

## **TECHNICAL BULLETIN**

### **MAINTENANCE AND FIRE SAFETY FOR MOTOR COACH OPERATORS**

#### **Vehicle User Shall Take Care Of:**

- Maintenance and cleanliness of the engine and engine compartment. Grease, oil and road dust build up on the engine and transmission, making them run hotter. The grime itself usually does not burn but if combined with a fuel leak or short-circuited wire, a fire could start. Keep your coaches underpinnings clean and it will run cooler, more economically and longer.
- Rubber fuel lines are commonly used to connect metal lines to the electronic fuel injection system. Check all lines and connections between the fuel tank and the engine on a monthly basis. If there is any sign of leakage, have the lines replaced and the entire systems inspected by a qualified mechanic as soon as possible.
- A pinhole-size leak in a radiator or heater hose can spray antifreeze on hot engine parts. Antifreeze contains ethylene glycol concentrate and water. When the water boils off, the remaining ethylene glycol can self-ignite at 782 degrees F. During your monthly fire inspection, check all hoses for firmness; clamp tightness and signs of leaking. A hard working engine manifold can get as hot as 900 degrees F. The heavy insulation in the compartment reflects the heat back to the top of the engine and a fire can easily break out. Inspect your radiator and have any problems repaired.
- Check the fitting and condition of the battery and generator cables. All electrical systems should be routinely inspected and checked for exposed wiring. Check all 12-volt connections before and after every trip. Coach fires can be caused by a 12-volt short.
- A dragging brake can create enough friction to ignite a tire. Some of the worst fires are those caused when one tire of a dual or tandem pair goes flat, scuffs and ignites long before the driver feels any change in handling. At each stop, give tires at least an eyeball check. When tires are cool, tap your duals with a club and listen for a difference in sound from one tire to the next. You can often tell if one is going flat.

**Help prevent coach fires – inspect and maintain your commercial vehicle.**