



INSTRUCTION TO SERVICE

ITS: 61128		August 19, 2024
SECTION:	290-ELECTRICAL SCHEMATICS	
WRITTEN BY:	Ilan Kizner	
SUBJECT:	Rework - Rear ESS LV connector	
ISSUE:	Corrosion damage to connector	
SUMMARY:	Rework LV connector to prevent water intrusion and corrosion.	

ITS-61128

THIS ITS DOCUMENT SHOULD BE RETAINED AND REFERRED TO FOR FUTURE MAINTENANCE UNTIL THE NEW FLYER PARTS AND/OR SERVICE MANUAL IS UPDATED TO REFLECT WORK DONE AS A RESULT OF THIS DOCUMENT. ENSURE THAT THIS DOCUMENT IS AVAILABLE FOR PARTS AND MAINTENANCE STAFF GOING FORWARD.



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1. PROCEDURE:

⚠ WARNING: Only trained personnel shall supervise and perform High Voltage system testing, checkout and troubleshooting. Two personnel (one called the Checker & the other called Monitor/Recorder) shall perform Checkout Procedures, together, to ensure safety of themselves, others nearby & for the protection of vehicle & property. Refresher training shall be provided to these personnel on a regular basis and when new systems are to be checked by them.

1. Turn the master run switch to the off position and wait 5 minutes before proceeding.
2. Turn the 12/24V battery disconnect and HV Interlock switch to the "OFF" position.
3. Lock and tag the electrical system of the bus out and retain the key. See Figure 1.
4. Use commercially available lockout equipment and tags being sure to follow local regulations.
5. Install a Lockout/Tagout Steering wheel cover as require.

🔑 NOTE: Refer to the Lockout/Tagout Procedure in section 1 of your Preventive Maintenance Manual or section 9 of your Service manual for additional information.

🔑 NOTE: Use commercially available lock out equipment and tags being sure to follow any local laws or workplace procedures.

🔑 NOTE: Refer to New Flyer High Voltage Safety Guidelines and Procedures Document 532295 (Appendix A) when completing installation or service work on high voltage power cables.

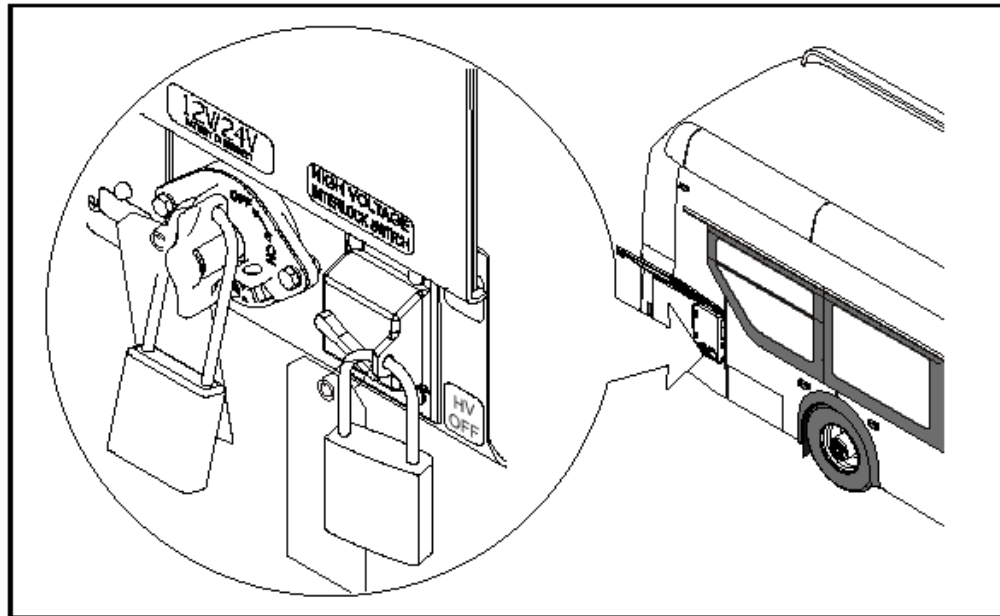


Figure 1: Lockout tagout location reference.



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2. Rework Instructions

2.1 Access the rear ESS and locate the LV (Low Voltage) connector as shown in figure 1.

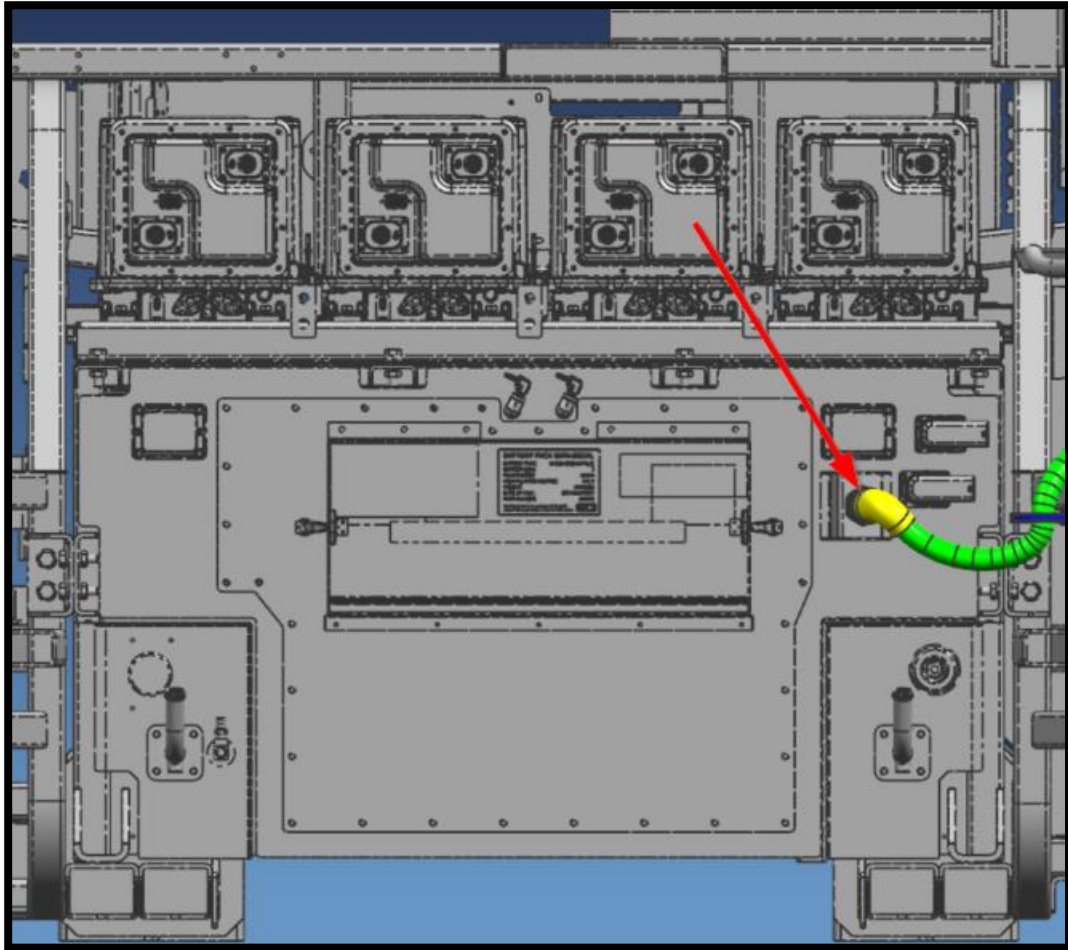


Figure 1 - Rear ESS LV connector.

Note: D45e coaches will name this connector as EC-XBAT-45, and D45CRT/LE e will have that as EC-XBAT-34. Will be marked as EX-XBATxx throughout the remaining document.

2.2 Disconnect the LV connector from the ESS.

2.3 Access the compressor compartment by releasing the latch in the engine compartment.

2.4 Install the provided saddle base 19-11-1008 on the location shown in figure 2. Attach the saddle by drilling a 1/4" inch hole at the location shown in figure 3.

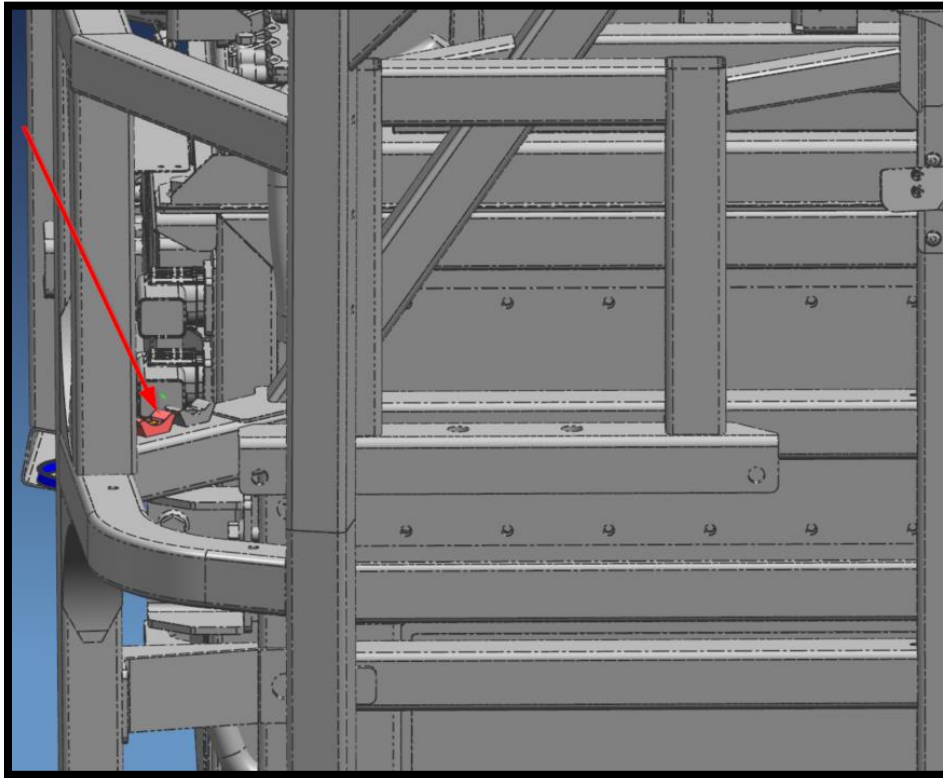


Figure 2 - location of added saddle base (CS, rear of the coach)

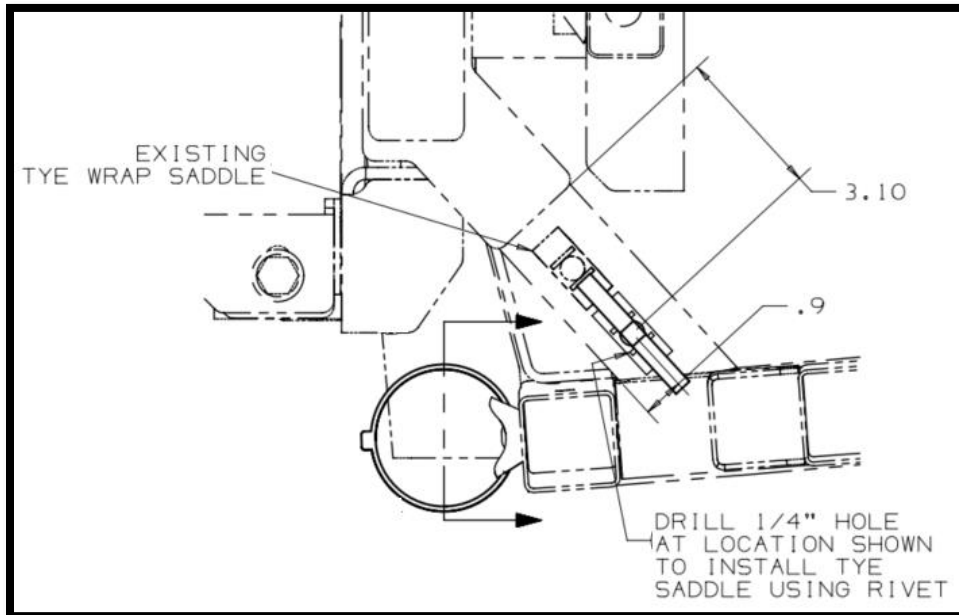


Figure 3 - Drilling location of saddle base.

2.5 Secure saddle base 19-11-1008 using rivet 19-13-291.



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2.6 Install the second provided saddle base 19-11-1008 on the location shown in figure 4. Attach the saddle by drilling a 1/4" inch hole at the location shown in figure 5 and securing the saddle to the frame using rivet 19-13-291.

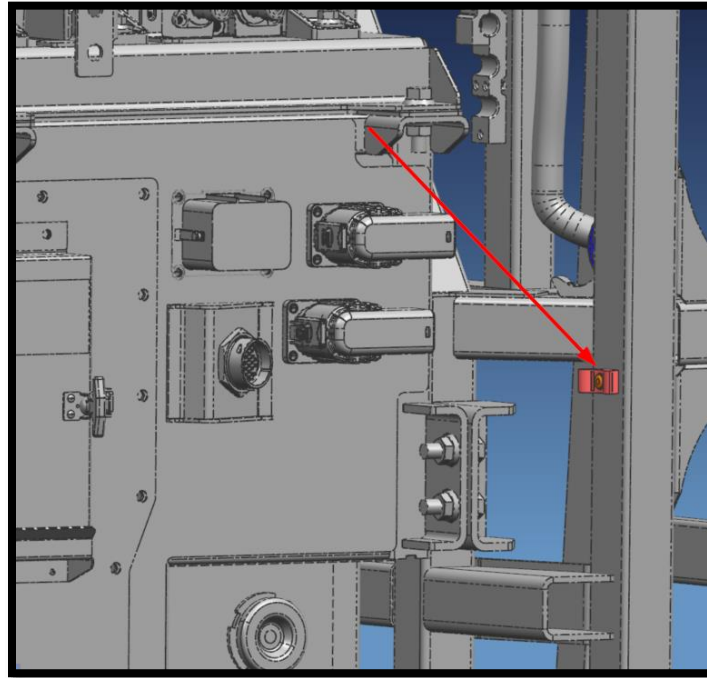


Figure 4 - Second saddle base location (view from engine compartment)

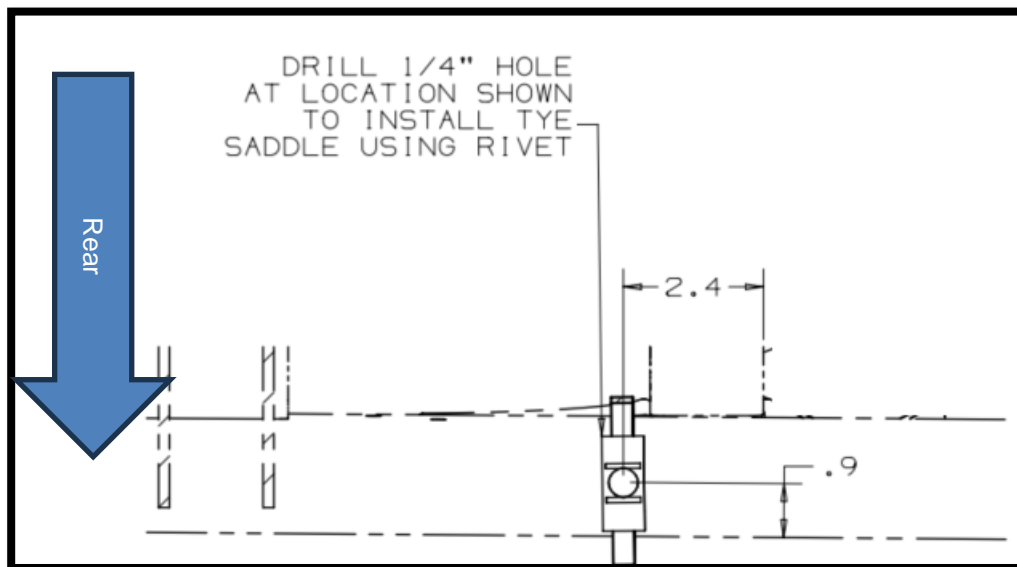


Figure 5 - Drill location of the second Saddle Base

2.7 Connect provided jumper harness 1088103 to EC-XBATxx. route harness through saddle tyrap and secure connectors to prevent wire strain as shown in figure 6&7.

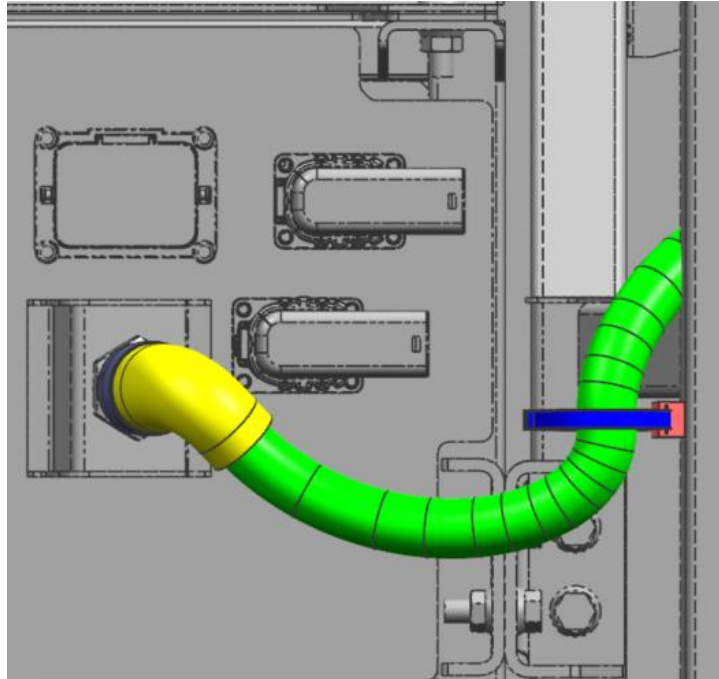


Figure 6 - Jumper Harness securement (View from Engine compartment)

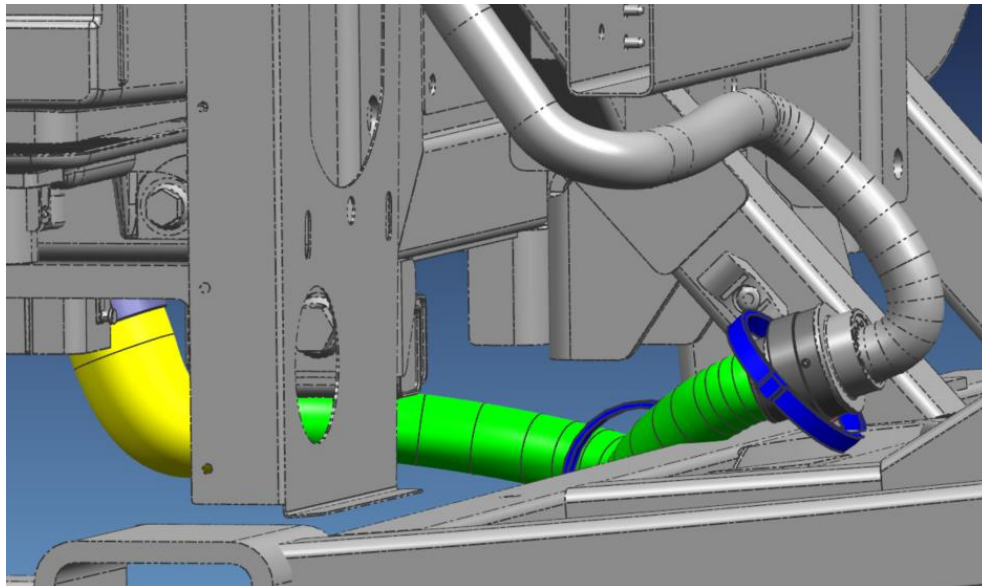


Figure 7 - securement of original EC-BATxx connector to jumper harness (top view)



LABOUR ESTIMATE

	Operation	Number of Technician(s)	Hours	Labor Time T X HR
1	Rework exit door panel	1	3	3

PARTS REQUIRED

Item	Part Number	Description	Qty. per Coach	Units	Notes
1	1088103	HRNS-JMPR EC TO STRING	1	EA	
2	19-13-291	RIVET - MONOBOLT, 1/4 SST	2	EA	
3	19-11-259	TYRAP-13.38"LONG	2	EA	
4	19-11-1008	SADDLE-TYE WRAP	2	EA	