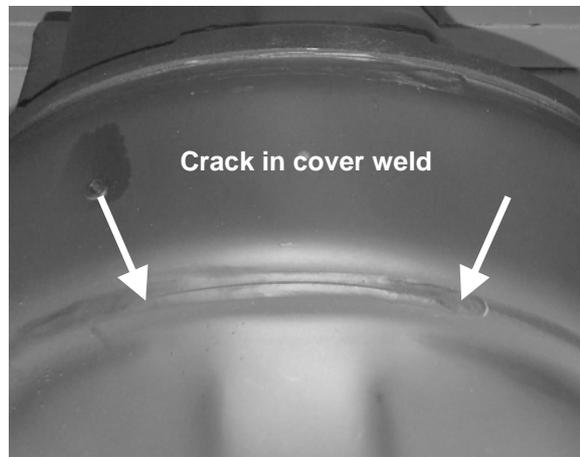
**CAUTION: Observe safe shop practices at all times.**

**3. To check for drive axle housing to end cover weld cracks:**

- 1) Visually inspect the housing cover for signs of cracks at the top (see Figures 2 and 3).



**Figure 2: Drive axle housing area to be checked for cracks**



**Figure 3: Weld bead showing hairline crack in the center of the bead**

- 2) If in doubt, or if cracks are not clearly visible, thoroughly clean and degrease the drive axle housing cover upper weld area.
- 3) Thoroughly wire brush the weld.
- 4) Using a mirror and appropriate lighting, check the weld for (hair) line cracking.
- 5) If a crack is detected, contact your ABC representative, dedicated for this issue who will advise for repair and warranty submission (see reference box).

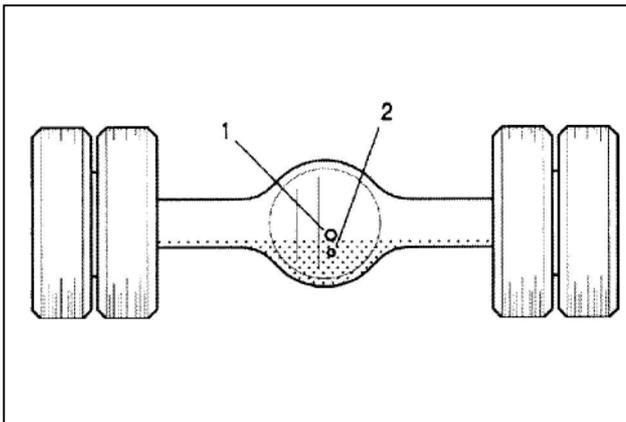
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- 6) Dana confirms that the housing cover cracks experienced in Dana 11.36 drum brake axles assembled on Van Hool models T900, T2100 and C2000, do not affect the structural integrity of the axle housing.
- 7) If no crack has been detected, checks should again be made at every B-type service interval (6,000 miles) to make sure a crack does not appear at a later stage.
- 8) Dana, through Van Hool, have extended the warranty for this failure mode (drive axle housing cover cracks) to 750,000 miles from the first day in service of the coach and for 5 years after the fix date.

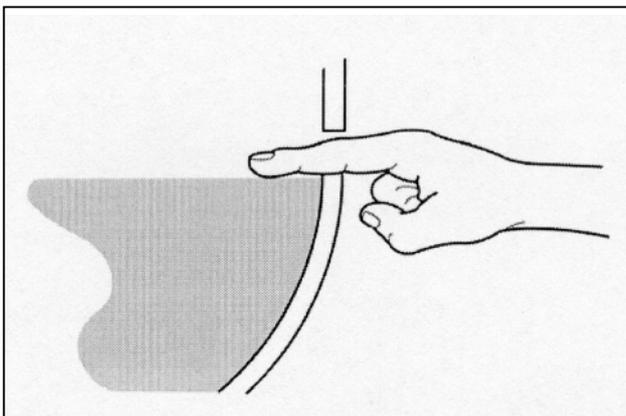
**4. Reminder: to check the drive axle housing oil level.**

- 1) Undo and remove the filler plug (see Figure 4).



**Figure 4: Drive axle lube filler hole**  
1. Filler plug  
2. Temperature sensor mounting hole

- 2) Check that the lubricant is level with the bottom of the filler hole (see Figure 5).



**Figure 5: Proper lubricant level**

- 3) If lubricant is below the required level, top up the housing until the oil pours out of the filler hole.
- 4) Refit the filler plug and tighten to a torque of 40 to 50 ft.lbf (54 to 68 Nm).

*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.