



Reliability Driven™

Service Bulletin No. 403

MODEL	J4500 Series	TYPE	Field Change Program	SECTION/GROUP	3-Body	DATE	Mar. 18, 2014
SUBJECT	DD13 DPF CRADLE						
CONDITIONS							

Customer Complaint:

Motor Coach Industries ("MCI") has become aware that the diesel particulate filter (DPF) cradle may exhibit signs of fatigue and cracking.

Cause:

Failed welds as a result of cradle lateral movement.

Corrective Action:

MCI strongly encourages owners of the J4500 series coaches equipped with a DD13 engine listed in the table below to implement the steps in this procedure as soon as possible.

66008	66032	66074	66078	66082
66085	66087	66132 to 66133	66147	66179 to 66184
66187 to 66188	66195 to 66200	66202 to 66207	66209 to 66210	66222 to 66224
66239 to 66240	66279 to 66283	66295 to 66300	66305 to 66307	66309 to 66310
66318 to 66319	66342 to 66344	66345 to 66348	66382	66409
66413 to 66416	66429 to 66439	66441 to 66442	66445 to 66446	66448 to 66453
66460	66503 to 66509	66511 to 66521	66522 to 66523	66526 to 66529
66531 to 66534	66540	66541	66579	



Parts

Qty.	New P/N	Description
1	26-08-0021	Kit, Bracket <i>Kit contents are:</i>
2	08-20-1741	Gasket, 5 inch
1	08-20-2418	Channel Assy
1	08-20-2421	Bracket Assy
1	08-20-2424	U-bolt, Front
1	08-20-2425	U-bolt, Rear
2	08-20-2426	Bracket, U-bolt
2	19-01-1543	Capscrew
2	19-01-2122	Capscrew, Flanged
2	19-02-0328	Washer
6	19-03-0535	Locknut, Flanged
1	20-08-0045	Template, Drill

Service Procedure:

**WARNING**

Read this entire procedure before beginning work.

Use Safe Shop Practices At All Times.

**WARNING**

To avoid personal injury, never enter or perform work in the engine compartment prior to positioning the ENGINE RUN and ENGINE START switches on the engine compartment remote control box to the OFF position. Allow enough time for components to cool down prior to working in the engine compartment.

NOTICE

Visually inspect the two (2) areas circled in Figure 1.

Upon visual inspection, if signs of cracking are evident at one or both locations identified in Figure 1, contact the MCI Fleet Support Technical Center at 1-800-241-2947 for further information.

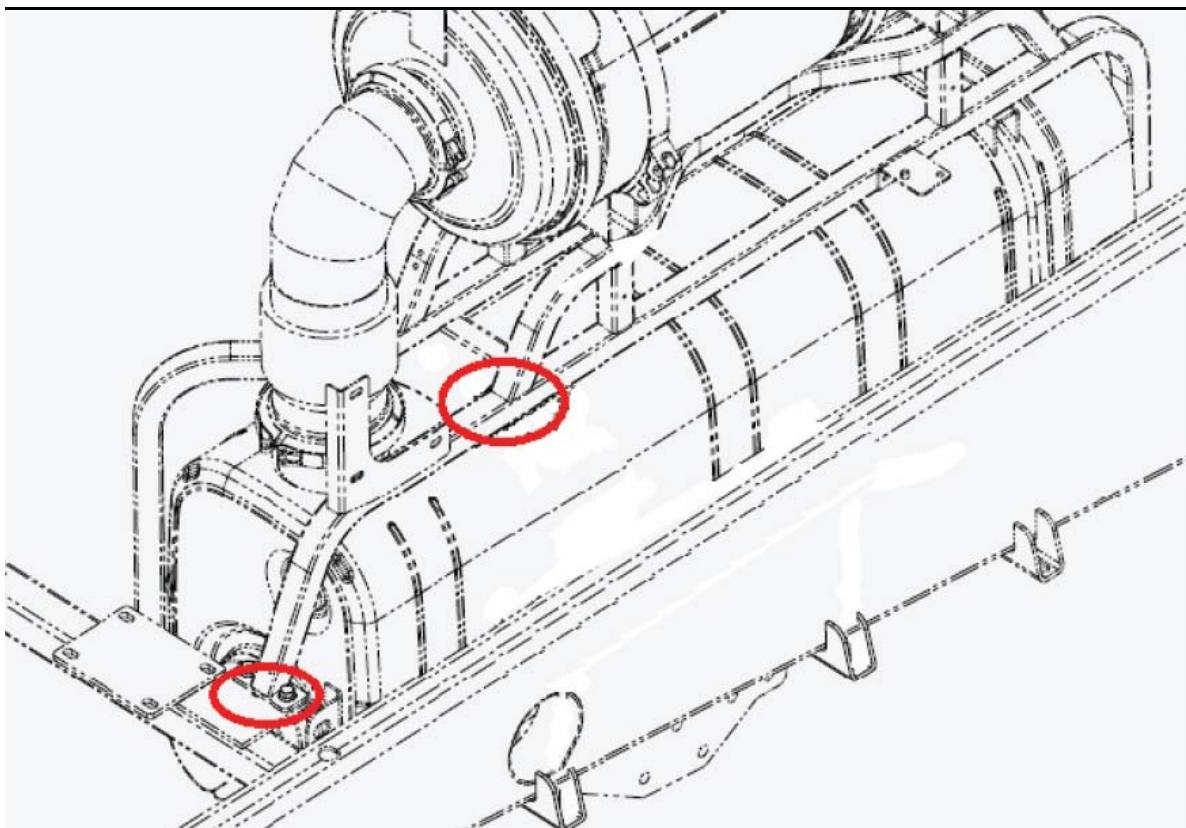


Figure 1.

1. Turn the main battery disconnect switch to the OFF position. Chock both sides of the tires.
2. Open the engine compartment door.

WARNING

Components under spring tension can cause serious injury. Use a secure, firm grip and controlled force on tools when removing / installing the fan belt clutch.

3. Locate the lug wrench in the front, side service compartment. Position the lug wrench on the bracket hex nut located on the top corner of the fan clutch (refer to Figure 2). Carefully rotate the lug wrench moving the fan clutch clockwise approximately 20 degrees. Hold in this position and have a second person remove the belt from the fan clutch.



Figure 2.

4. Locate the GND stud. Disconnect and remove the three (3) cables from the GND stud (refer to Figure 3). Remove and retain the mounting hardware to be re-installed at a later step in this procedure.

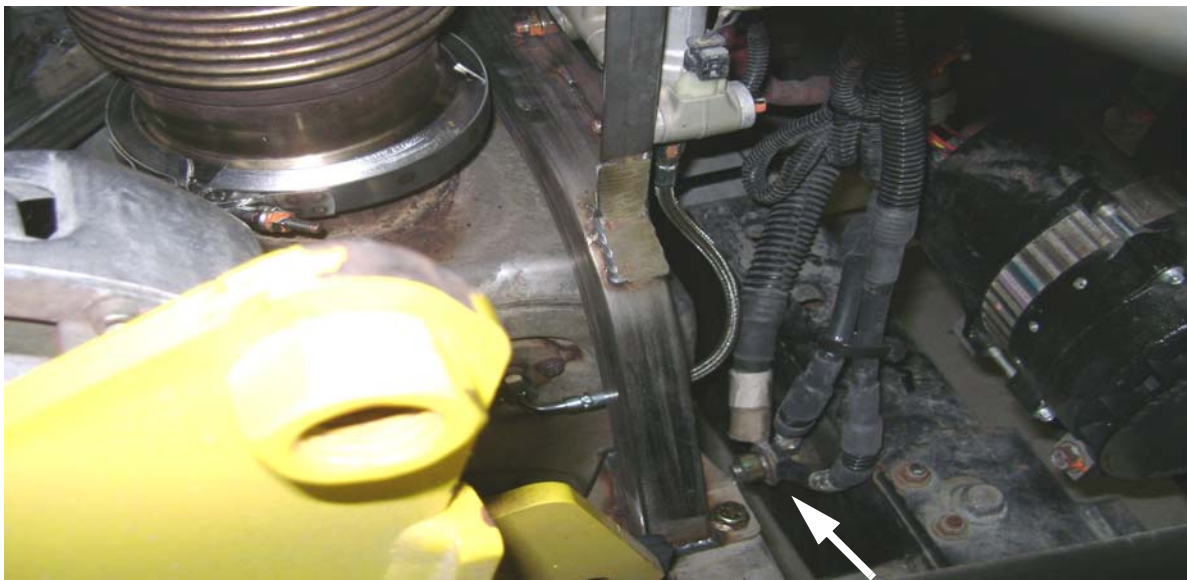


Figure 3.

5. Orient the longer of the two (2) u-bolts, p/n 08-20-2425, on the engine rail and push along rail towards the front of the coach approximately two (2) feet past the GND stud.

WARNING

Use caution not to allow debris from entering the diesel particulate filter (DPF) and selective catalytic reduction (SCR) outlets.

6. Loosen the top and bottom clamps on the flex exhaust pipe. Remove the exhaust pipe, clamps and gaskets. Retain the exhaust pipe and clamps for installation at a later step in this procedure. Discard the gaskets.
7. Cover the DPF and SCR outlets to prevent debris from entering.

8. Clean the DPF and SCR outlets to remove any residue (refer to Figure 4).



Figure 4.

9. Orient the drill template, p/n 20-08-0045, over the back end of the tubing shown in Figure 5. Pull template against the tubing, ensuring there is no gap.

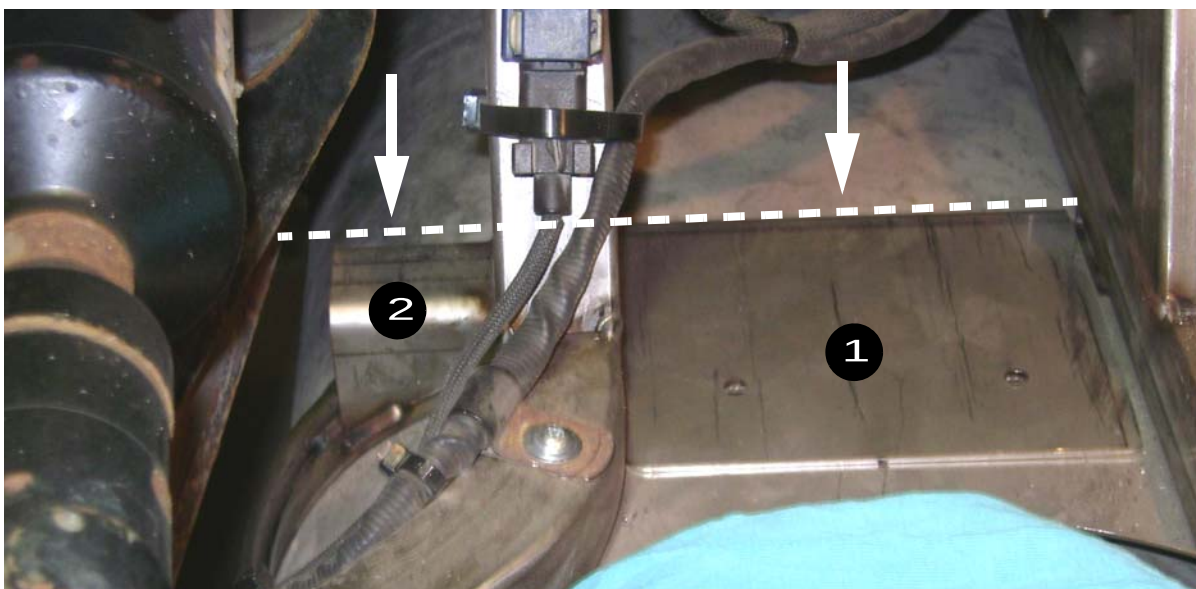


Figure 5.

Item	Description
1	Drill template
2	Align with edge of tubing

CAUTION

Use caution when drilling so as not to drill into engine components underneath.

10. Using a 0.250 drill bit and the drill template, p/n 20-08-0045, secure the template in place against the edge of the tubing and drill two (2) holes in the plate (refer to Figures 6 and 7).



Figure 6.

NOTICE

The direction of the slots should be reamed side to side of the coach, not front to back.

11. Remove the drill template. Using a reamer, ream the holes to 0.410 x 0.75 inch long slots, with the slot travel towards the coach tires (refer to Figure 7).



Figure 7.

12. Align and position the bracket, p/n 08-20-2421, on the engine rail. Move any interfering hoses and guide the bracket along the engine rail, forward towards the front of the coach. Align with the reamed holes drilled in Step 11.

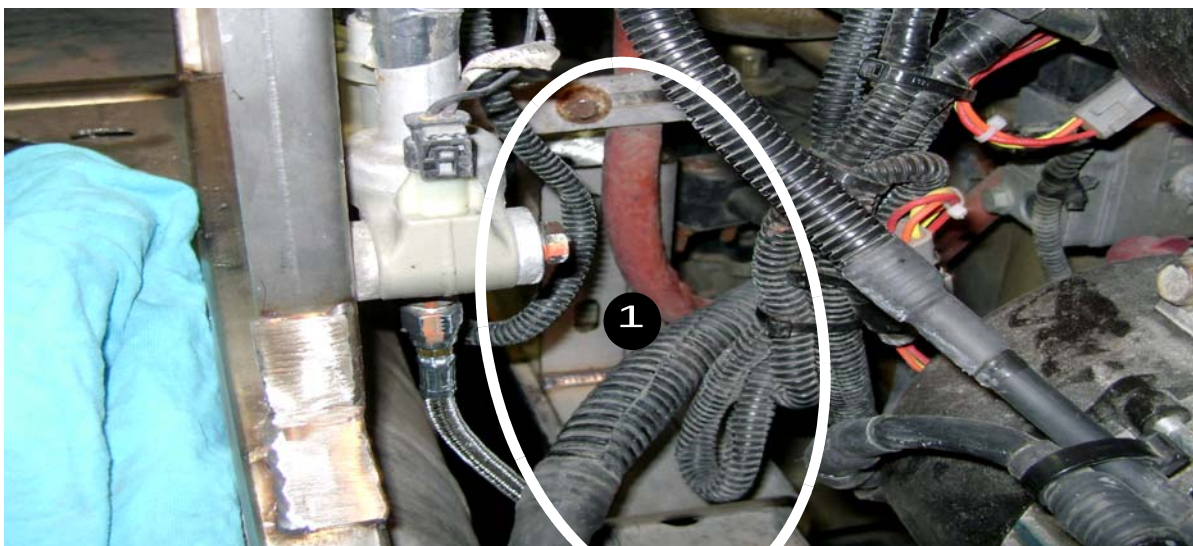


Figure 8.

13. Align the channel, p/n 08-20-2418, (part with tapped holes) with the bracket installed in Step 12.

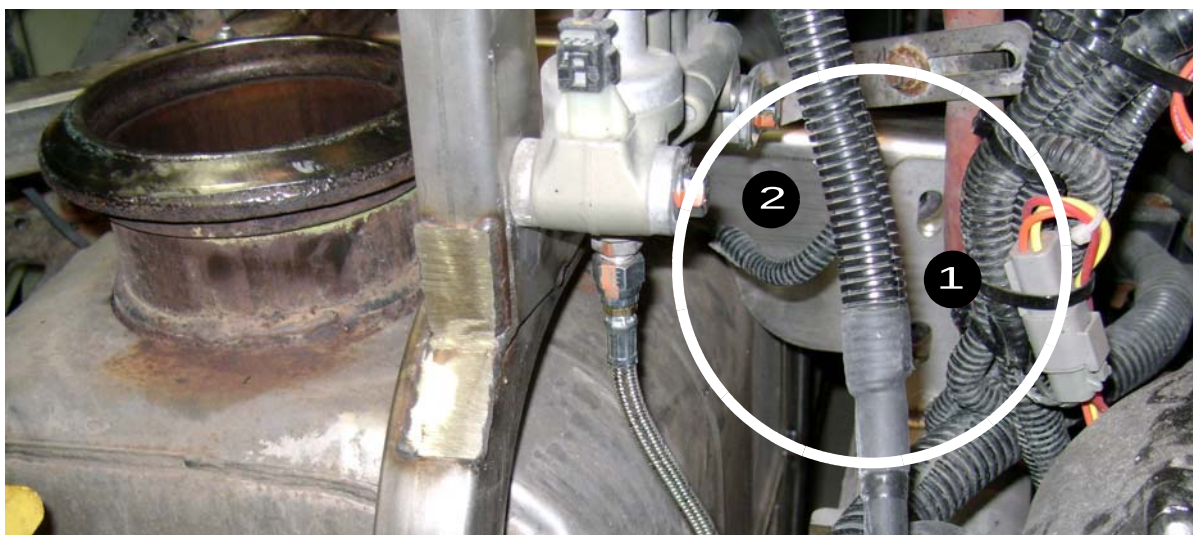


Figure 9.

Item	Description
1	Bracket, p/n 08-20-2421
2	Channel, p/n 08-20-2418

14. Using two (2) capscrews, p/n 19-01-2122 and locknuts, p/n 19-03-0535, secure the channel to the bracket finger-tight (refer to Figure 10). Align the channel-bracket assembly with the slotted holes shown in Figure 11. Torque to 42-48 ft-lbs.

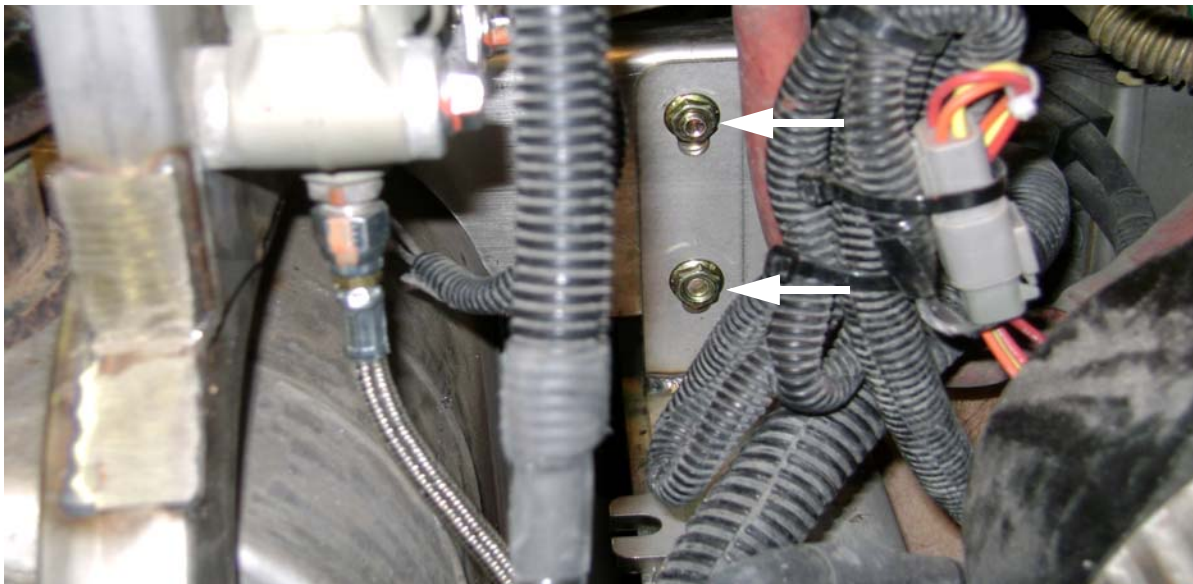


Figure 10.



Figure 11.

15. Using capscrews, p/n 19-01-1543, and flat washer, p/n 19-02-0328, secure the channel-bracket assembly to the frame using the slotted holes (refer to Figure 12).



Figure 12.

16. Torque capscrews to 25-30 ft-lbs. Apply torque seal to the face of the capscrews.
17. Orient the u-bolts, p/n 08-20-2424 and 2425, on the bracket and engine rail as shown in Figures 13 and 14.

NOTICE

Note the taper on the two (2) u-bolt brackets, p/n 08-20-2426. Orient the brackets with the low side of the taper facing the front of the coach, ensuring proper installation mating with the slope of the engine rail.

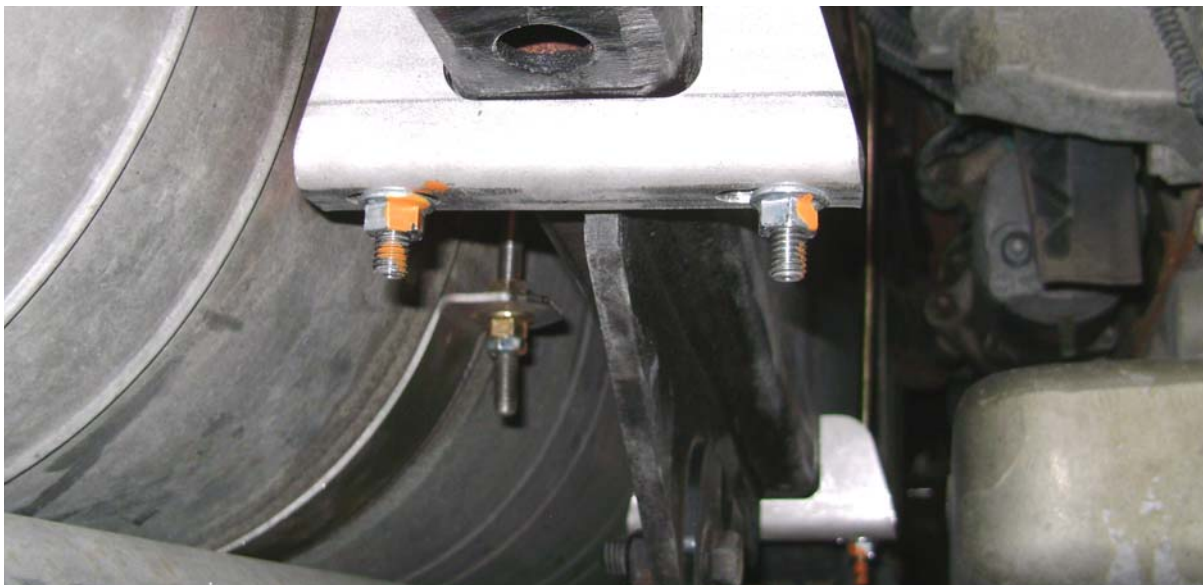


Figure 13.

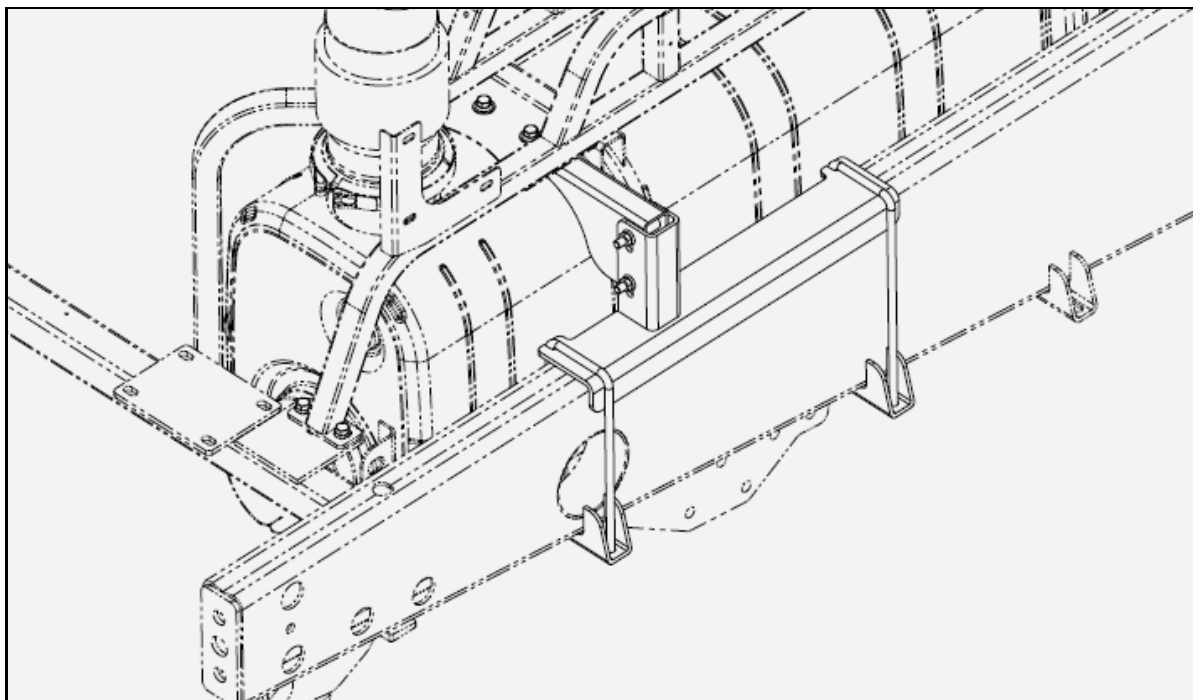


Figure 14.

18. Using the u-bolts, brackets, p/n 08-20-2426, and locknut, p/n 19-03-0535, secure bracket to the engine rail. Torque to 25-30 ft-lbs. Apply torque seal to the face of the nuts.

NOTICE

Ensure the covers are removed from the DPF and SCR outlets.

19. Remove the covers from the DPF and SCR outlets, used in Step 7 to prevent debris from entering.
20. Orient and install new gaskets, p/n 08-20-1741, on the DPF and SCR outlets
21. Align the exhaust pipe and clamps to the gasket joints.
22. Torque clamp to 8-9 ft-lbs.
23. Using a rubber mallet, tap around the clamp in three (3) places.
24. Re-torque clamp to 8-9 ft-lbs.
25. Using a rubber mallet, tap around the clamp in three (3) places.
26. Re-torque clamp to 8-9 ft-lbs.
27. Orient and connect the three (3) cables on the GND stud. Tighten to secure the nut on the stud.
28. Position the lug wrench on the bracket hex nut located on the top corner of the fan clutch. Carefully rotate the lug wrench moving the fan clutch clockwise approximately 20 degrees. Hold in this position and have a second person install the belt on the fan clutch.
29. Visually inspect to ensure the belt is seated properly.
30. Return and secure the lug wrench in the front, side service compartment.
31. Close the front, side service and engine compartment doors.

Procedure Complete.



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Mail or fax the completed limited warranty claim form and verification form to MCI's warranty department, or photocopy and mail to:

MCI Fleet Support
Attn: Warranty Department
7001 Universal Coach Drive
Louisville, KY 40258
Fax Number 1-800-360-8886

to receive credit for the hours used to complete this task. Contact the MCI Fleet Support Technical Center at 1-800-241-2947 for any further information.

Field Change Program Conditions:

The parts required for this change will be supplied without charge.

A labor allowance of 2.0 hours will be granted for the procedure of installing the specified part(s) in this bulletin on affected J4500 Series coaches.

This labor allowance will be credited to your MCI Fleet Support Parts Account on receipt of the attached "MCI Field Change Program Verification Form" and a "Warranty Claim Form" as detailed in your Owner Warranty manual to MCI's Warranty department. A "MCI Field Change Program Verification Form" needs to be submitted for each VIN affected. Photocopy the attached "MCI Field Change Program Verification Form" as required for the number of affected coaches in your fleet.

This program will end on October 3, 2014

Motor Coach apologizes for any inconvenience resulting from this campaign, but urges you to implement this change as soon as possible.

Sincerely,

Motor Coach Industries

Reliability Driven™

MCI FIELD CHANGE PROGRAM (FCP) VERIFICATION

CONTACT INFORMATION	
CUSTOMER NAME: _____ (PLEASE PRINT)	
FCP INFORMATION – ONE FORM PER UNIT	
FCP#: _____ Coach Model _____ Model Year _____	
COACH SERIAL #: (At least the last 5 digits)	DATE COMPLETED ____ / ____ / ____
MILEAGE:	
<u>IMPORTANT:</u> TO RECEIVE CREDIT FOR ANY ALLOWABLE LABOR CHARGES, THIS VERIFICATION FORM MUST BE RETURNED TO MCI UPON COMPLETION OF THE FCP.	
SUBMITTED BY: (Please Print) _____ DATE ____ / ____ / ____	
TITLE: (Please Print) _____	
SIGNATURE: _____	
COMMENTS:	

FAX TO: 800-360-8886

MAILING ADDRESS:

**MOTOR COACH INDUSTRIES
ATTN: WARRANTY DEPT.
7001 UNIVERSAL COACH DRIVE
LOUISVILLE, KY 40258**

MCI part # 03-15-7738C