



This Carolina Thomas Bus Buzz informs you of a Thomas Product Service Bulletin C2-12 Bulletin 13.

This service bulletin shares information specifically about the PDM Harness and a potential chafing issue on C2's built between 4/5/2004 and 4/1/2010.



The PSB bulletin #13 is included here in the next several pages and links are also included within the email so you can access the information in multiple ways.





BODY

MODEL: C2

SUBJECT: CHASSIS PDM POWER CABLE CHAFING

DATE: JUNE 29, 2012

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IMPORTANT: READ ENTIRE PROCEDURE BEFORE BEGINNING.

This service bulletin will address the issue of Saf-T-Liner C2 Chassis PDM Power cable chafing. The cable can be rubbed by the PDM mounting bracket or hood / fender splash shield to the point of exposing the copper cable strands to the atmosphere. This issue may permit corrosion in the chassis PDM power cable eventually leading to a loss of power to the chassis systems. To resolve the issue, a nylon P-Clip and Tie Wrap will be installed to prevent the chafing. If the power cable insulation has been worn to the point of exposing copper, red electrical heat-shrink may be installed to environmentally seal the cable.

Target Units: C2 Units with a start date of 4/5/2004 ('04 emissions) through 4/1/2010 ('07 emissions).

Inspection: Check the unit for the presence of a P-Clip as shown in Figure 1. If P-Clip is present, no further action is required.

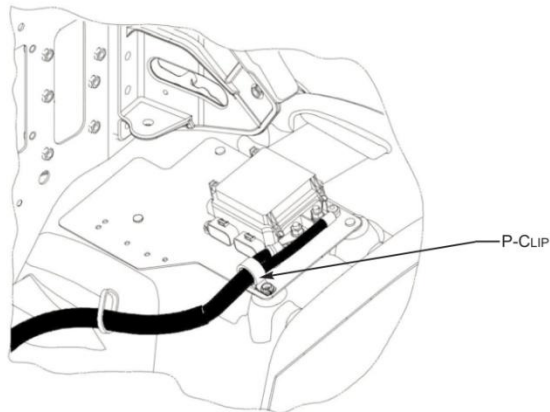


FIGURE 1

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1. Make sure the ignition is in the "Off" position. Chock the tires and disconnect the batteries.
2. Inspect the Chassis PDM power cable for chafed insulation. The harness loom may need to be pulled back for proper inspection. Check the top and bottom of the cable insulation for visible signs of copper stranding.

Figure 2



FIGURE 2

- 3.1 If no copper is visible and the insulation is adequately protecting the power cable, proceed to step 7.
- 3.2 If the insulation has been damaged with copper stranding visible, continue to step 4.
- 3.3 If the insulation and copper stranding have been damaged, replace the cable and proceed to step 7.
4. Protect the open copper strands by applying heat-shrink over the damaged insulation. Disconnect the cable with damaged insulation from the Chassis PDM. Pull back the cable loom to access damaged cable insulation.

NOTE: The heat-shrink (TBB 61201955) is 6 inches long. Normal chafing should require 3 inches of heat shrink to repair worn area with adequate good insulation overlap. Cut the heat-shrink into two equal lengths for this repair.

5. Slip the heat-shrink (TBB 61201955) over the cable terminal and center its length over the power cables worn insulation. Heat the heat-shrink evenly until it fully conforms to the cable and adhesive is visible at each end. Re-apply the loom that was pulled back.
6. Reconnect the chassis power cable(s) to the chassis PDM using the existing hardware. Torque range for the fasteners is to be 5-10 FT-LBS.





7. Locate the unused hole in the PDM mounting plate close to the power cable. **Figure 3**
8. Open the P-Clip (TBB 61480924) and install around the chassis PDM power cable that is closest to the unused hole. **Figure 4**



FIGURE 3

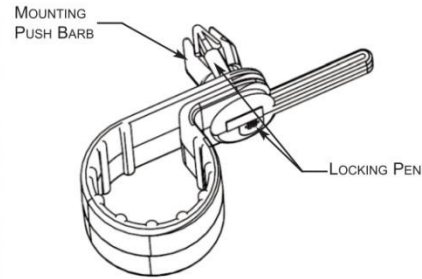


FIGURE 4

9. With the locking pin still hanging loose on its tether, push the mounting barb completely into the hole in the chassis PDM mounting plate.
10. Once the P-Clip and power cable are positioned correctly, fully install the locking pin through both tabs of the P-Clip. The locking pin will close the P-Clip and expand the mounting barb locking it to the plate. **Figure 5**



FIGURE 5



- 11. Use the Tie Wrap (TBB 61370022) to secure the second chassis PDM power cable to the first now retained by the P-Clip. When the second power cable is positioned correctly, tighten the tie wrap and trim off the excess tail. **Figure 6**



FIGURE 6

- 12. Connect the batteries and remove the tire chocks.

MATERIALS REQUIRED:

<u>PART NUMBER</u>	<u>QTY.</u>	<u>DESCRIPTION</u>
TBB 61480924	1	NYLON CABLE CLAMP, HEAVY DUTY, 3/4 I.D.
TBB 61370022	1	TIE WRAP, 24", BLACK

As Required:

TBB 61201955	1	TUBE, HEAT SHRINK, RED
A06-42299-152	1	HARN-POS PWR, PDM ('04 EMISSIONS UNITS)
A06-64216-116	1	HARN-PWR, FNDR PDM, 07, B2 ('07 EMISSION UNITS)

IMPORTANT NOTE: IF A POWER CABLE REPLACEMENT IS REQUIRED, THE ORIGINAL POWER CABLE MUST BE RETURNED TO TBB FOR REIMBURSEMENT.

WARRANTY STATUS:

THIS PROCEDURE IS WARRANTABLE ONLY IF THE DESCRIBED CONDITION EXISTS ON A TARGET UNIT AND THE REPAIR IS PERFORMED WITHIN THE APPLICABLE BASE WARRANTY OR EXTENDED COVERAGE WARRANTY PERIOD. IF THE PREVIOUSLY DESCRIBED CONDITION IS NOT FOUND, THIS PROCEDURE IS CONSIDERED PREVENTIVE AND WARRANTY DOES NOT APPLY. CLAIMS MUST BE SUBMITTED AND RECEIVED IN ACCORDANCE WITH WARRANTY COVERAGE REQUIREMENTS.



WARRANTY CODE: 7603

SRT TIME ALLOWANCES	ONE CODE ALLOWED PER CLAIM (NOT CUMULATIVE)
CHASSIS PDM POWER CABLE CHAFING INSPECTION SRT CODE: 52-47 OWL SRT CODE: 174-6782A SERVICE MODEL T01 (C2)	0.1 HRS.
CHASSIS PDM POWER CABLE CHAFING INSTALLATION OF P-CLIP AND TIE WRAP SRT CODE: 52-48 OWL SRT CODE: 174-6782B SERVICE MODEL T01 (C2)	0.2 HRS.
CHASSIS PDM POWER CABLE CHAFING INSTALLATION OF HEAT SHRINK, P-CLIP AND TIE WRAP SRT CODE: 52-46 OWL SRT CODE: 174-6782C SERVICE MODEL T01 (C2)	0.3 HRS.
CHASSIS PDM POWER CABLE CHAFING REPLACEMENT OF THE POWER CABLE, P-CLIP & TIE WRAP SRT CODE: 52-49 OWL SRT CODE: 174-6782D SERVICE MODEL T01 (C2)	0.7 HRS.

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