



## INSTRUCTION TO SERVICE

**ITS: 59105**

<b>SECTION:</b>	219 Engine and Powertrain
<b>WRITTEN BY:</b>	Mike Pearson
<b>SUBJECT:</b>	Remark existing BAE HS300 ACTM dipsticks

# ITS59105

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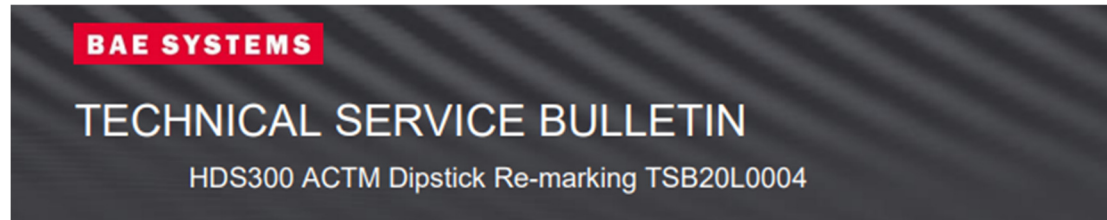
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**PROCEDURE:**

1. Turn the main battery disconnect switch to the “OFF” position.
2. Follow BAE instruction as per;



**1. PLANNING INFORMATION**

**A. Effectivity.**

This Service Bulletin applies to the HDS300 Alternating Current Traction Motor (ACTM), Part Number 115E5074G2, 1158053G2, and 115E8250G6, installed on the following New Flyer 60' Bus Fleets:

- SR #2084, 2085, 2086, 1930

NOTE: Remarking process does not apply to 40' fleets.

**B. Description.**

This procedure provides instructions to remark the existing dipstick installed in the HDS300 ACTM for reduced oil fill levels approved by BAE Systems. The remarking can be performed at the next scheduled oil change interval for the HDS300 ACTM in accordance with the BAE Systems HDS300 System Manual.

**C. Standard Repair Time.**

0.25 hours

**D. Tooling.**

- 6" scale with decimal (.100<sup>th</sup> scale)
- or 6" Caliper
- Fine point marking pen
- Small 8" fine finish triangle file

**Optional Tooling:**

- 90 deg angle grinder w / 2" quick change disc pad
- 100 grit 2" sanding discs
- Medium grit (red) 2" scotch-brite pads

**E. Personal Protective Equipment.**

- Safety Glasses (ANZI-Z87 rated)
- Safety Shoes

**F. References.**

- BAE Systems HDS300 System Manual (Rev 1, 06/22/2018)

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**NEW FLYER**

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# TECHNICAL SERVICE BULLETIN

HDS300 ACTM Dipstick Re-marking TSB20L0004

## 2. MATERIAL INFORMATION

### A. Parts and Consumables.

1) Parts necessary to perform this Service Bulletin:

Part Number	Part Name	Quantity Required
NFI -730926  (Brown cap)	Dipstick- BAE HDS200/300 ISL	1 removed unit from bus

2) Consumables:

Part Number / Name	Description
Isopropyl Alcohol	Isopropyl Alcohol or equivalent
Cleaning Wipes	Cleaning Wipes

## 3. ACCOMPLISHMENT INSTRUCTIONS

Accomplishment of this Service Bulletin will be recorded and tracked using information provided to the BAE Systems Regional Service Representative at the completion of the modification.

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#### 4. Remarking ACTM Dipstick

- (1) Gain access to the ACTM oil dipstick
- (2) Remove ACTM oil level dipstick from the ACTM fill tube and place on top flat surface of bench top.
- (3) Clean dipstick with rag and alcohol.
- (4) Mark dipstick with marking pen per dimensions shown in figure 1.
  - o First line is 0.400" from the old Minimum fill line
  - o The second line is 0.900" from the old Minimum fill line
- (5) Using the small triangle file, place edge of file over marks and stroke. Keep file perpendicular to the dipstick. You only need to score the dipstick until the lines are apparent.
- (6) Obliterate/remove original markings by either:
  - a. Using the optional 90 deg grinder with the 2" 100 grit disc gently sand off the old Min and Max fill line marks. Sand off just until the lines are removed or barely visible. Polish with scotch brite pads if desired.
  - b. File/score one or two crosshatch lines over original Min and Max fill lines.
- (7) Clean dipstick and reinstall onto bus.
- (8) Provide record of work performed to BAE Systems. Include the following information:
  - a. Bus Number
  - b. Date work performed
- (9) Rework is complete.

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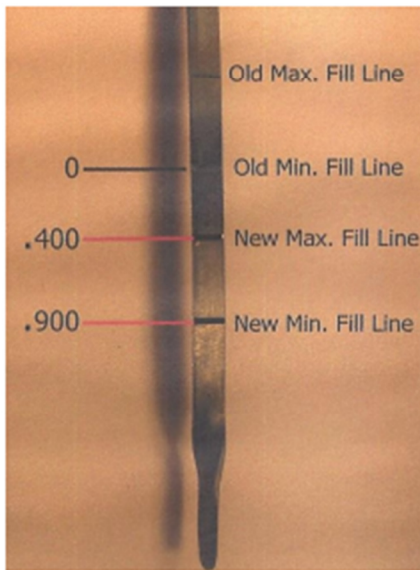


Figure 1.

Dip stick with new markings

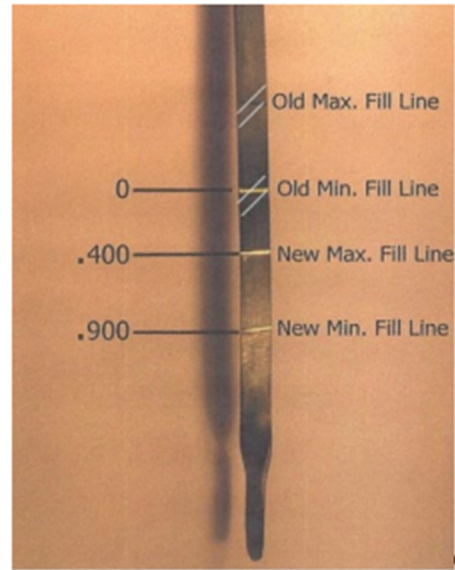


Figure 2.

Dip stick filed and original markings obliterated

**All parts supplied and shipped by BAE**

<b>LABOUR ESTIMATE</b>				
	Operation	Men	Hours	Labour Time M X HR
1	Remark existing BAE HS300 ACTM dipsticks	1	0.25	0.25

<b>PARTS REQUIRED</b>					
Item	Part Number	Description	Qty. per Coach	Units	Notes
1	See page 2 of BAE document	Parts and consumables	1	EA	