EvoBus

# Technical information

**TI No.: 75.00U20104A** **Distribution list: D** **Distribution date: 12.08.2020**

**Valid until: 31.12.2040**

**The point of contact is the EvoBus after-sales service in each country**

| | |
|---|---|
| Model: | TC 400 USA |
| MODEL SERIES: | 629540; 629557 |
| **TITLE:** | **TC 400 USA - completing the weld seams on the brackets of the engine compartment flap** |

## COMPLAINT

The weld seams on the brackets of the engine compartment flap were not executed fully.

## CAUSE

Error in the documentation.

## REMEDY

Check the weld seams on the brackets of the engine compartment flap against the latest documentation and, if necessary, incorporate the missing weld seams.

If the weld seams cannot be incorporated, the engine compartment flap must be replaced with a new one.

## MEASURE TYPE

The scope of the work is carried out as part of a safety recall (RC).

## REPLACEMENT PARTS REQUIRED

| Quantity | Designation | Number | Comment |
|---|---|---|---|
| 1 | Engine compartment flap | A 629 750 40 33 | Only if required |

## OPERATION TEXTS

| Operation no. | Operation text | Working time/h | Comment |
|---|---|---|---|
| 02-1920 | Check weld seams on brackets of engine compartment flap | 0.2 | |
| 02-1921 | Remove and fit engine compartment flap (after check) | 1.2 | Associated work for 02-1920 |

| Operation no. | Operation text | Working time/h | Comment |
|---|---|---|---|
| 02-1922 | Complete weld seams on brackets of engine compartment flap (engine compartment flap removed) | 2.5 | Associated work for 02-1921 |

The times apply for work at an hourly rate.

## DEFECT NUMBER

| Defect no.: | Designation |
|---|---|
| 7591065 | |

## CODEWORD

7500U20104

## INTRODUCTION OF MODIFICATIONS INTO SERIES PRODUCTION

01.02.2020

## WARRANTY AND GOODWILL SETTLEMENTS

Field measure type RC: 100 % of costs will be accepted.

| | |
|---|---|
| BUS/MCC | BUS/MCC-O |
| pp. | pp. |
| Johannes Lehmann | Markus Fischer |

## Attachments

## Procedure

**Warning**

**Risk of injury.** Danger due to the dropping of unwieldy or heavy components. The unforeseen dropping of components can result in serious injuries to the body and limbs.

Details...

**Warning**

**Risk of accident.** Danger when lifting and transporting heavy components. The use of defective or unsuitable lifting equipment and hoists for the lifting and transporting of heavy components could result in serious or fatal injuries to all persons involved if the component were to drop or slip.

Details...

**Warning**

**Risk of entrapment and crushing.** Danger to hands, arms and legs during all work on doors, flaps, covers and roof hatches.

Details...

**Warning**

**Risk of injury.** Danger from the spontaneous opening or dropping of flaps, doors, covers and panels. There is a risk of flaps, doors, covers or panels that have been closed or fitted incorrectly opening or coming loose spontaneously, especially while the vehicle is in motion, and thereby causing injury.

Details...

**Warning**

**Risk of entrapment and crushing.** Reaching in between mechanically operated parts may result in serious injuries due to the severing or crushing of body parts.

Details...

**Warning**

**Risk of fatal injury.** Risk of fatal injury due to high voltages present during electric arc welding. Risk of explosion when welding near highly flammable materials. Risk of injury from welding spatter and ultraviolet light during welding. Risk of poisoning from inhalation of welding fumes. Welding sparks and splashes of liquid weld matter could cause severe burns if they come into contact with unprotected parts of the body. The ultraviolet light emitted during electric arc welding may cause damage to the eyes and burn unprotected skin. If electric welding work is carried out in a damp environment or on a wet surface, there is a risk of fatal injury as the voltage may be discharged through the human body. This could cause severe burning, cardiac fibrillation or heart failure. Standard work clothes (made of cotton or synthetic fibres) may catch fire due to welding sparks and splashes of liquid weld metal, and inflict very severe burns as a result.

Details...

**Caution**

**Irreparable damage due to overvoltage and risk of fire.** Measures required for the prevention of damage to buses or components during electric welding work. In order to prevent damage, the following measures should be carried out before the commencement of welding work:

Details...

**Warning**

**Risk of explosion and poisoning.** Risk of explosion and of poisoning from solvent vapours and gases. There is a risk of injury to the eyes and skin when handling corrosion inhibitors. Do not spray corrosion inhibitor onto naked flames or red-hot materials. Keep corrosion inhibitor away from sources of ignition at all times. Carry out the work in well-ventilated rooms and wear respiratory protection.

Details...

**Warning**

**Risk of accident.** Danger from unauthorised starting of the engine or movement of the vehicle. Persons in areas of the bus that are hidden from view (underbody, rear, roof, etc.) are at risk of injury if the engine is started or the vehicle is moved by other or unauthorised persons.

Details...

## Checking the weld seams

1. Open the engine compartment flap.

2. Check the weld seams on the brackets of the engine compartment flap against the latest documentation.

   **Result 1 / 2**

   All weld seams present in accordance with the documentation.

   ▶ No further work necessary, close the engine compartment flap.

   **Result 2 / 2**

   Not all weld seams are present in accordance with the documentation.

   ▶ Remove the engine compartment flap and incorporate the missing weld seams in accordance with the documentation.

- →: Checking and completing the weld seams on the brackets of the engine compartment flap

## Completing the weld seams

3. Regulations and instructions for electric welding work

4. Welding instructions for MAG welding and resistance spot welding

5. Abrade the weld area down to bright metal and clean.

| Required material |
| --- |
| Pneumatic brush grinder<br>Model: MBX® Metal Blaster® |

6. Cover or mask off adjacent areas extensively and provide protection against flying sparks.

7. Incorporate the missing weld seams to a professional standard.

   **Note**

   To ensure that the optimum welder setting is used, it is advisable to perform a test weld on a scrap sheet beforehand.

8. Remove burn-off deposits and clean the welding point.

| Required material |
| --- |
| Pneumatic brush grinder<br>Model: MBX® Metal Blaster® |

9. Apply primer and corrosion inhibitor.

   **Note**

   Observe the application information and drying times of the paint manufacturer.

## Fitting and adjusting the engine compartment flap

**Note**

Whenever you are adjusting flap gap dimensions, always take into consideration (adapt to) the gap dimensions of adjacent components.

**Note**

The following priorities govern the adjustment of exterior flaps: Priority 1: leak-tightness of the flaps. Priority 2: gap dimensions, appearance of the gap line and evenness of the outside of the flap surface in closed condition. Priority 3: gap dimensions, position and evenness of the outside of the flap surface in open condition.

10. The use of adjustable gap gauges or suitable feeler gauges is advisable when making adjustments to gap dimensions.

| Required material |
| --- |
| Gap gauge set |

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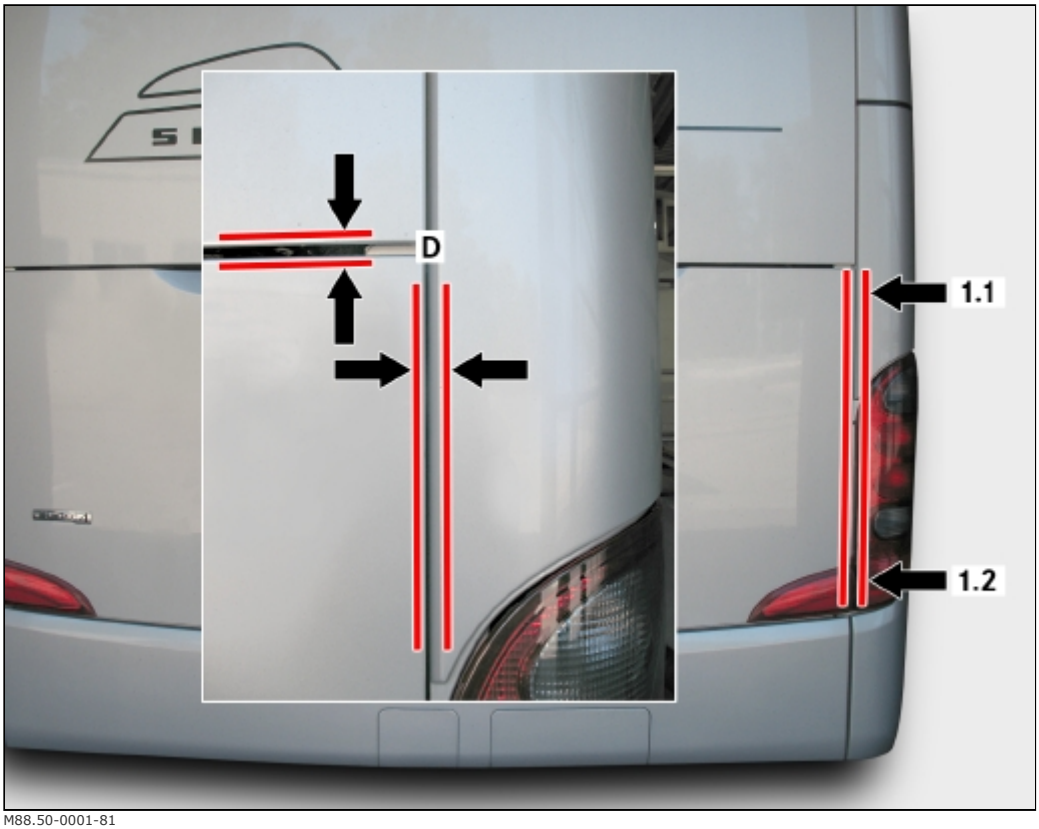


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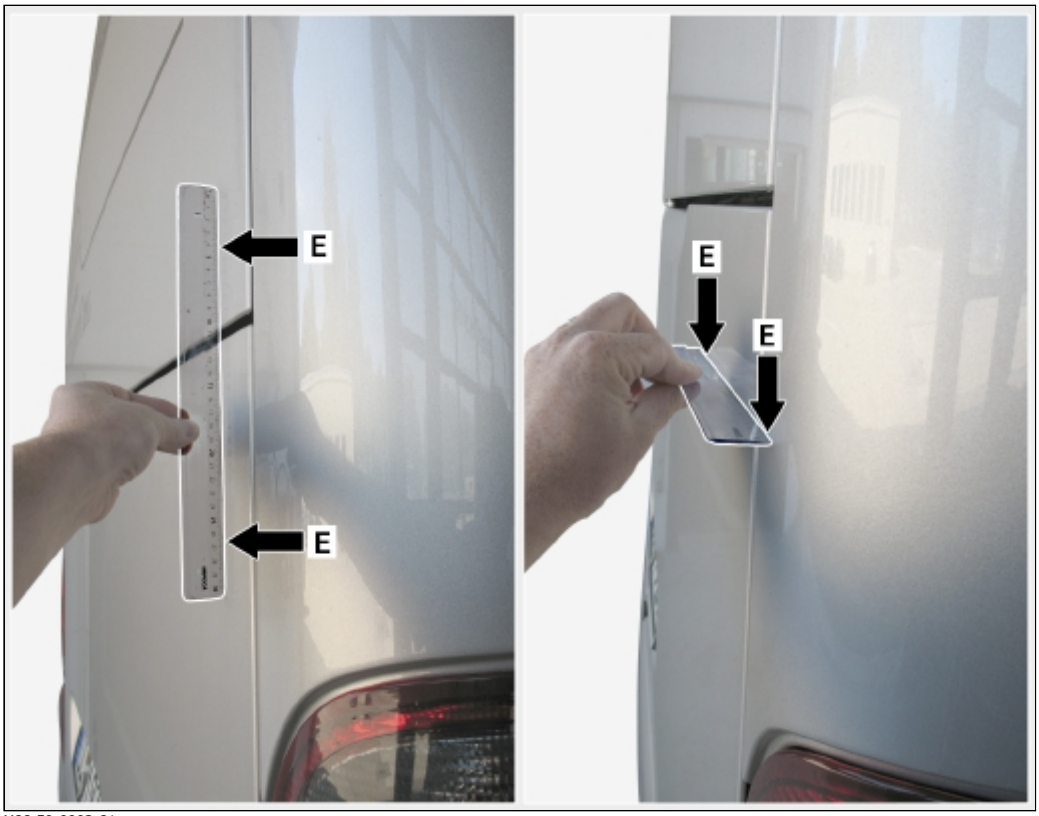
11. →

| Reference values | |
| --- | --- |
| Engine compartment flap gap dimension (D) | 6 … 10 mm |

| Reference values | |
|---|---|
| Uniform gap line from (1.1) to (1.2), permissible deviation | 1.5 |

**Note**

Adjust all gaps around the engine compartment flap in such a way that their dimensions are as equal as possible. The maximum relative deviation is 1.5 mm.

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12. →

| Reference values | |
|---|---|
| Transitions (planar alignment) (E) from the outer surface to all adjacent components | $0^{+1.5}_{+1.5}$ mm |