

SAP ADVISORY – NEW 5K PM INTERVALS

Now that many Internationals and Freightliners have been converted from the 6K PM intervals to the new 5K intervals, there have been questions about how to transition to the new schedule.

Please keep in mind that there are separate tasks lists for each make of bus - the Freightliner 5K is intended for 2001 and up models with the Allison World 2000 Transmission; the International 5K is for 2003 and up models with the T444 or VT365 engine. Refer to the NCBUSSAFETY web site (Reports and Forms/PM Task Lists) for copies of these task lists.

The 5K intervals require either an oil sample or oil change depending on the mileage of the bus – if an operation prints on the order for an oil change, then the oil change will supercede the oil sample.

However, please examine the first order that prints in the transition from the 6K to 5K interval. You need to look at the previous PM to see what service was performed and at what mileage. We transitioned to the new 5K interval by scheduling the next logical service and rounding the PM due mileage up to a 5K increment. Compare the last PM to the new one called and make sure you do not perform unnecessary maintenance.

For, instance if a bus has 25750 miles and a 24K PM has been done at 24500, we scheduled the next PM for a 30K service under the new 5K interval. Since both a 24K PM (6K interval) AND a 30K PM (5K interval) are BOTH major PM's, you will need to use discretion as to which operations to skip when you process the 30K work order. This “transition order” will be a one-time event and you will process subsequent orders as stated on the shop papers.

NOTE: For all new buses, the factory oil is to be changed at the FIRST 5000 MILES ONLY even though the operation on the order states an oil sample. Also, the spin-on transmission filter is to be changed at this time even though an operation does appear on the order. These requirements could not be factored into the work order because they are one-time events in the PM life cycle.

FREIGHTLINER

Note how the PM reason codes correspond to the various service intervals:

1. Oil samples are taken at 5K (PM A), 10K (PM B), 20K (PM D), 25K (PM E)
2. Oil changes are performed at 15K (PM C)
3. All operations are performed at 30K (PM F)
4. Reason codes start over at 35K (PM A), 40K (PM B), 45K (PM C), etc.
5. Add valve adjustment for MBE900 only at 60K (PM F)
6. Add differential fluid change/magnetic plug cleaning at 90K (PM F)
7. Add valve adjustment for CAT only at 90K (PM F)

INTERNATIONAL

Note how the PM reason codes correspond to the various service intervals:

1. Oil samples are taken at 5K (PM A), 15K (PM C), 25K (PM E)
2. Oil changes are performed at 10K (PM B), 20K (PM D)
3. All operations are performed at 30K (PM F)
4. Reason codes start over at 35K (PM A), 40K (PM B), 45K (PM C), etc.
5. Add air filter element change at 60K (PM F)
6. Add differential fluid change/magnetic plug cleaning at 90K (PM F)