PREVOST

MAINTENANCE INFORMATION

MI15-45

DATE :	OCTOBER 2015 SECTION: 18 - Body
SUBJECT :	H3 Series Rear Frame Stress Crack Repair

IMPORTANT NOTICE
This modification is recommended by Prevost to increase your vehicle's performance. Note that no reimbursement will be awarded for carrying out this modification.

APPLICATION

Model	VIN 
H3-41, H3-45 coaches Model Year : 2014 - 2015	From 2PCH33492**E**C71**2482** up to 2PCH33493**F**C71**2993** Incl.
H3-45 VIP motorhomes Model Year : 2014 - 2015	From 2PCVS3496**E**C71**2524** up to 2PCV33496**F**C71**2991** incl.

DESCRIPTION

On some 2014 – 2015 H3 Series vehicles, a stress crack can develop in the left rear frame support beam as shown in the pictures below.

On these vehicles, it is possible to install and weld a frame reinforcement in the rear frame support beam to repair the affected area.

The procedure below outlines the steps required to perform this installation on a typical H3 Series vehicle using Kit MI15-45 frame reinforcement.

MATERIAL

Kit #MI15-45 includes the following part(s) :

Part No	Description	Qty
260026	Frame Reinforcement, Left Corner	1

NOTE
Material can be obtained through regular channels.

PROCEDURE

DANGER

Park vehicle safely, apply parking brake, stop engine. Prior to working on the vehicle, set the ignition switch to the OFF position and trip the main circuit breakers equipped with a trip button.

CAUTION

Welding is required to fix the frame reinforcement to the vehicle rear support beam. Before attempting to do any kind of electric arc welding to the vehicle chassis, carefully follow the Multiplex Module Disconnection Procedure included in section 00a of the vehicle Maintenance Manual.

Failure to comply with the disconnection procedure may result in permanent damage to the vehicle electronic equipment.

Complete procedure can also be found on the Prevost Technical Publication web site under Supplier Publication (choose Prevost as manufacturer) or under the following link:

Multiplex Modules Disconnection Procedure Prior to Welding

Special note for converted vehicles (H3-45 VIP): *Speciality converters may have installed on the vehicle aftermarket electronic equipment requiring their own disconnection procedures. Follow your vehicle converter specification before welding.*

Only trained personnel using appropriate welding and safety equipment should perform the following procedure.

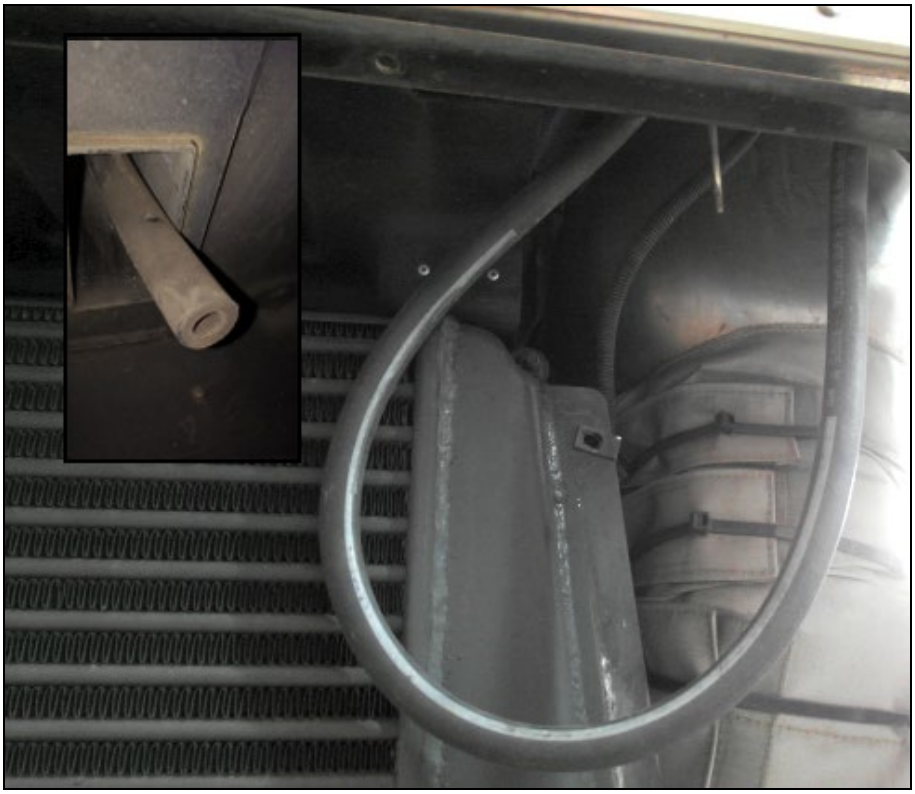
1. Disconnect vehicle Multiplex modules following the Multiplex Modules Disconnection procedure (see link above).

2. Open the engine door and remove the rear bumper from the vehicle (wrap the bumper to protect the finish).

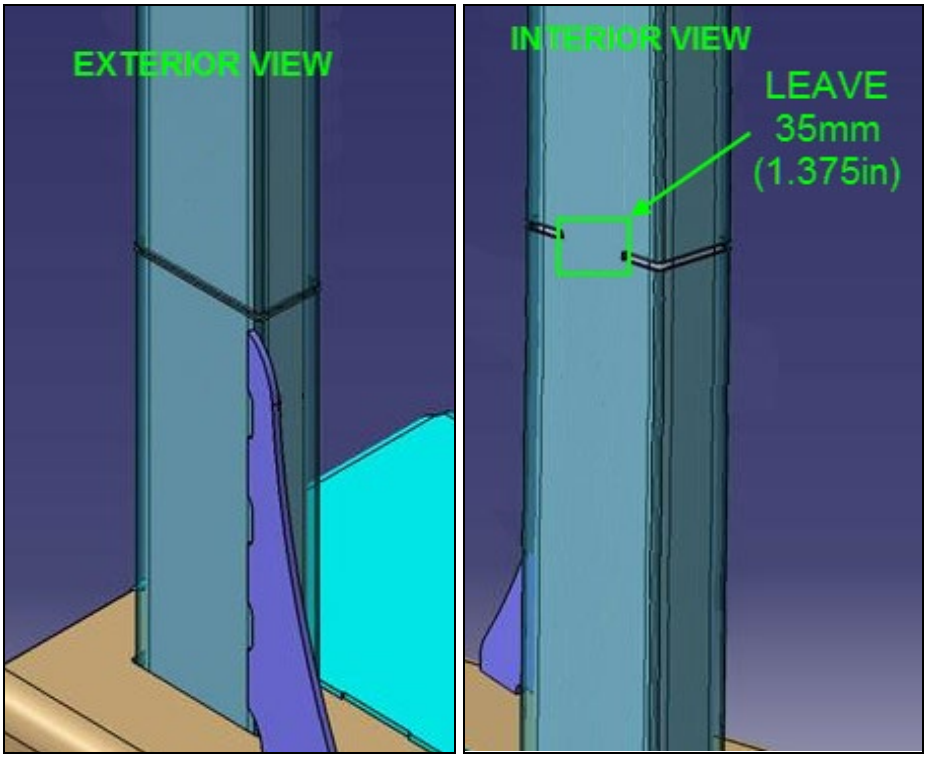
3. Open the left engine door and remove the stainless steel trim riveted to the left rear support beam (use an electric drill and suitable drill bit to remove the rivets).

4. Remove the rearmost plastic radiator shroud and metal hold down support using a 10mm socket (15 hex bolts).

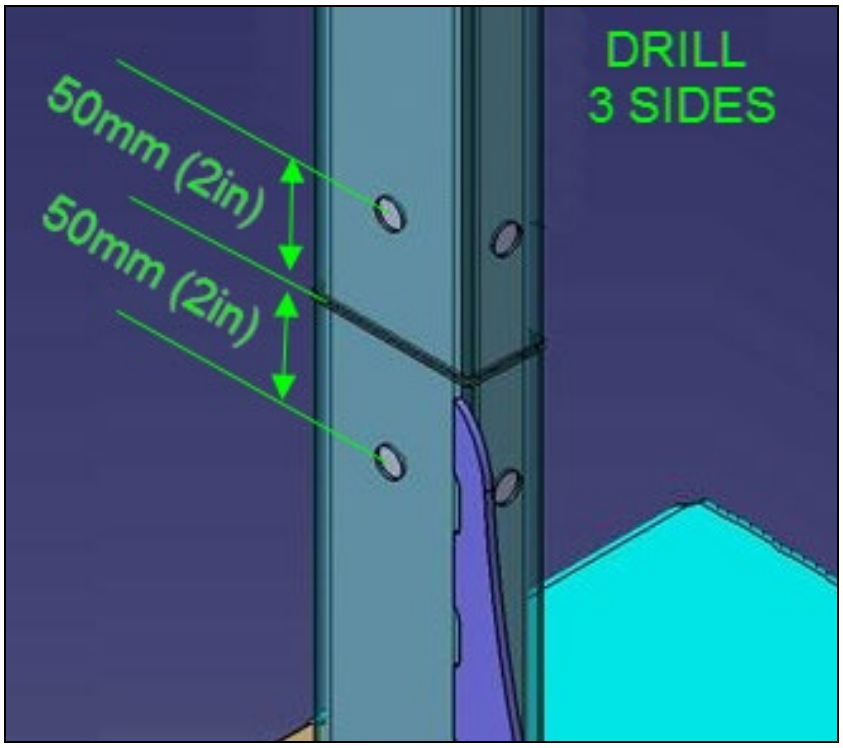
5. Slip out (at least half way) the drain hose that passes through the rear support beam to prevent damaging the hose during welding.



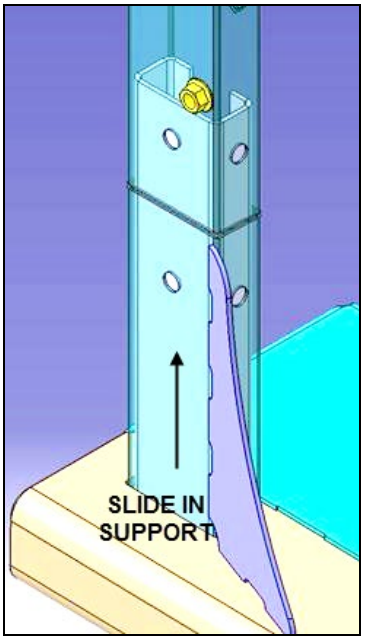
6. Enlarge the exterior and side parts of the crack with a 1/8” (3mm) cutting disc. On the interior side only enlarge the edges; leave about 35mm (1.375in) in the center of the beam.

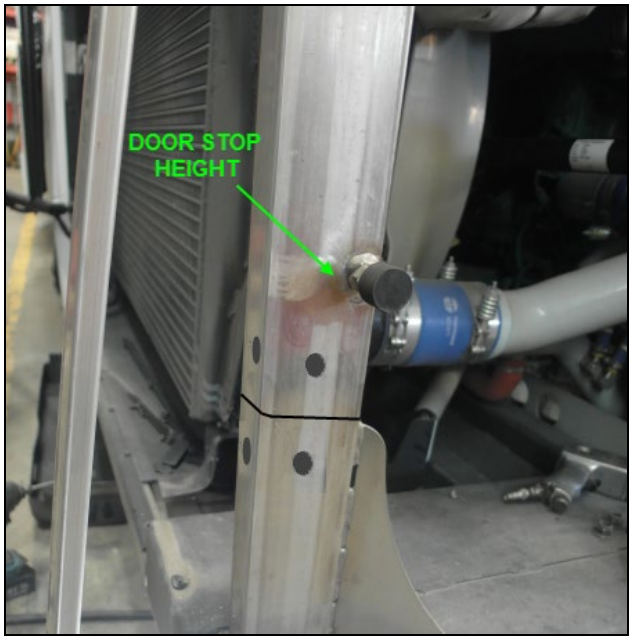


7. Drill two holes on both short sides of the support beam, drill the holes 50mm (2in) above and below the stress crack. Also drill holes in the exterior side of the support beam in a similar pattern (two to four holes 50mm (2in) on each side of the crack). Do not drill the interior part of the beam.

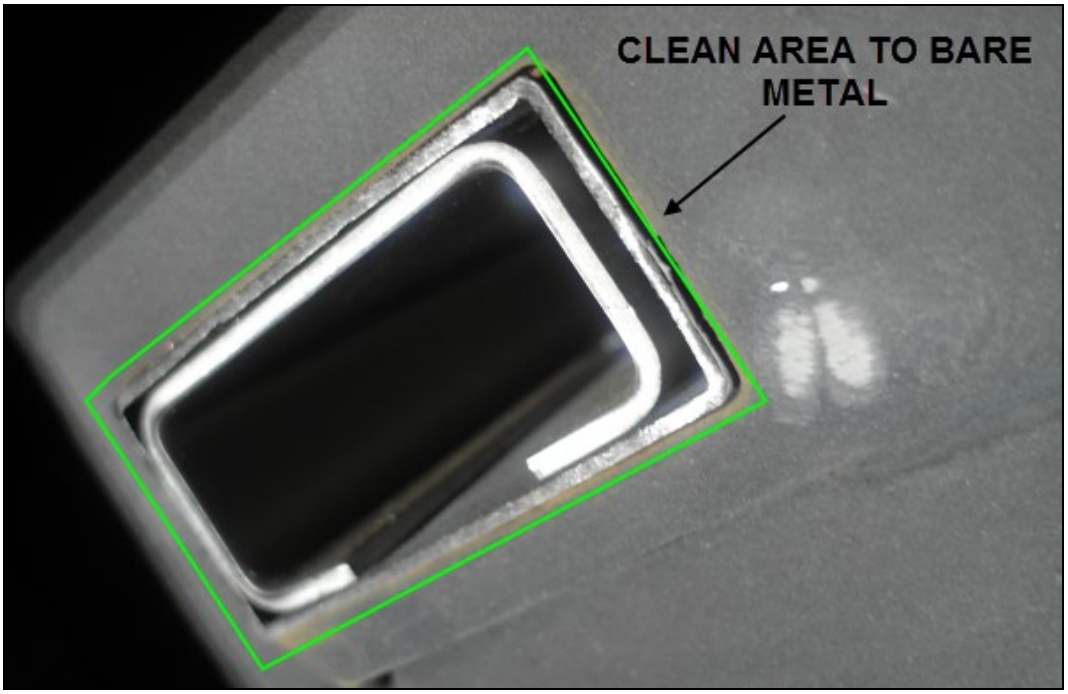


8. From the bottom, insert the support reinforcement in the rear support beam until it bottom out on the door stop bolt. The fit will normally be tight enough to hold the reinforcement in place without using clamps.

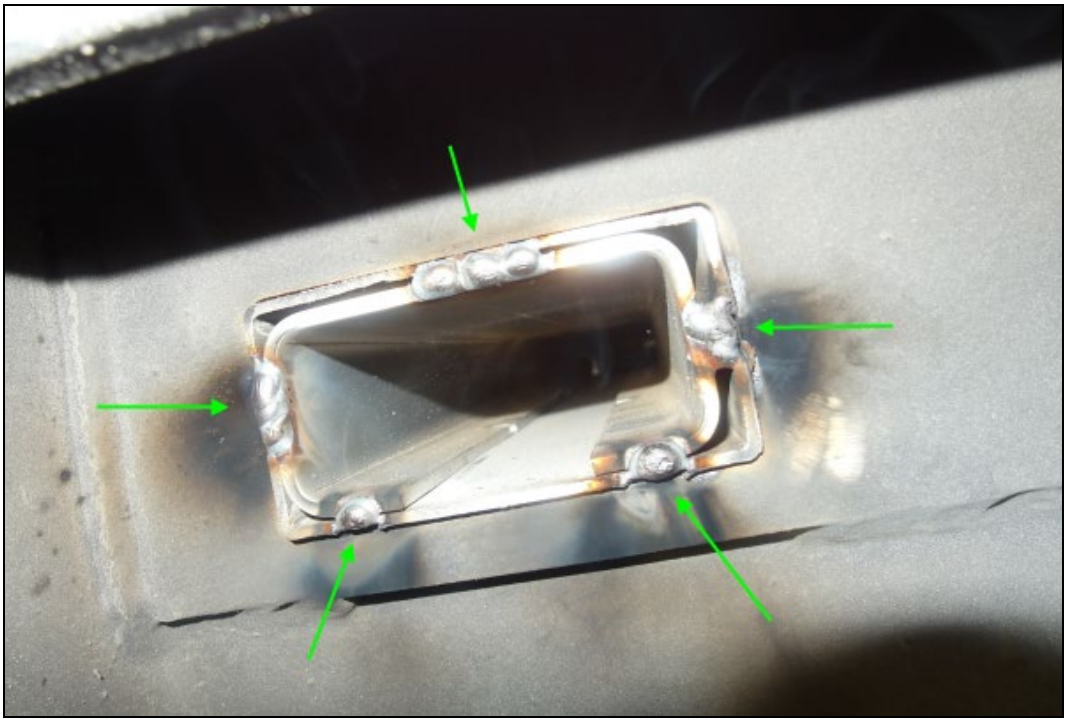




9. Carefully clean to bare metal (using a rotary sander or other suitable tool) the bottom part of the support beam and the lower edge of the support reinforcement. The area should be clean enough to prevent contamination during welding.



10. Tack weld in place the bottom of the support reinforcement to the support beam.



11. Weld the entire length of the enlarged crack ensuring of proper weld penetration trough the support reinforcement.

12. Complete by adding weld inside the drilled holes to further solidify the reinforcement to support attachment (holes must be filled completely, do not leave voids in the center).

13. For aesthetic considerations, the welds must be ground off and the support sanded to a semi-smooth finish that will closely as possible match the natural beam finish.

CAUTION
Wear appropriate eye and hand protection when using grinding equipment.

- Start with a coarse finish rotary sanding disk and remove the excess welding as much as possible.

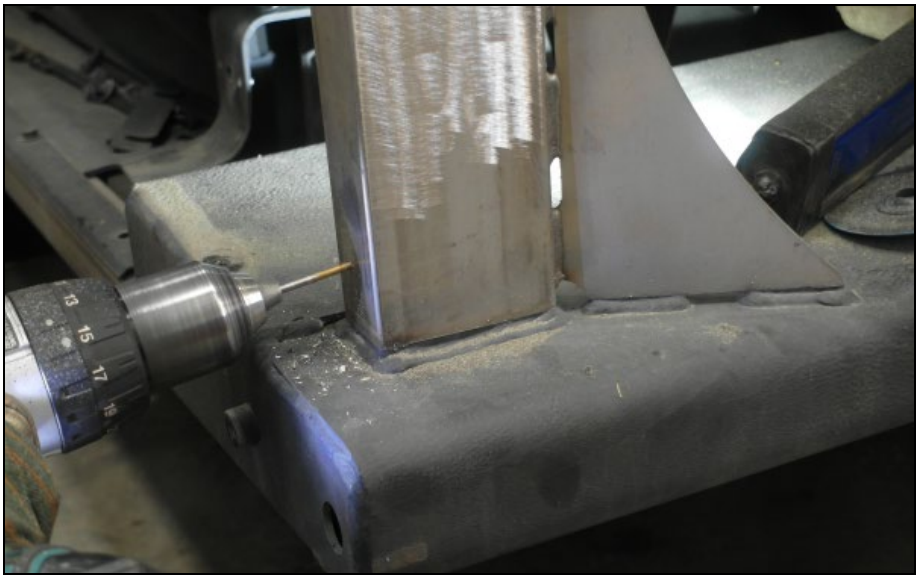
- Switch to medium grit sanding disk and ground the welds flush with the beam surface.

- At this point inspect the work, if voids or crevices are present, add more welding material and ground down until surface present a satisfactory surface.

- Switch to fine grit rotary disc or coarse buffing pad and smooth-out the surface to the desired finish.

14. Start the reassembly by sliding back the drain hose into its original position inside the support beam.

15. Drill new holes into the side of the support reinforcement to allow the re-installation of the stainless trim (rivet the trim in place using stainless rivets).



16. Reinstall the radiator shroud and metal supports; make sure the lower hole in the support beam passes through the reinforcement… re-drill as necessary (don't forget to install the knob on the catalytic converter door opening rod).

17. Reinstall the vehicle rear bumper.

18. Reconnect the vehicle multiplex modules and start the vehicle to ensure proper function.

PARTS / WASTE DISPOSAL

Discard according to applicable environmental regulations (Municipal/State[Prov.]/ Federal)

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