# Procedure 03-267

Date: 02/28/2019

## J Coach Engine Door Rework

**Description:**

This procedure outlines the rework to address Engine compartment door de-bonding

The procedure applies to J4500 coaches with 03-31-4155 engine door.

**WARNING**

***Read this entire procedure before beginning work.***

***Use Safe Shop Practices At All Times.***

***To avoid personal injury:***

a. ***Proper Personal Protective Equipment (PPE) must be worn. Safety glasses and protective gloves are required for working with DEF Fluid.***
b. ***Turn the main battery disconnect switch to the OFF position.***
c. ***Ensure that both the front and the rear wheels are chocked.***
d. ***Positioning the ENGINE RUN and ENGINE START switches on the engine compartment remote control box to the OFF position.***
e. ***Allow enough time for components to cool down prior to working in the engine compartment.***

# 1.0 Material Requirements:

Service kit T03-3015 contains following parts:

| ITEM | PART NO. | QTY | U/M | DESCRIPTION |
|---|---|---|---|---|
| 1 | 23-02-0005 | 5 | OZ | Adhesive - Methacrylate |
| 2 | 23-02-0012 | 5 | OZ | Adhesive Promoter-Methacrylate |

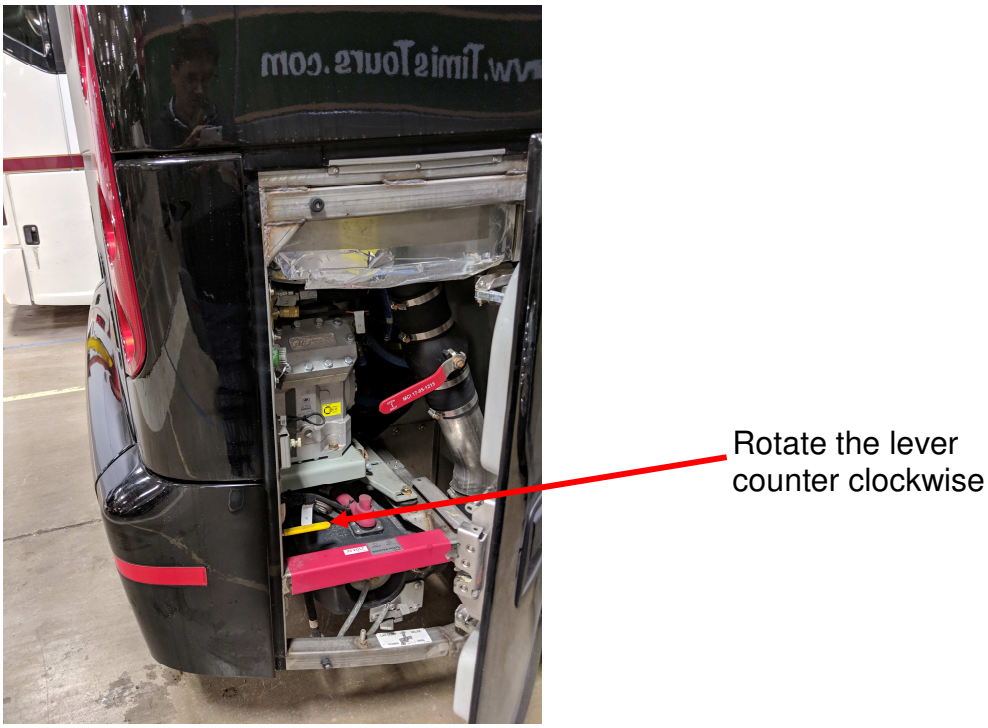
# 2.0 Special Tools:

3M Scotch Brite 7447

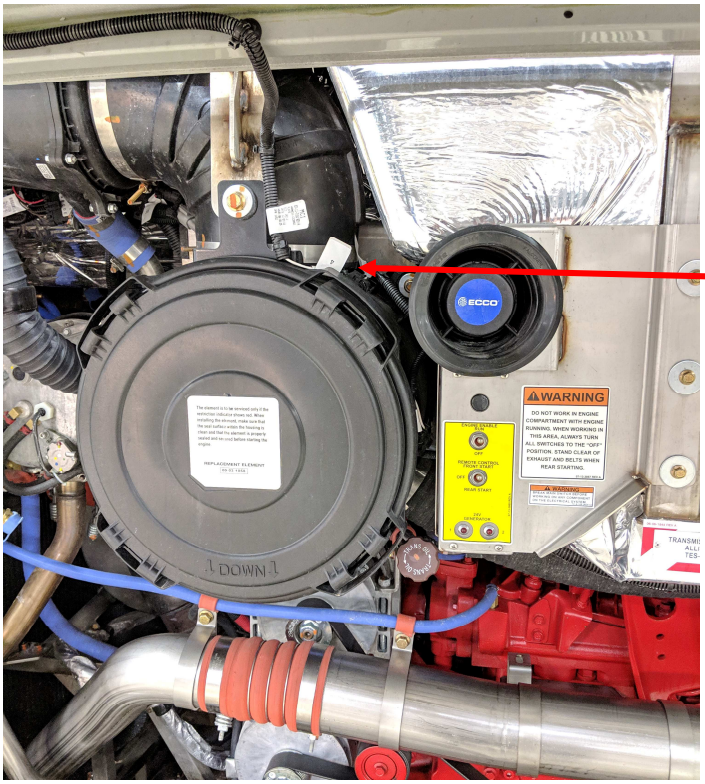
# 3.0 Surface preparation

## 3.1 Detach the engine door from the coach

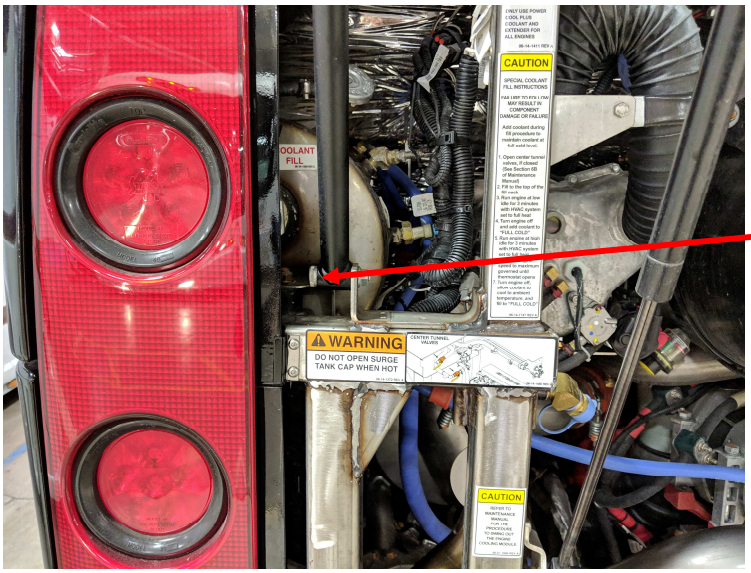
Open the engine door using the latch behind the curb side service door.



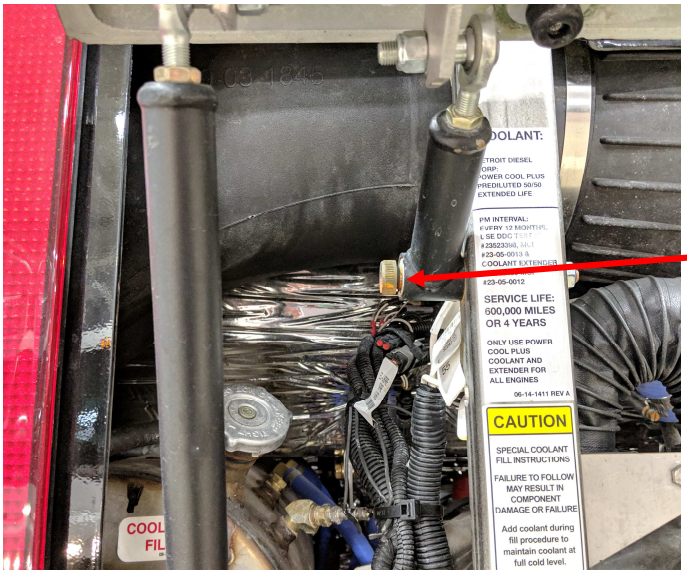
Disconnect the license plate harness from the engine compartment harness.




On the driver side, remove the shoulder screw, lock nut attaching the long link assembly to the bracket of coach frame. Save the lock nut and screw for later use. Repeat the process for the curb side.



On the driver side, remove the shoulder screw, lock nut bonding short link assembly to the frame tube. Save the lock nut and screw for later use. Repeat the process for the curb side.




Remove and save the shoulder screw, lock nut

Detach the mating end of helping gas spring to driver's side ball stud located in the middle left area of the coach. Repeat the process on curb side.

Detach the mating end

### 3.2 Scrape off existing adhesive

The following steps should be repeated for entire area where de-bonding is observed.

Scrape the existing adhesive from the fiberglass door, metal frame surface and holes in the metal frame at the detached location.

Using scotch brite abrade the metal bracket where the detachment is observed.

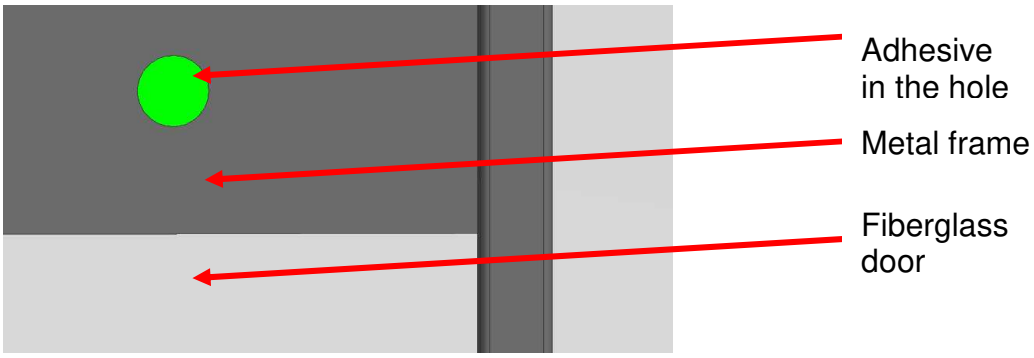

Clean the scuffed metal frame and the fiberglass door with 23-02-0012, adhesive promoter.

## 4.0 Re-bonding

### 4.1 Adhesive application

The following steps should be repeated for entire area where de-bonding is observed.

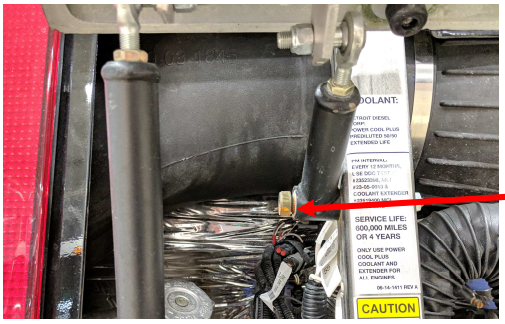
Apply the adhesive, 23-02-0005, on the fiberglass door and attach the metal frame. Apply adhesive to fill the holes in the metal frame.



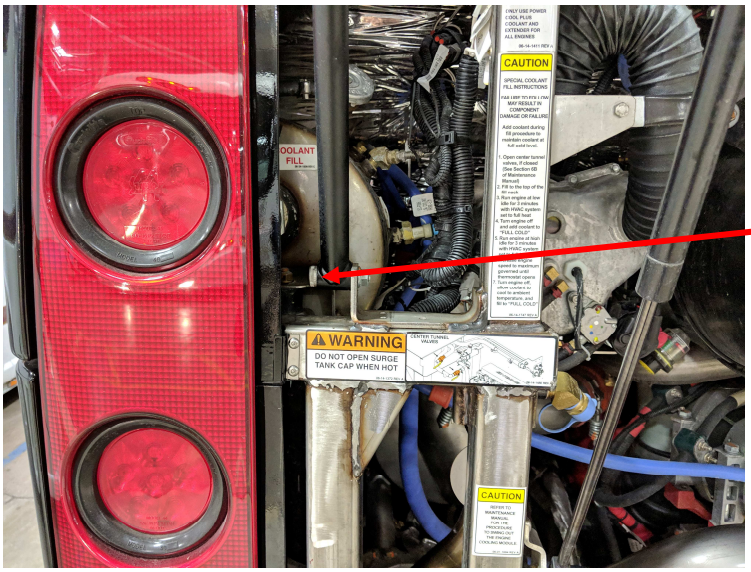

Use clamps to hold the fiberglass and metal frame. Make sure to bond the parts within 12 minutes from applying adhesive and after a minimum of 20 minutes from applying adhesive, remove the clamps.

### 4.2 Attach the door to the coach

On the driver's side, position the short link assembly parallel to the frame tube where the shoulder will be installed. Mount the previously detached shoulder bolt of the short link assembly to the tube frame and secure it with the lock nut. Repeat the process on curb side.



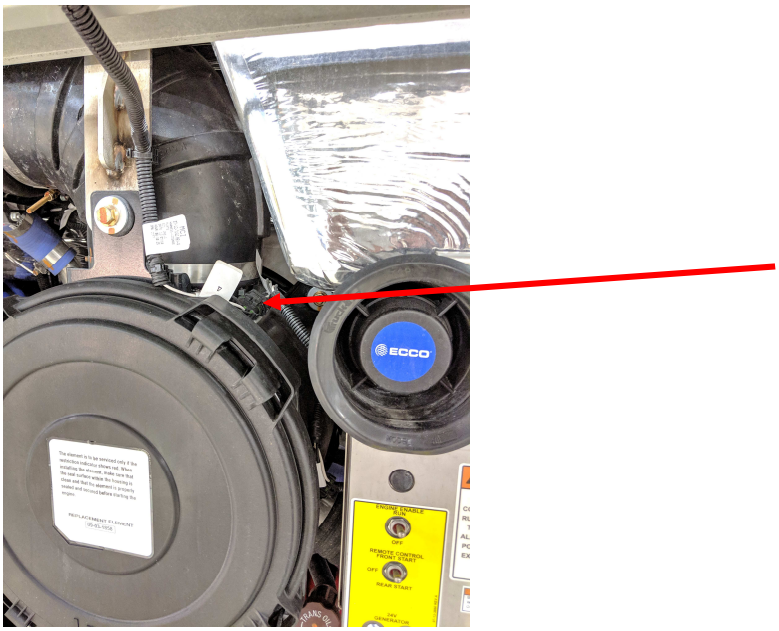

On the driver's side, mount the shoulder bolt of the long link assembly to the welded bracket on the coach frame and secure with previously detached lock nut. Repeat the process on curb side.




Torque all four shoulder screws to 19-23 FT-LBS.

Attach the mating end of the helping gas spring to the driver's side ball stud located in the middle left area of the coach. Repeat the process for the curb side.


Connect the license plate harness to the engine compartment harness.




Make sure to not use the door for again for the next 24 hours to allow the adhesive cure completely.

***End of procedure***