



Service Bulletin No.1011

MODEL	: T-900 Series, T2100 Series
TYPE	: Service information
MANUAL & SECTION	: Maintenance Manual: Chapter 1 - General Information
DATE	: December 2 nd , 1997
SUBJECT	: Vehicle jacking points
CONDITIONS	: Service information only.

DESCRIPTION : The purpose of this Service Bulletin is to draw attention to the Van Hool approved jacking points on T-900 & T2100 coaches. Maintenance and service personnel should be aware that improper placement of lifting devices can result in severe damage to the vehicle.

When it is necessary to lift or jack a coach of the T-900 or T-2100 Series, care should be taken to ensure that jacks are located ONLY at the locations specified here after:

- Chassis jacking pads behind the left and right front wheels (see Figures 1 and 2).

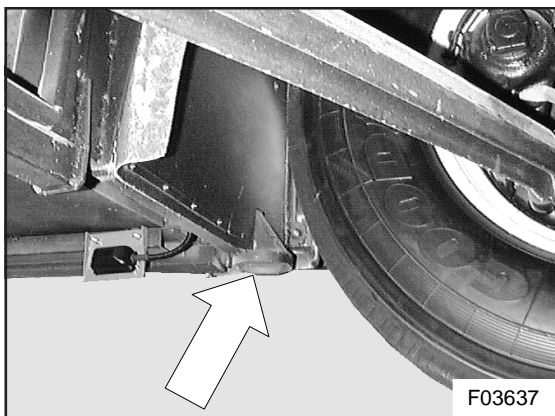


Figure 1: Left hand front chassis jacking pad

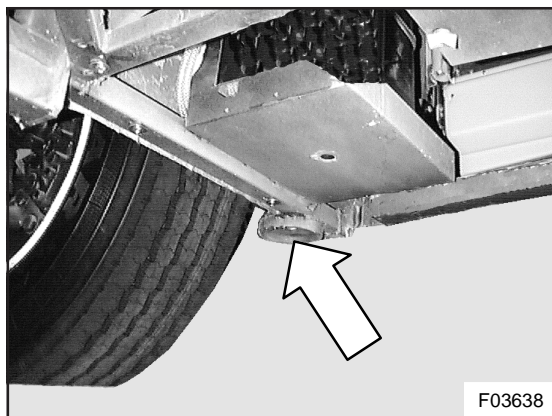


Figure 2: Right hand front chassis jacking pad

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.

- Front towing brace (see Figure 3).

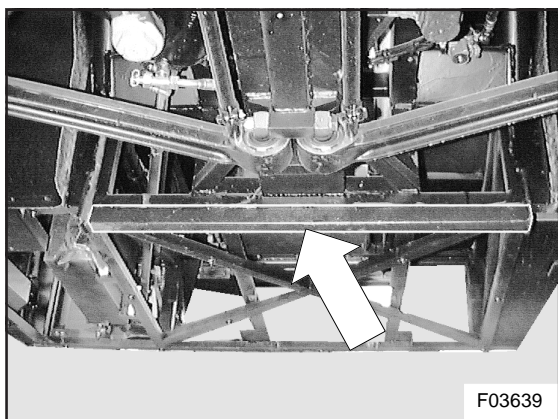


Figure 3: Front towing brace

- Front axle king-pin carriers (see Figure 4) to fit turntable for wheel alignment purposes only.

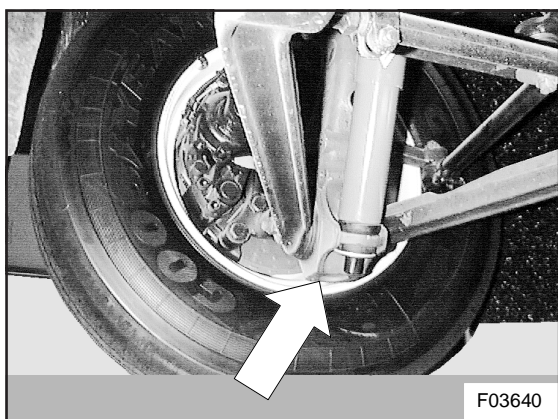


Figure 4: Front axle king-pin carrier jacking point

- Jacking pads of drive axle suspension C-beams forwards (see Figure 5) or rearwards (see Figure 6) of the wheel.

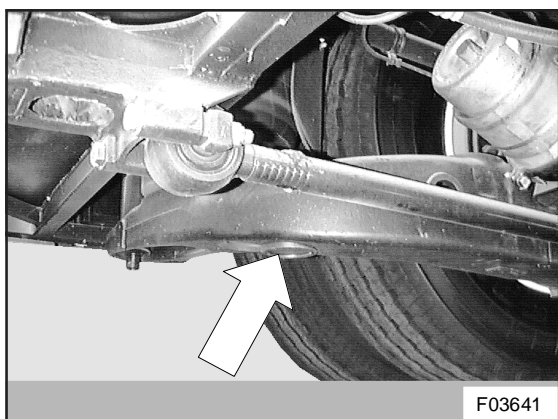


Figure 5: C-beam front jacking point

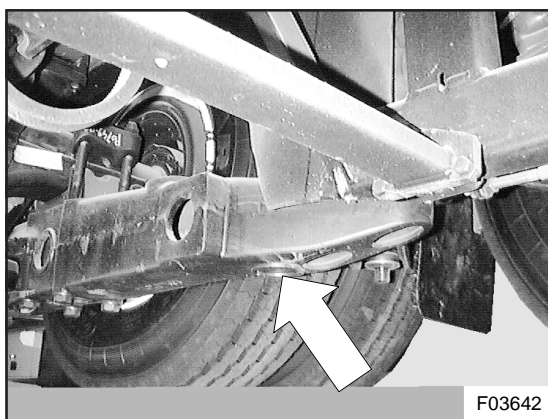


Figure 6: C-beam rear jacking point

!!! CAUTION !!!

ANY ATTEMPT TO LIFT THE COACH AT THE C-BEAM LOWER SHOCK ABSORBER MOUNTING FLANGES WILL RESULT IN VEHICLE DAMAGE.

- Drive axle differential housing (see Figure 7)

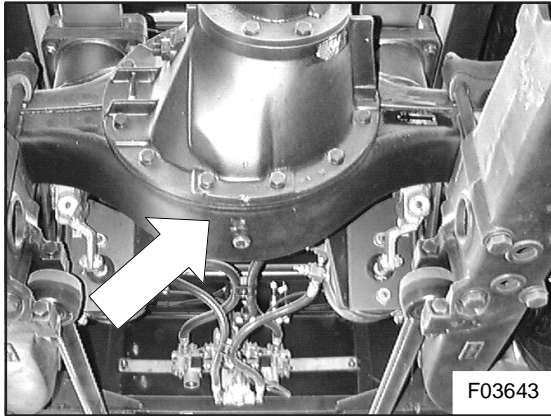


Figure 7: Drive axle differential jacking point

!!! CAUTION !!!

WHEN LIFTING THE DRIVE AXLE AT THE DIFFERENTIAL HOUSING, CARE SHOULD BE TAKEN THAT THE COACH IS NOT ONE-SIDED BEFORE LIFTING AND THAT THE JACK SADDLE OR CRADLE SITS SECURE AGAINST THE HOUSING.

- Tag axle hub carrier (see Figure 8) to fit turntable for wheel alignment purposes only.

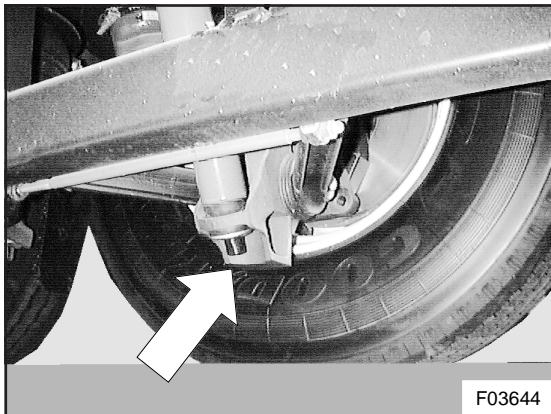


Figure 8: Tag axle hub carrier jacking points

!!! CAUTION !!!

WHEN JACKING TAG AXLE HUB CARRIER TO FIT TURNTABLE FOR WHEEL ALIGNMENT PURPOSES, TIRE GROUND CLEARANCE MUST NOT EXCEED 4 INCHES.

- Chassis rear towing anchor points (see Figure 9).

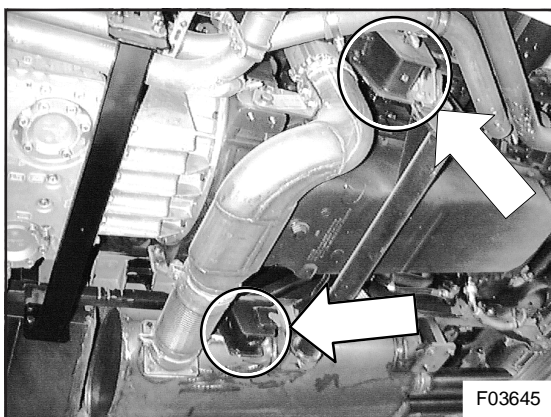


Figure 9: Rear towing anchor points

- Tires and wheels of front, drive and tag axle, BUT ONLY WITH THE SUSPENSION SET TO LOW RIDE HEIGHT! A maximum residual pressure of 22 PSIG in the suspension air bellows is allowed.

!!! CAUTION !!!

SAFETY REGULATIONS PROHIBIT LIFTING OF ANY VEHICLE BY THE TIRES AND WHEELS WITH THE AIR SUSPENSION SYSTEM PRESSURIZED. THEREFORE WHEN JACKING T-900 AND T 2100 COACHES BY MEANS OF PORTABLE POST LIFTS, THE AIR SUSPENSION MUST BE IN THE "LOW" POSITION (REFER TO "RAISE/LOWER SYSTEM", PART 2B OF THE OPERATOR'S GUIDE BOOK).

CHECK THAT THE FOUR (OR SIX) POST LIFTS ALL MOVE AT THE SAME SPEED, ENSURING THAT THE COACH IS LEVEL AS IT MOVES UP OR DOWN.

ON VEHICLES THAT HAVE BEEN RAISED, JACK STANDS SHOULD ALWAYS BE PLACED UNDER THE FRONT AND REAR JACKING PADS.

Description complete