



CAMPAIGN 000-046

Vicinity Motor Corp.

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REVISION	DATE	AUTHOR	DESCRIPTION	PAGE(S)
1.4	2022-09-28	Ray W	First Release	7

CAMPAIGN NUMBER	DESCRIPTION	CHARGE TO		TIME
		LABOR	PARTS	
000-046	35' Bus floor frame crack inspection and repair campaign	VMC	VMC	8 HR

RELEASE DATE	EXPIRY DATE	VENDOR	DISPOSE/RETURN PARTS
2022-09-28	2023-09-28	VMC	N/A

VIN AFFECTED (LAST 6 DIGITS)				
098195 - 098201	098516-098607	098547/098564/098595	098091/098656	098249-098281
098384-098425	545451-545459	545558-545559	545569-545570	545517/545520/545528
545545/545551/545554	545578-545582	545573/545576/545584		

PARTS (IF REQUIRED)		
PART No	DESCRIPTION	QUANTITY
1000-8998	35ft Frame gusset-rear axle shock tower	2
1000-8999	35ft Frame gusset-rear axle shock tower-mirrored	2

Required Supplies & Equipment

Required Supplies		
PART No	DESCRIPTION	QUANTITY
N/A	WELD THRU ZINC COATING/PRIMER	A/R
N/A	ER70S-6 WELDING WIRE	A/R
N/A	2K ACTIVATED EPOXY PRIMER BLACK	A/R
N/A	ASPHALT OR BITUMEN BASED UNDERCOASTING	A/R

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1. ER70S-6 Welding Wire
2. 2K Activated Epoxy primer black
3. Asphalt or Bitumen based undercoating
4. Mig Welder



Background

It has come to our attention that a select number of 35 ft Vicinity buses may have an area susceptible to cracking and potential accelerated corrosion. These identified areas may cause the structure to crack around the shock absorber tower and lead to premature failure of the structure. VMC has engineered a solution to provide detailed instructions on how to identify the affected units and implement corrective measures.

Safety

Welding and grinding can produce harmful substances. Proper PPE for welding and grinding should be worn while performing these repairs. The application and use of the products required in this repair instruction can contain hazardous substances, read label warnings and wear the appropriate PPE to protect yourself in accordance with the manufacturer’s warnings.

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⚠ WARNING

Do not walk under a vehicle being lifted until the lifts are stopped and in a "locked" position and/or jack stands are positioned under the chassis.

⚠ WARNING

The axles must not hang unsupported on the shock absorbers as this could result in serious injury or death. Always follow the proper lifting procedures provided by the Hoist or Lift manufacturer's operating instructions.

Procedure

Prior to work, the vehicle must be on a flat surface, securely hoisted to the adequate height for the work and then supported on the designated chassis location shown below. The rear axle must also be supported before removing the hoist. Then, remove the tires and clean the work area if necessary. Disconnect batteries or turn off master switch.



Front jack stand location, behind the front axle



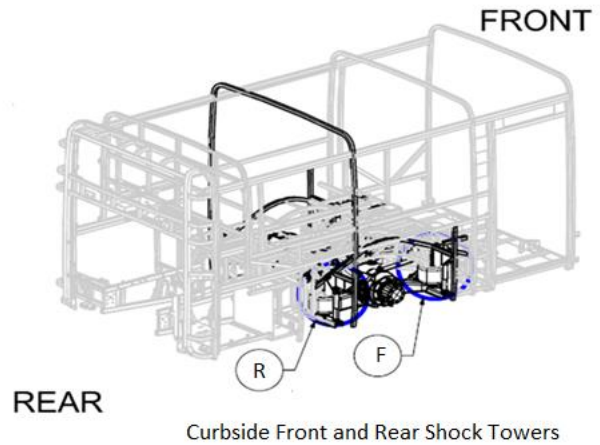
Axle and structure supported



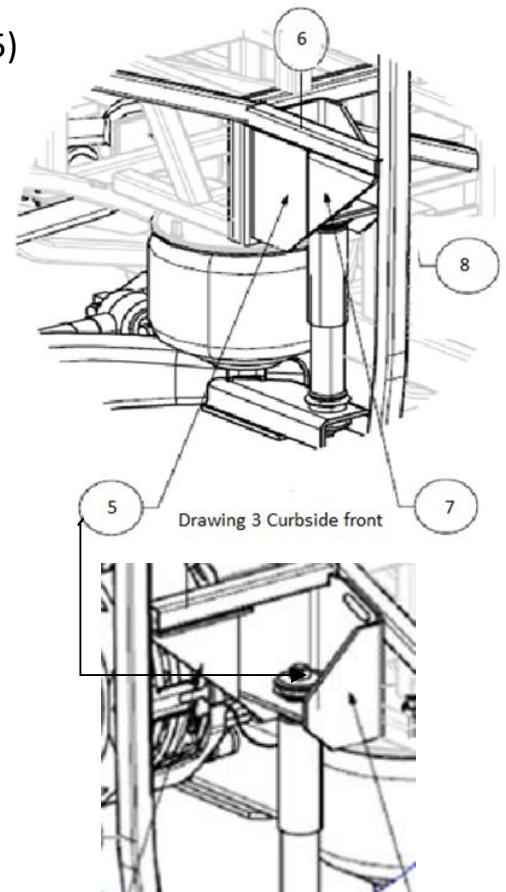
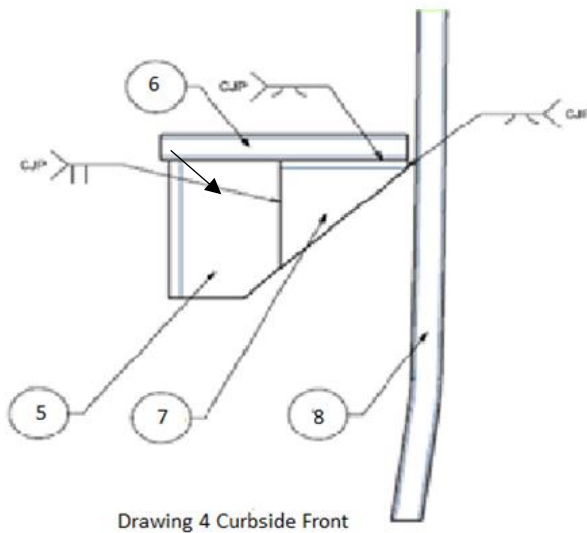
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1. On the curb side of the vehicle, locate the front and rear shock tower of the rear axle beside the air suspensions.



2. Refer to drawings 3 and 4 to locate and identify the following components of the Curbside front shock tower.
 - The upper shock anchor bracket plate (Item 5)
 - The floor frame horizontal beam (item 6)
 - The side frame pillar (item 8)



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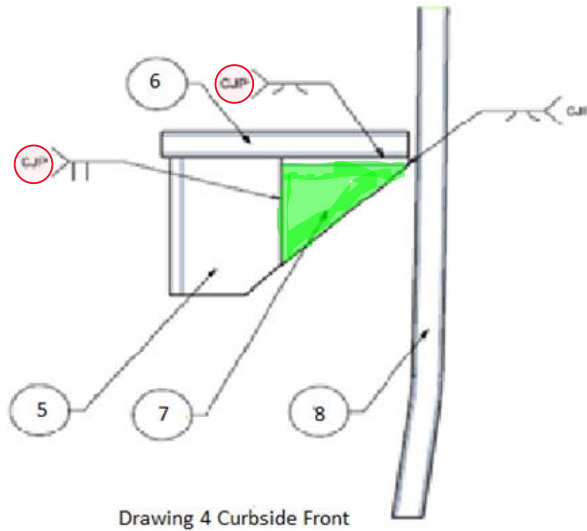
3. Locate and inspect the same structural points on the curb rear shock tower opposite side.
4. Inspect shock towers brackets weld for signs of cracking (Area framed in Red). Do NOT repair cracks in the floor frame horizontal beam (pictures below with a green X). If this item is cracked, it MUST be REPLACED with a new beam.



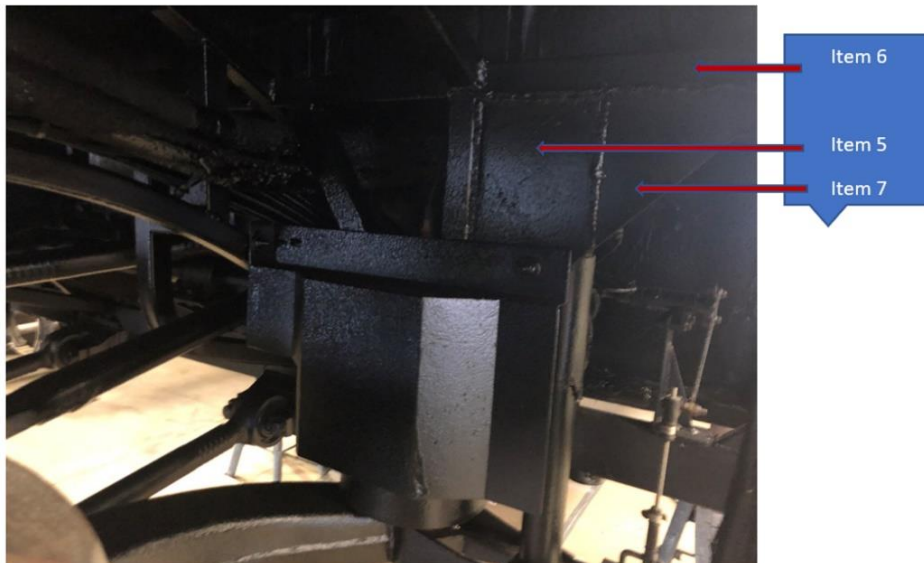
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- Prepare the surfaces around the welding (Encircled in red) by cleaning with wax & grease remover or acetone, grinding off paint and rust, deburring and applying a layer weld thru zinc primer to all welded areas.



- Using ER70S-6 welding wire, weld the bus frame gusset P/N 1000-8999 (item 7 in Green) into the Curbside Front shock tower as viewed in Drawings 4.



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7. Repeat procedure for curbside rear shock tower using the bus frame gusset P/N 1000-8998 instead.

8. Apply a 2K activated epoxy primer black to all expose metal surfaces. Once dried, apply an asphalt or bitumen-based undercoating over all cleaned and repaired components.

Once curbside has been completed, the operations must be repeated on the street side using the same procedure.

Considering the unknown state of the inside of the structure tubing, we recommend that a particular attention to the repair to be carried out during the next periodic maintenance.

Repair Complete

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