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SERVICE BULLETIN

SB-20-007 BURNER ATOMIZER SEAL REPLACEMENT BEFORE INSTALLATION IN VEHICLE

GROUP: 0-GENERAL
BULLETIN NO: SB-20-007
DATE: 2-18-2021

Subject: The Atomizer seals for P/N 23209E0011 and 23209E0020 have been revised with a new material to prevent leaks. If a replacement Atomizer has a red sticker on the box (as pictured below), follow this procedure for seal replacement and fuel pressure calibration. A warranty claim can be submitted with the codes at the end of this procedure for reimbursement to replace the seals and set the fuel pressure. Labor time for Atomizer removal and re-installation will be the responsibility of the customer if required.

OVERVIEW:
This repair procedure outlines replacement of the burner Atomizer seals before any identified Atomizer is installed in the chassis. New Atomizer seals need to be installed on Atomizer part numbers 23209E0011 or 23209E0020 (seals are included with identified Atomizers) and the fuel pressure will need to be checked and/or set if needed.

Note: DX2 will need to be connected and used to correctly set fuel pressure for the newly updated Atomizer.

Parts Included With New Atomizer:

PART NUMBER	DESCRIPTION	QUANTITY
17214-E0040	U-CUP SEAL	1
17214-E0020	HOUSING O-RING	1

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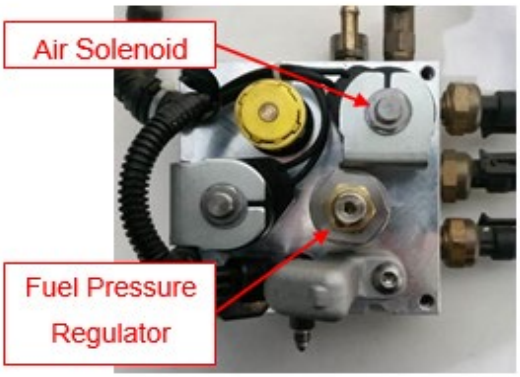
1. After removing the cover of the new Atomizer, it will be necessary to mark the location of the fuel pressure regulator housing with a paint pen to ensure the regulator is returned to this position when reinstalled. Refer to the photograph below for reference.

2. To allow a socket to be placed over the fuel pressure regulator housing for removal, it will be necessary to loosen the air solenoid retaining nut located above the fuel pressure regulator and rotate slightly. Refer to the photographs below, which show a view of the atomizer from above, for reference.



New Atomizer

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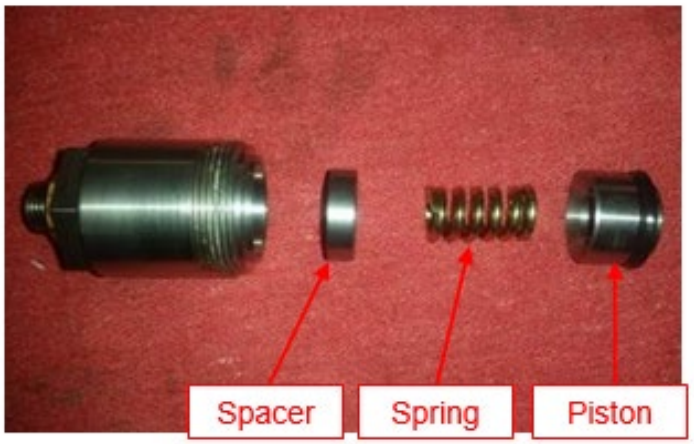
3. Remove the fuel pressure regulator. Set the regulator on a clean shop rag. The photograph below illustrates the fuel pressure regulator components.

NOTICE: Use caution to prevent the regulator piston from falling out of the pressure regulator housing during removal.



4. The fuel pressure regulator housing O-ring may remain in place in the atomizer. Remove and discard this O-ring.

NOTICE: Do not allow any debris to enter the fuel pressure regulator opening on the atomizer, as damage to the atomizer may result.

5. Using a pick, carefully remove the old U-cup seal from the fuel pressure regulator piston. Discard the old U-cup seal.

NOTICE: Use caution to avoid scratching or damaging the regulator piston. Scratching or damaging the regulator piston will cause sealing issues.

6. Lubricate the piston and the new U-cup seal lightly with silicone grease to ease installation. Slide the new U-cup seal over the piston, ensuring the cup faces away from the piston as shown.

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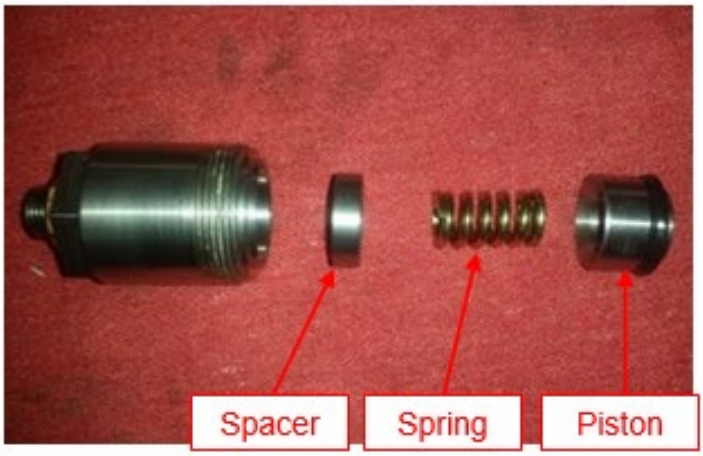
7. Clean any debris from inside the fuel pressure regulator housing. Lightly lubricate the outside diameter of the piston using silicone grease and insert into the fuel pressure regulator housing. Ensure all fuel pressure regulator components are in proper order. The photograph below shows the proper order of the regulator components.



8. Place the new housing O-ring on the fuel pressure regulator housing. Rethread the fuel pressure regulator into the atomizer. Carefully tighten the fuel pressure regulator to the paint mark made in step **1**. Be careful not to overtighten. The air pressure regulator will be tightened after the fuel pressure has been set.

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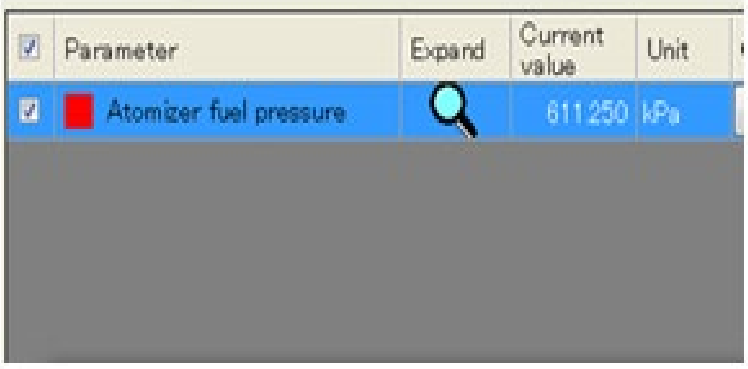
9. Remove the original failed atomizer from the truck and install the new atomizer. For additional information, refer to Hinonet/Service/TechCast/Videos/Video Link Announcements/TechCast Videos on GoTo Webinar/Atomizer Repair Procedure-Supplement to SB-16-022.

Click on link below:

Registration (gotowebinar.com)

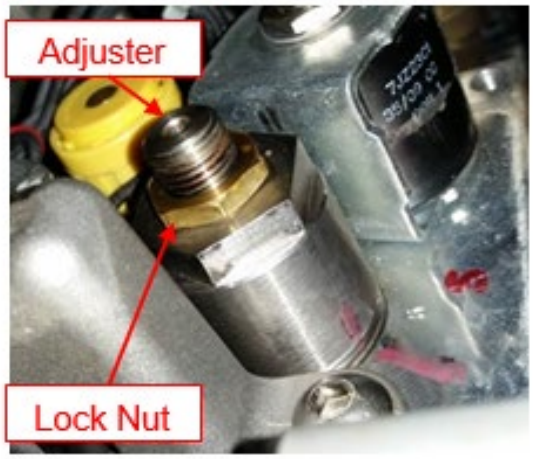
10. Connect the DX2 scan tool to the vehicle. Turn the ignition on and enter the diagnostic menu for the BCU (Burner Control Unit). Do not start the engine.

11. Monitor the Atomizer Fuel Pressure while commanding the fuel pump to “on”. Determine if the fuel pressure is within the standard value. If the fuel pressure is correct, proceed to step **13.** If the fuel pressure is incorrect, continue to step **12.**
Standard Value: 592-662 Kpa (86-96 PSI)



12. To adjust the fuel pressure, loosen the lock nut on the fuel pressure regulator. Rotate the adjuster clockwise to increase fuel pressure, and counterclockwise to decrease fuel pressure. Torque the locknut to the specified torque.

Specified Torque: 16 lb-ft (22Nm)



13. Verify that with the fuel pump running, no fuel leaks are noted from the atomizer. Exit the diagnostic session in the DX2 and turn the ignition off. Do not disconnect the DX2 at this time.

WARNING: Failure to turn the ignition to the off position can result in component damage or serious personal injury.

14. Rotate the air solenoid back to its original position and torque the retaining nut to the specified torque.

Specified Torque: 16 lb-ft (22Nm)

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15. Use the Hino DX2 software to clear any DTCs that may have set in the vehicle during the repair.

Proceed to “Final Inspection Procedure”

FINAL INSPECTION PROCEDURE

1. To complete this Technical Service Bulletin, review the bulletin and confirm the following:

- The atomizer fuel pressure regulator has been carefully checked for leaks.
- Atomizer fuel pressure is within specification
- All fasteners have been properly torqued.
- DTC’s (Diagnostic Trouble Codes) may have inadvertently been set in the engine ECU and BCU(Burner Control Module). Using the Hino DX2, ensure all codes have been cleared from these modules prior to releasing the truck back to the customer.

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Note: This campaign is not visible through vehicle enquiry and the claim application is for claim entry only.

CLAIM APPLICATION

Campaign: T0300
Labor Charge: 1.1 Hours
Warranty Code: 11565
Trouble Code: 11
Operation Code: 11550AOT
Part Number: 17214E0040

Note: Hino is paying for the replacement of the seals, fuel pressure setting NOT replacement of the atomizer.

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