

ADDRESSEES	: Owners and operators ABC Customer Care and Parts Source
VEHICLE MODEL	: TD925US
SYSTEM/SUBSYSTEM	: 05.10 Brakes – Compressed-air brakes
BULLETIN TYPE	: Service Information
DATE	: January 31 th , 2019
SUBJECT	: Compressed-air brake system functional check
TERMS & CONDITIONS	: This service bulletin does not entitle to any reimbursement.

DESCRIPTION

These tests are designed to identify the cause(s) of a sluggish performance and/or leaks in the system. The tests give you a general idea of the system condition. The procedures described in this service bulletin are applicable to TD925US vehicles.

JOB QUALIFICATION:

The task has to be carried out by a technician trained in the operations at hand. If you are not sure that you're qualified, contact ABC Customer Care.

EQUIPMENT CONDITION:

- Park the coach on a level-surfaced service pit.
- Apply the parking brake and shut down the engine.
- Put a "DO NOT OPERATE" tag on the instrument panel.
- **Read the entire procedure before starting to work.**



WARNING!

Observe safe shop practices at all times.

SAFETY INFORMATION ABOUT SYSTEMS UNDER PRESSURE:

- Do not tighten or loosen pipe or hose connections while the pipe or hose is under pressure.
- Do not check pressurized lines for leaks with your hands.
- Safely depressurize devices containing compressed air under pressure before opening them.

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RETRIEVAL OF COMPRESSED-AIR TANK PRESSURES THROUGH DASHBOARD DISPLAY:

Step	Action
<p>1</p>	<p>Press and hold the left button under the dashboard display for longer than 5 seconds. The service menu appears on the display.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="363 427 892 808"> <p>000795</p> </div> <div data-bbox="927 427 1455 808"> <p>007312</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <p data-bbox="379 819 823 880">Figure 1: Left button under dashboard display</p> <p data-bbox="943 819 1211 853">Figure 2: Service menu</p> </div>
<p>2</p>	<p>Press the button under the dial symbol. The garage feature menu appears on the display.</p> <div data-bbox="497 992 1031 1379" style="text-align: center;"> <p>007338</p> </div> <p data-bbox="1062 1352 1417 1386">Figure 3: Garage feature menu</p>
<p>3</p>	<p>Press the pressures retrieval button (P). The first screen appears on the display. Browse through the screens with the buttons under the arrows until the required compressed-air tank pressure screen appears.</p> <div style="display: flex; justify-content: space-between;"> <div data-bbox="497 1536 1031 1924" style="text-align: center;"> <p>015351_en im</p> </div> <div data-bbox="1054 1576 1437 1906" style="width: 30%;"> <p>Figure 4: Compressed-air tank pressure screen (example shows pressure in front axle brakes tank)</p> <ul style="list-style-type: none"> (1) Front axle brakes tank (2) Drive-axle service brakes tank (3) Trailing-axle service brakes tank (4) ZF Astronic transmission circuit (if applicable) </div> </div>

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BUS-STOP BRAKE OPERATION:

The bus-stop brake is an automatic brake and operates by adding compressed air to the service part of the brake cylinders on the drive and trailing axles.

The bus-stop brake is applied when you:

- *open a passenger door;*
- *open the air-operated luggage compartment access door (if applicable);*
- *switch on the suspension kneeling system.*

It is released again if you press the accelerator pedal provided that all entrance doors are closed and the vehicle is no longer kneeled.

Perform the following steps to be sure that the bus-stop brake is released:

Step	Action
1	Make sure that all entrance doors are closed.
2	Make sure that kneeling system is deactivated.
3	Press the accelerator pedal. The bus-stop brake symbol on the dashboard display disappears to indicate that the bus-stop brake is released.

PROCEDURE:

Step	Action
1	Prior to performing any test, check the condition of all air lines. Check the pipes for kinks or dents, the hoses for signs of wear or overheating.
2	Put chocks in front of and behind the front-axle wheels.
3	Test the compressed-air supply system as explained in "STEP 3 IN DETAIL".
4	Test the tank supply circuit for leakage as indicated in "STEP 4 IN DETAIL".
5	Test the parking brake operation as indicated in "STEP 5 IN DETAIL".
6	Test the service brake delivery circuits for leakage as indicated in "STEP 6 IN DETAIL".
7	Test the bus-stop brake operation as indicated in "STEP 7 IN DETAIL".
8	Test the one way check valves operation as indicated in "STEP 8 IN DETAIL".
9	Test the operation of the dual air system as indicated in "STEP 9 IN DETAIL".

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STEP 3 IN DETAIL: To test compressed-air supply system (pressure build-up, low pressure warning, governor operation)

Step	Action
3.1	Connect an accurate pressure gauge to the test fitting (identified by two red adhesive tapes) behind the front bumper.
3.2	<p data-bbox="379 416 466 501"></p> <p data-bbox="491 416 715 454">WARNING!</p> <p data-bbox="491 483 1378 521">Use appropriate hearing protection while draining the air tanks.</p> <p data-bbox="357 551 1394 618">Completely drain the entire air system by using the drain cocks on the air tanks. Refer to figure 9 at the end of this service bulletin for air tanks location.</p> <div data-bbox="357 622 887 1010"> <p data-bbox="815 981 879 1003">001826</p> </div> <div data-bbox="919 622 1449 1010"> <p data-bbox="1377 981 1441 1003">015353</p> </div> <p data-bbox="373 1021 804 1077">Figure 5a: Compressed-air tank drain cock, model 1</p> <p data-bbox="373 1099 480 1155">1. Closed 2. Open</p> <p data-bbox="935 1021 1366 1077">Figure 5b: Compressed-air tank drain cock, model 2</p> <p data-bbox="935 1099 1070 1155">Left: closed Right: open</p>
3.3	Close the air tanks cocks if the compressed-air system is drained.
3.4	<p data-bbox="357 1223 715 1256">Turn the vehicle ignition on.</p> <p data-bbox="357 1279 1394 1346">Low air warning on dashboard display should appear and low air buzzer should sound. If not so, check installation.</p> <div data-bbox="395 1357 927 1742"> <p data-bbox="799 1715 919 1738">007429_en im</p> </div> <p data-bbox="943 1469 1406 1559">Figure 6: Low air warning on dashboard display (example shows a low pressure condition in circuit 2)</p> <ul data-bbox="991 1581 1430 1715" style="list-style-type: none"> (1) Front axle brakes tank (2) Drive-axle service brakes tank (3) Trailing-axle (service) brakes tank (4) ZF Astronic transmission circuit (if applicable)
3.5	<p data-bbox="357 1760 855 1794">Start the engine and run at 1,600 rpm.</p> <p data-bbox="357 1816 1453 1883">Low air warning should disappear and buzzer should stop when pressure reaches 80 psi. If not so, check installation.</p>

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3.6	<p>Start timing as system pressure reaches 85 psi and stop at 100 psi.</p> <p>Air build-up time should be 45 seconds or less. If the build-up time is excessive, check:</p> <ul style="list-style-type: none"> • for excessive air system leakage; • for restrictions in the air compressor inlet or discharge lines (carbon build-up); • Air compressor condition (excessive wear on piston rings and/or cylinders); • operation of air compressor inlet and discharge valves. 												
3.7	<p>Idle the engine. Observe reading on the air pressure gauge when governor cuts out the compressor. The reading should be as shown in table 2.</p> <table border="1" data-bbox="435 577 1425 719"> <thead> <tr> <th colspan="3" data-bbox="435 577 1425 611">Table 2: Governor setting</th> </tr> <tr> <th data-bbox="435 611 738 645"></th> <th data-bbox="738 611 1098 645">Cut-in pressure (psi)</th> <th data-bbox="1098 611 1425 645">Cut-out pressure (psi)</th> </tr> </thead> <tbody> <tr> <td data-bbox="435 645 738 678">42301→42318</td> <td data-bbox="738 645 1098 678">110 +0/-5psi</td> <td data-bbox="1098 645 1425 678">130 ± 5 psi</td> </tr> <tr> <td data-bbox="435 678 738 712">42319→...</td> <td data-bbox="738 678 1098 712">115 +0/-5psi</td> <td data-bbox="1098 678 1425 712">135 ± 5 psi</td> </tr> </tbody> </table>	Table 2: Governor setting				Cut-in pressure (psi)	Cut-out pressure (psi)	42301→42318	110 +0/-5psi	130 ± 5 psi	42319→...	115 +0/-5psi	135 ± 5 psi
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3.8	<p>With the engine still running, slowly reduce air pressure in the system by applying and releasing the brakes. Observe reading on pressure gauge when governor cuts in the compressor. The reading should be as shown in table 2. If not so, check the operation of the governor and the unloading mechanism on the compressor.</p>												



STEP 4 IN DETAIL: To test tank supply circuit for leakage

Step	Action
4.1	Connect an accurate pressure gauge to the test fitting (identified by two red adhesive tapes) behind the front bumper.
4.2	Fully charge the air system and stop the engine.
4.3	Allow pressure to stabilize for at least 1 minute.
4.4	<p>Observe the pressure gauge for 2 minutes, and note any pressure drop.</p> <p>Pressure drop should not be more than 3 psi per minute. If not so, coat all air line connections and pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.</p>

STEP 5 IN DETAIL: To test parking brake operation

Step	Action
5.1	<p>Connect accurate pressure gauges to:</p> <ul style="list-style-type: none"> • the test fitting in the air line leading to the spring brake part of the brake cylinder of the left-hand drive wheel. • the test fitting in the air line leading to the spring brake part of the brake cylinder of the left-hand trailing wheel.
5.2	Fully charge the air system and stop the engine.

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<p>5.3</p>	<p>Pull the parking brake button to apply the parking brake. The pressure gauge should indicate no pressure.</p> <div data-bbox="710 304 1008 609" style="text-align: center;">  </div> <p style="text-align: right;">Figure 7: Parking brake button</p>
<p>5.4</p>	<p>Push and hold the emergency parking brake release button to release the parking brake. The pressure gauge(s) should indicate pressure.</p> <div data-bbox="710 714 1015 1012" style="text-align: center;">  </div> <p style="text-align: right;">Figure 8: Emergency parking brake release button</p>
<p>5.5</p>	<p>Release the emergency parking brake release button.</p>
<p>5.6</p>	<p>Push the parking brake button to release the parking brake. The pressure gauge(s) should indicate pressure.</p>
<p>5.7</p>	<p>Reduce air pressure in the system by applying and releasing the foot brake.</p> <p>Low air warning on dashboard display should appear and low air buzzer should sound when pressure drops to 80 psi. Drive axle spring brakes should apply when pressure drops to approximately 60 psi.</p>

STEP 6 IN DETAIL: To test service brake delivery circuits for leakage

Step	Action
<p>6.1</p>	<p>Connect accurate pressure gauges to:</p> <ul style="list-style-type: none"> • the test fitting in the air line leading to the brake cylinder of a front axle wheel; • the test fitting in the air line leading to the service part of a brake cylinder of a drive axle wheel; • the test fitting in the air line leading to the service part of a brake cylinder of a trailing axle wheel;
<p>6.2</p>	<p>Make sure the bus-stop brake is released.</p>
<p>6.3</p>	<p>Fully charge the air system and stop the engine.</p>
<p>6.4</p>	<p>Apply the foot brake pedal, allow pressure to stabilize for at least 1 minute.</p>
<p>6.5</p>	<p>Hold down the foot brake pedal for 2 minutes while observing the pressure gauges. Pressure drop should not be more than 4 psi per minute. If not so, coat all brake air line connections and pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.</p>

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STEP 7 IN DETAIL: To test bus-stop brake operation

Step	Action
7.1	Connect accurate pressure gauges to: <ul style="list-style-type: none">• the test fitting in the air line leading to the service part of a brake cylinder of a drive axle wheel;• the test fitting in the air line leading to the service part of a brake cylinder of a trailing axle wheel.
7.2	Fully charge the air system.
7.3	Operate the kneeling system. The pressure gauges should indicate pressure.
7.4	Return to normal ride height and press the accelerator pedal. The pressure gauges should indicate no pressure.
7.5	Open the front passenger door. The pressure gauges should indicate pressure.
7.6	Close the front passenger door and press the accelerator pedal. The pressure gauges should indicate no pressure.
7.7	Repeat steps 7.5 and 7.6 by operating the rear passenger door.
7.8	Repeat steps 7.5 and 7.6 by operating the luggage compartment access door.

STEP 8 IN DETAIL: To test operation of one way check valves



WARNING!

Use appropriate hearing protection while draining the air tanks.

Step	Action
8.1	Fully charge the air system and stop the engine.
8.2	Retrieve the compressed-air tank pressures screen on the dashboard display as explained earlier in this document.
8.3	Drain the wet tank. The compressed-air tank pressures screen on the dashboard display should not indicate a loss of pressure.
8.4	Close the wet tank drain cock.

STEP 9 IN DETAIL: To test operation of dual air system



WARNING!

Use appropriate hearing protection while draining the air tanks.

Step	Action
9.1	Connect accurate pressure gauges to: <ul style="list-style-type: none">• the test fitting in the air line leading to the brake cylinder of a front axle wheel;• the test fitting in the air line leading to the service part of a brake cylinder of a drive axle wheel;• the test fitting in the air line leading to the service part of a brake cylinder of a trailing axle wheel;
9.2	Fully charge the air system and stop the engine.
9.3	Make sure the bus-stop brake is released.
9.4	Drain the drive axle service brakes tank.
9.5	Make a service brake application and check whether the pressure gauges connected to the front and trailing axle brakes indicate pressure.
9.6	Close the drain valve of the drive axle service brakes tank.
9.7	Start the engine and fully charge the air system again.
9.8	Stop the engine.

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9.9	Make sure the bus-stop brake is released.
9.10	Drain the front axle brakes tank.
9.11	Make a service brake application and check whether the pressure gauges connected to the drive and trailing axle brakes indicate pressure.
9.12	Close the drain valve of the front axle brakes tank.
9.13	Start the engine and fully charge the air system again.
9.14	Stop the engine.
9.15	Make sure the bus-stop brake is released.
9.16	Drain the trailing axle brakes tank.
9.17	Make a service brake application and check whether the pressure gauges connected to the front and drive axle brakes indicate pressure.
9.18	Close the drain valve of the trailing axle brakes tank.
9.19	Start the engine and fully charge the air system again.
9.20	Stop the engine.

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LOCATION OF COMPRESSED-AIR TANKS

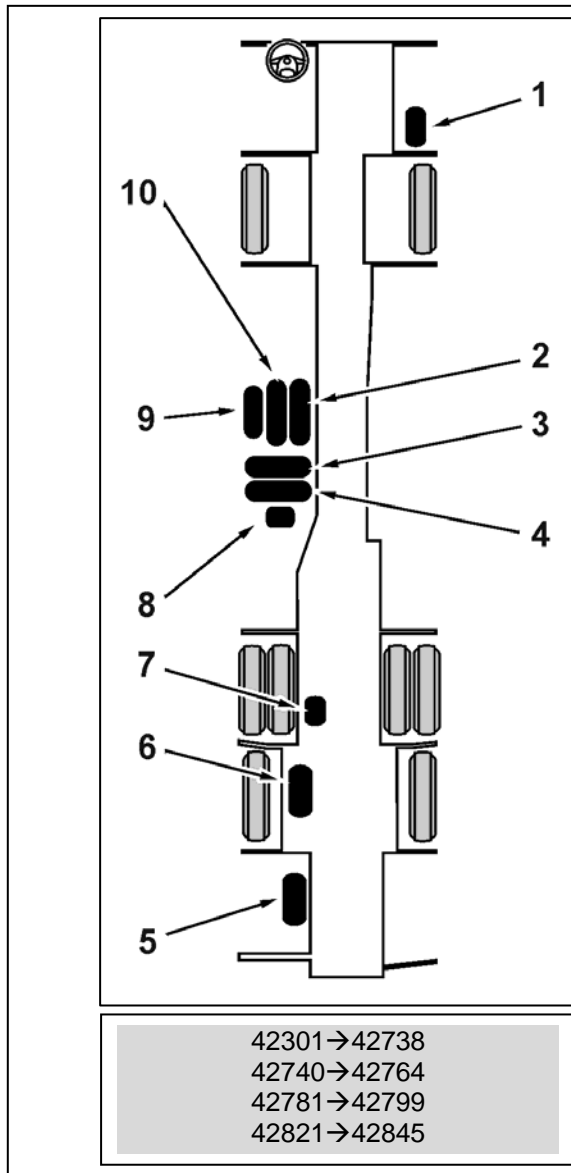


Figure 9a: Location of compressed-air tank on TD925, version 1

1. Kneeling system
2. Front axle brakes
3. Drive axle service brakes
4. Kneeling system
5. ZF Astronic (vehicles with ZF Astronic transmission only)
6. Trailing axle service brakes
7. Air-dryer regeneration
8. Wet tank
9. Parking brake emergency release
10. Accessories

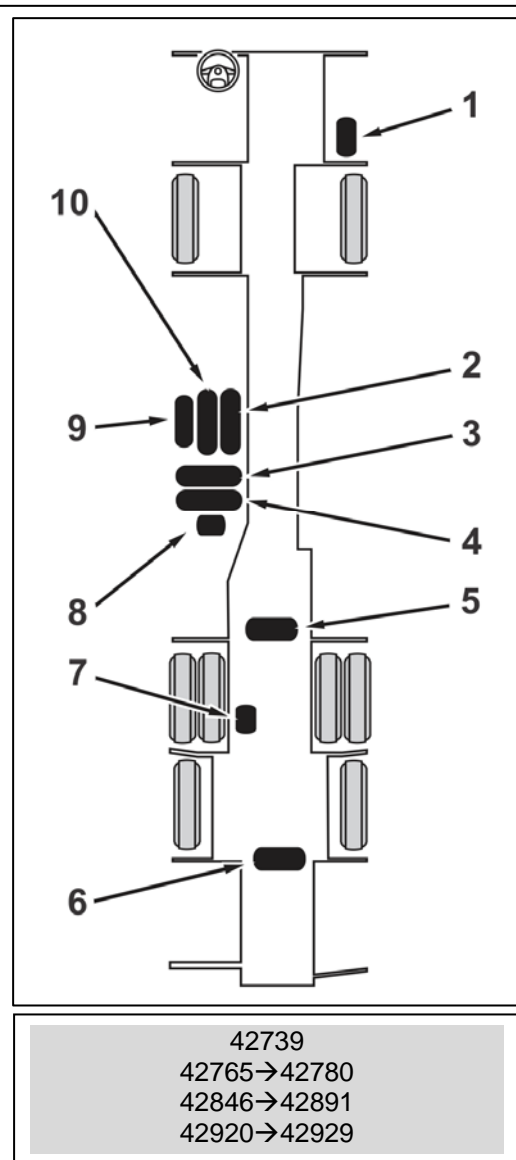


Figure 9b: Location of compressed-air tank on TD925, version 2

1. Kneeling system
2. Front axle brakes
3. Drive axle service brakes
4. Rear raising
5. Trailing axle service brakes
6. ZF Astronic (vehicles with ZF Astronic transmission only)
7. Air-dryer regeneration
8. Wet tank
9. Parking brake emergency release
10. Accessories

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HELP DESK:

Consult ABC Customer Care & Parts Source toll-free for guidance on 1-877-427-7278. Listen for the prompts for warranty and select that option.

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.

INFORMATION HANDLING:

Important supplements to and modifications of technical information not yet included in the manual, are communicated by means of Service Bulletins.

VAN HOOL CUSTOMER PORTAL:

Consult the customer portal regularly for the latest service documentation. Beside the maintenance manual, you will also find the operating manual and the spare parts catalogue of your vehicle on the customer portal. The customer portal is accessible through www.vanhool.be, and only with a code (password) from Van Hool. If you do not have a password yet, request it by using the link on the Van Hool website.