

Service

BULLETIN #157

DECEMBER 2001

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MODELS AFFECTED

EXHAUST BRAKES ON ISC ENGINES

SUBJECT

BACKPRESSURE REDUCTION

Cummins and Pacbrake have agreed that limiting the backpressure during braking to 57 PSI \pm 3 PSI will eliminate the possibility of the exhaust brake having influence on ISC carryover.

Pacbrake will allow one-hour for brake orifice modification on vehicles equipped with a Pacbrake, which are in specifically for an oil carryover problem. The hour will be for standard engine compartments with a maximum of 1-1/2 hours for coaches with a rear slide out.

No road test is required as the new orifice sizes have been predetermined.

Proceed as follows:

1. Check the brake's air cylinder to verify if it is painted black or beige. If it is, the brake has already been modified. If it is not painted, and BELOW the following serial numbers, proceed to step 2.

Serial #057969, Serial #B001677 (note "B" preceding number)

Serial #E005688 (note "E" preceding number)

2. Remove the brake and verify if the butterfly valve has one or two orifice holes.
3. If the brake has one hole, drill to 3/8".
4. If the brake has two holes, make the following color and pipe size determination:
 - brake color blue and exhaust size 4" - drill both to 11/32".
 - brake color black c/w silver bracket and 3 1/2" exhaust - drill both to 17/64".
5. Paint the air-fitting end of the air cylinder with Cummins black or beige paint to signify the modification has been done.
6. Record the Pacbrake serial number, the coach number, and the engine serial number on a Pacbrake Claim Form and submit to: Pacbrake Company, PO Box 1822, Blaine, WA 98231-1822

If in doubt whether the coach requires a modification or if the modification has already been done, call 800.663.0096 Please have engine serial number and Pacbrake serial number ready when you call for a data base search.

This is not a campaign.

PACBRAKE SERVICE

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ENGINE & EXHAUST BRAKES