

**DRAFT****NEW FLYER**

## ***SERVICE MANUAL BULLETIN***

This Service Manual Bulletin is prepared by the Publications Department of New Flyer Industries Canada ULC. Refer to details below.

### **SMB-131**

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APPLICABILITY					
VEHICLE LENGTH	<input type="checkbox"/> 30ft.	<input type="checkbox"/> 35ft.	<input type="checkbox"/> 40ft.	<input type="checkbox"/> 60ft.	<input checked="" type="checkbox"/> ALL
VEHICLE TYPE	<input type="checkbox"/> High Floor	<input type="checkbox"/> Low Floor	<input type="checkbox"/> Invero	<input checked="" type="checkbox"/> Xcelsior	<input type="checkbox"/> ALL
FUEL TYPE	<input type="checkbox"/> Diesel	<input type="checkbox"/> Electric	<input type="checkbox"/> CNG	<input type="checkbox"/> LNG	<input checked="" type="checkbox"/> ALL
	<input type="checkbox"/> Diesel/Electric	<input type="checkbox"/> Gas/Electric	<input type="checkbox"/> Fuel Cell		
SUBJECT	Brake Inspection Models: VOK-07, HY1336 & HY1350				
SECTION TITLE	1 - FRONT AXLE & SUSPENSION 2 - REAR AXLE & SUSPENSION				
DETAILS	<p>This bulletin provides revised OEM information on the disc brake system on your New Flyer vehicle.</p> <p>This information supersedes any prior information on this subject already provided in your New Flyer Service Manuals. Make this Service Bulletin available to service personnel to inform them of changed information.</p>				

## 1. Brake Disc Run-Out Inspection

### NOTE:

*Confirm that the wheel hub axial play is within limits prior to proceeding with this inspection. Refer to your New Flyer Service Manual for wheel hub inspection procedure.*

Ensure that the dial gauge is mounted with the tip of the dial gauge perpendicular to the disc at 1.40" (35 mm) down from the outer rim of the disc. See "Fig. 1: Rotor Run-Out Measurement Point" on page 2.

Maximum allowable lateral run-out has been revised from 0.002" (0.05 mm) to 0.006" (0.15 mm).

## 2. Brake Disc Crack Inspection

The maximum allowable depth and width of radial cracks has been revised from 0.059" (1.5 mm) to 0.020" (0.5 mm)

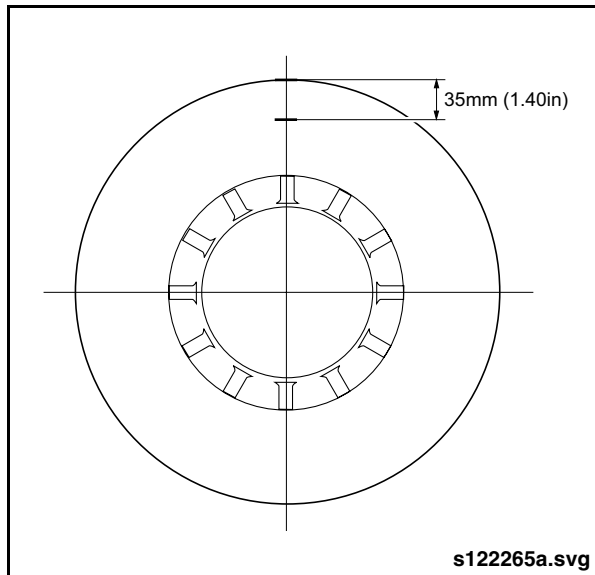


Fig. 1: Rotor Run-Out Measurement Point