 <p>GENERAL COACH America, Inc. Thor Industries Commercial Bus Division</p> <p>[] Safety Recall [] Field Campaign [X] Service Information [] Product Improvement</p>	<p align="center"><u>FIELD SERVICE BULLETIN</u></p> <p align="center"><u>HC International</u></p> <p align="center"><u>Cab/Body Separation</u></p>	<p>FSB_2013-103 Revision: 0 Issue Date: 08/21/13 Manual Section: N/A Author: Shawn Yopp Approval: D. Hill Form Rev. C 05/08/09</p>
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UNITS AFFECTED: Champion Bus and General Coach Golden Touch Units.

DESCRIPTION: Extreme conditions have caused separation of Cab and Body.

WARRANTY INFORMATION: CBI will compensate on a case-by-case basis

LABOR ALLOCATION: 1 Person – 2 Hours (a second person is needed for 15min)

CAMPAIGN EXPIRATION DATE: N/A

MATERIALS NEEDED:

- Welder
- Drill with screw bit
- Socket/wrench
- Supplied bracket, draw-plates and hardware

DISCLAIMER:

The procedures contained herein are not exclusive. General Coach America, Inc. 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 of any products, will be jeopardized by any procedure selected.

PROCEDURE:

WARNING! Failure to follow Pre-welding instructions may void warrantee of Electrical Systems. Refer to hybrid electrical disconnect procedure supplement attached at the end of this Bulletin.

1. Remove from front cab both extinguisher/bracket and flare/bracket from flooring just forward of entry stairwell.



2. Remove staples and roll back front flooring mat, thus exposing cab floor.



3. Place support bracket tight against stairwell structure (holes down) and align rectangular cutout centered over cab support mount as shown.



4. Clamp bracket tightly to stair well in 2 places.



- Using drill and 3/8" steel bit, drill (7) holes through the cab floor using pre-drilled holes in bracket as a guide.



- Place supplied 3/8" x 1-1/2" grade-8 bolt & washer through drilled holes (7 places)



7. From underside of bus, locate the newly protruded bolts and remove all foaming materials around bolted area. Clear enough space to provide room for draw-plates.



8. Place first draw-plate (may require several attempts at orientation) and hold using supplied washer and nylock grade-8 nuts.





9. Tighten bolts to typical grade-8 bolt specifications.



10. Disable PCM, Batteries and “kill switch” for hybrid systems per specifications of disconnect procedures attached at the end of this bulletin.

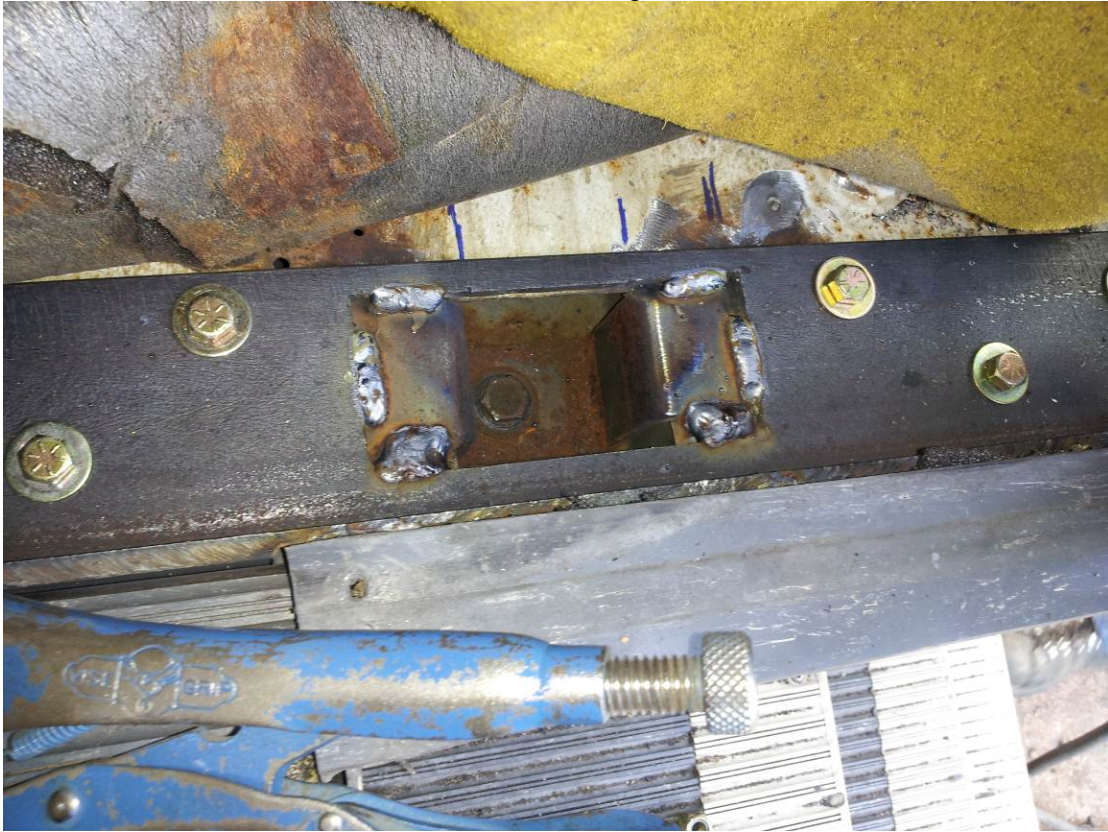


11. Seal off compartment to prevent welding damage to interior of bus.

12. Weld bracket on inside of bus to stair support structure, stitch-weld as shown using 1" welds approximately 4" apart. Weld full length of bracket and (1) each side.



13. Stitch-weld bracket to cab structure inside rectangular cutout as shown.



14. Replace matting, staples and emergency equipment removed.

15. Reconnect chassis electrical equipment.



FIGURE 1 HYBRID PEC LOCATION

- STEP 1: DETERMINE IF CHASSIS IS A EATON HYBRID CONVERSION OR NOT.
 - STEP 2: DISCONNECT HYBRID BATTERY PAC (PEC) BY DISENGAGING THE RED SERVICE SWITCH LOCATED ON THE REAR OF THE PEC FIGURES 2, AND 3.
 - STEP 3: REMOVE SERVICE SWITCH COVER MOUNTING BOLTS, AND RETAIN FIG. 4.
 - STEP 4: REMOVE SERVICE SWITCH COVER, MARK WITH UNIT# AND GIVE TO GROUP LEADER TO DELIVER TO MECHANIC IN SHIPPING FOR RE-INSTALLATION.
 - STEP 5: INSTALL SERVICE SWITCH LOCK-OUT COVER PLATE, USING BOLTS REMOVED IN STEP 3 FIGURE 5.
 - STEP 6: PLACE LOCK-OUT TAG ON LOCK-OUT PLATE.
 - STEP 7: DISCONNECT THE 12 VOLT BATTERIES, BY REMOVING BOTH THE POSITIVE AND NEGATIVE CABLES.
 - STEP 8: WAIT FOR FIVE (5) MINUTES BEFORE PROCEEDING TO ALLOW THE HYBRID SYSTEM HIGH-VOLTAGE TO DISCHARGE.
 - STEP 9: CONTINUE WITH CHASSIS SPECIFIC WELDING DISCONNECT PROCEDURES AS OUTLINED IN CHASSIS BODY BUILDERS DOCUMENTATION.
- REFER TO EATON SERVICE MANUAL "EATON HYBRID TRANSMISSION TRSM2000 FOR QUESTIONS

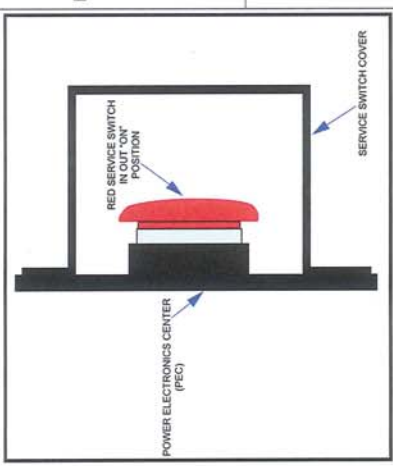


FIGURE 2 SERVICE SWITCH "ON"

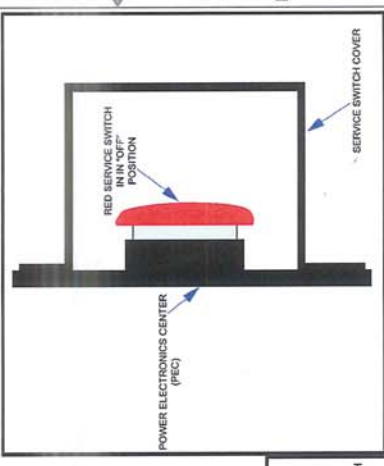


FIGURE 3 SERVICE SWITCH "OFF"

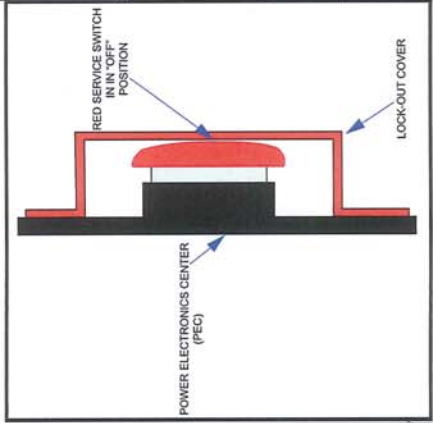


FIGURE 5 LOCK-OUT COVER

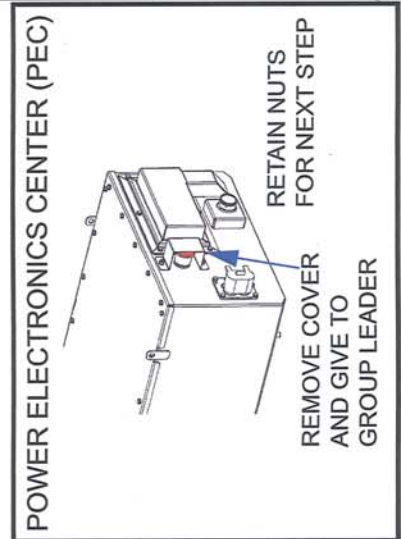


FIGURE 4 REMOVE COVER AND BOLTS

WARNING
 HAZARDOUS VOLTAGE
 To reduce risk of possible serious injury (shock, burn or death): Components marked with high voltage should be avoided. Service must be performed by qualified personnel only.

DANGER
 HAZARDOUS VOLTAGE
 You will be severely injured or killed if you do not follow the procedure. Components marked with DANGER High Voltage should be avoided. Service must be performed by qualified personnel only.

LEGEND

DANGER DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CHAMPION BUS, INC.
 Your Business. Our Commitment. Our Passion.

TITLE: EATON HYBRID PEC DISCONNECT

DRAWN BY	DATE
J. PICKRICK	12/13/10
PRODUCTION SUPERVISOR	DATE
APP'D	6-11
ENGINEERING SUPERVISOR	DATE
APP'D	6-11

DO NOT SCALE 1 of 1

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