PREVOST

COACH MANUFACTURER

MAINTENANCE MANUAL

H3-41, H3-45, VIP

PA1561

March 2009

PA1561

March 2009

Beginning with vehicle: A-1470

Featuring:

- New headlights and bumper design

TABLE OF CONTENTS

ILLUSTRATIONS

1. FOREWORD

This manual includes procedures for diagnosis, service, maintenance and repair for components of the H3 series coaches or VIP model listed on the front cover page.

This manual should be kept in a handy place for ready reference by the technician. If properly used, it will meet the needs of the technician and owner.

Information provided in Section 1 through 24 pertains to standard equipment items, systems and components as well as the most commonly used optional equipment and special equipment offered on the coach models covered by this manual.

At the beginning of each section; a Table of Contents and a list of illustrations give the page number on which each subject begins and where each figure is located.

Coach operating information is provided in a separate Operator's Manual. Audio/Video system operator instructions are also included in a separate manual.

More specific information on engine and transmission operating, maintenance, and overhaul information is contained in the applicable engine or transmission service manual published by the engine or transmission manufacturer. Engine and transmission parts information is contained in the applicable engine or transmission parts catalog published by the engine or transmission manufacturer.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication approval. The right is reserved to make product changes at any time without notice.

Note: *Typical illustrations may be used; therefore minor illustration difference may exist when compared to actual parts or other publications.*

Prevost Car occasionally sends Maintenance Information, Warranty Bulletins, Safety Recalls or other literature to update users with the latest service procedures. They are issued, when required, to supplement or supersede information in this manual. Update sheet should be filled out and bulletins should be filed at the end of their respective section for future reference.

2. SCHEMATICS

Vehicle AIR SCHEMATICS and ELECTRICAL SCHEMATICS are provided in the technical publications box. Refer to those schematics for detailed circuit information or during diagnosis.

3. PRECAUTIONS TO BE OBSERVED BEFORE WELDING

⚠ CAUTION ⚠

Precautions are to be observed before welding to minimize the risk of major and costly damage caused to the vehicle electronic components.

NOTE

Execute procedure no: SAV060034 "MULTIPLEX MODULES DISCONNECTION PROCEDURE PRIOR TO WELDING" included at the end of this section.

⚠ CAUTION ⚠

For vehicles equipped with a WCL system, disconnect electronic controller connector.

⚠ CAUTION ⚠

Cover electronic control components and wiring to protect from hot sparks, etc.

⚠ CAUTION ⚠

Position welding machine ground clamp as close as possible to the work. Ensure that the welding machine ground return clamp is well secured and makes a good electrical contact with a large metallic area of the chassis located as close as possible to the welding point.

⚠ CAUTION ⚠

Do not use TIG welding process on the vehicle. This high frequency current process can seriously damage the electronic components.

STEEL – STEEL WELDING

Caution: *Before welding, disconnect electronic modules and battery terminals.*

Warning: *Welding surfaces must be free of scale, slag, rust, paint, grease, humidity or other foreign material that would render welding impossible.*

Warning: *Only a qualified and experienced person must do welding.*

- FCAW (Flux Cored Arc Welding) process ;
- Electrode wire conforms to A5.20 AWS (American Welding Society) specifications ;
- E4801T-9-CH, type electrode wire with 0,045“ diameter (1,14 mm) ;

Material Thickness	Voltage	Current	Wire Feed Rate	Shielding Gas
1/8” to ½”	26 ± 2 volts	260 Amps	450 ipm. approx.	75% argon – 25% CO_2 or 100% CO_2

If necessary and with great care to prevent perforating the material, it is possible to use a conventional electric arc welding machine according to the following specifications:

- SMAW (Shielded Metal-Arc Welding) process ;
- Welding rod conforms to A5.1 of AWS (American Welding Society) specifications; E 7018 type welding rod with 1/8” diameter (3,2 mm).
- Current: 100 amperes to 150 amperes; optimum at 120 amps.

It is important to grind weld bead starts and stops and also to grind arc strikes from surfaces.

STEEL - STAINLESS STEEL OR STAINLESS STEEL - STAINLESS STEEL WELDING

Caution: *Before welding, disconnect electronic modules and battery terminals.*

Warning: *Welding surfaces must be free of scale, slag, rust, paint, grease, humidity or other foreign material that would render welding impossible.*

Warning: *Only a qualified and experienced person must do welding.*

- GMAW (Gas Metal-Arc Welding) process;
- Welding wire conforms to AWS (American Welding Standards) A5.9 specifications;
- 308LSi type welding wire with 0.035" diameter (0,9 mm);

STEEL - STAINLESS STEEL WELDING

Steel Thickness	SS Thickness	Voltage	Current	Wire Feed Rate	Shielding Gas
Less than 1/8”	Any type	20±1.5 volts	130±15 Amps	290 ipm approx.	90% He, 7.5% Ar, 2.5% CO_2
1/8” and more	Any type	22±1.5 volts	160±15 Amps	330 ipm approx.	90% He, 7.5% Ar, 2.5% CO_2

STAINLESS STEEL - STAINLESS STEEL WELDING

SS Thickness	Voltage	Current	Wire Feed Rate	Shielding Gas
Any type	20 ± 1.5 volts	130 ± 15 Amps	290 ipm approx.	90% He – 7.5% Ar, 2.5% CO_2

If necessary and with great care to prevent perforating the material, it is possible to use a conventional electric arc welding machine according to the following specifications:

- SMAW (Shield Metal-Arc Welding) process;
- Welding rod conforms to AWS (American Welding Standards) A5.4 specifications; 308L-17 type welding rod with 3/32" diameter (2,4 mm);
- Current: - 50 amperes to 90 amperes, optimum at 60 amperes.

It is important to grind weld bead starts and stops and also to grind arc strikes from surfaces.

4. SAFETY NOTICE

This maintenance manual has been prepared in order to assist skilled mechanics in the efficient repair and maintenance of PREVOST vehicles.

This manual covers only the procedures as of manufacturing date.

Safety features may be impaired if other than genuine PREVOST parts are installed.

Torque wrench tightening specifications must be strictly observed. Locking devices must be installed or replaced by new ones, where specified. If the efficiency of a locking device is impaired, it must be replaced.

This manual emphasizes particular information outlined by the wording and symbols:

***Warning**: Identifies an instruction which, if not followed, could cause personal injuries.*

***Caution**: Outlined an instruction which, if not followed, could severely damage vehicle components.*

***Note**:* Indicates supplementary information needed to fully complete an instruction. *Although, the mere reading of such information does not eliminate the hazard, understanding of the information will promote its correct use.*

4.1 DATA PLATES AND CERTIFICATIONS

Delay and confusion can be avoided by placing the complete vehicle identification number of the coach and the serial numbers of the engine on parts orders and correspondence. Also, the transmission, axles, power steering pump chassis and other major components are identified by serial numbers.

4.1.1 Engine

DDC Series 60 Engine

The engine serial and model number are stamped on the cylinder block (as viewed from the flywheel end) on the left side just below the fire deck and above the cast-in Detroit Diesel logo (Fig. 1).

In addition, option plates made of laminated paper are located on the rocker cover (starter side). The engine serial and model number and a list of the optional engine equipment is written on the option plate. Refer to this information when ordering replacement parts (Fig. 1).

Volvo D13 Engine

Volvo D13 engine serial and model numbers are stamped on the cylinder head (Fig. 2).

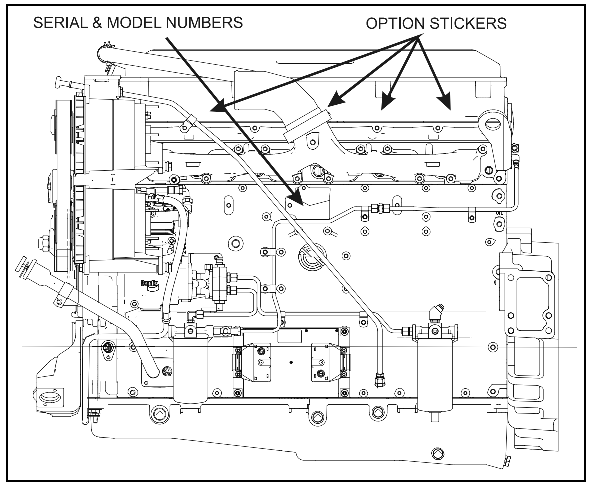


FIGURE 1 : DETROIT DIESEL SERIES 60 00043

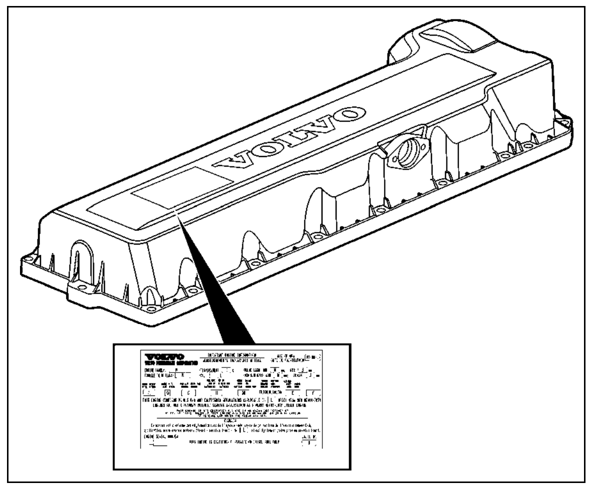


FIGURE 2: VOLVO D13 ENGINE DATA PLATE 00052

4.1.2 Transmission

The transmission identification plate is located:

Allison - on the oil level dipstick side.

ZF - on the transmission housing, on the vehicle R.H. side.

The identification plate shows the transmission serial number, part number (assembly number), and model number. Use all three numbers when ordering parts.

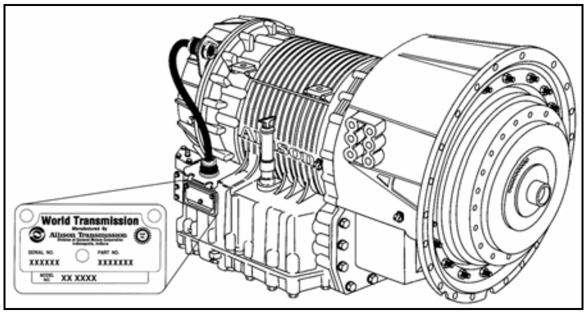


FIGURE 3: WORLD TRANSMISSION 07076

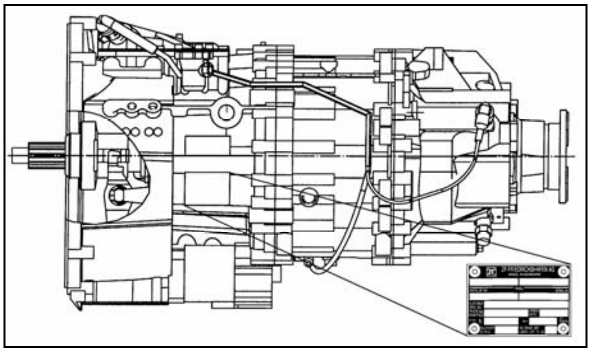


FIGURE 4: ZF-ASTRONIC TRANSMISSION 00040

4.1.3 Drive Axle

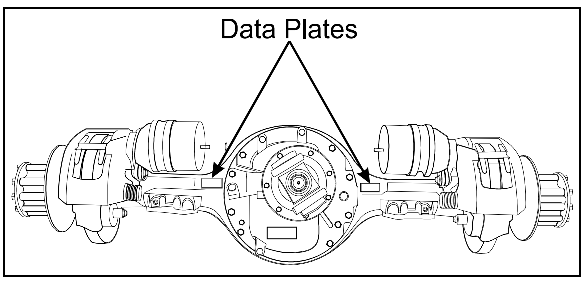


FIGURE 5: TYPICAL SERIAL & MODEL NUMBERS 11019

4.1.4 Front Axle

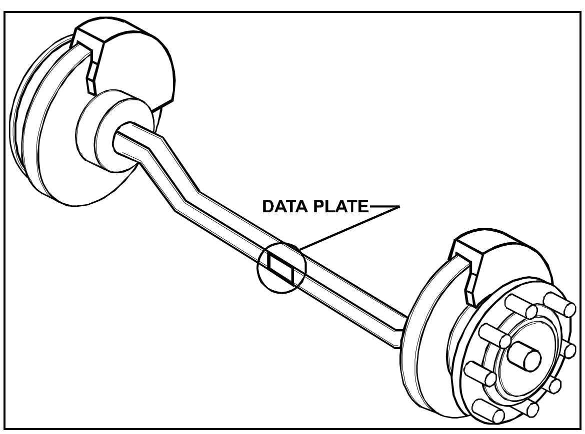


FIGURE 6 : TYPICAL SERIAL AND MODEL NUMBERS 10024

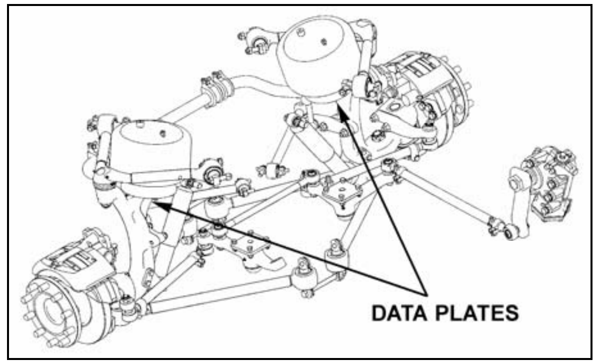


FIGURE 7: ISS TYPICAL SERIAL & MODEL NUMBERS 0025

4.1.5 Power Steering Pump

- DDC Series 60 Engine

Power steering pump serial number is engraved on the pump casing (Fig. 8). The pump is mounted on the engine beside the crankshaft pulley.

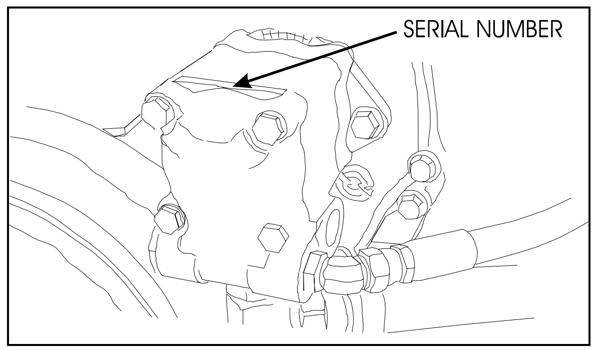


FIGURE 8 : POWER STEERING PUMP SERIAL NUMBER 00035

- Volvo D13 Engine

Power steering pump is mounted on the engine and located underneath the air compressor (Fig.9).

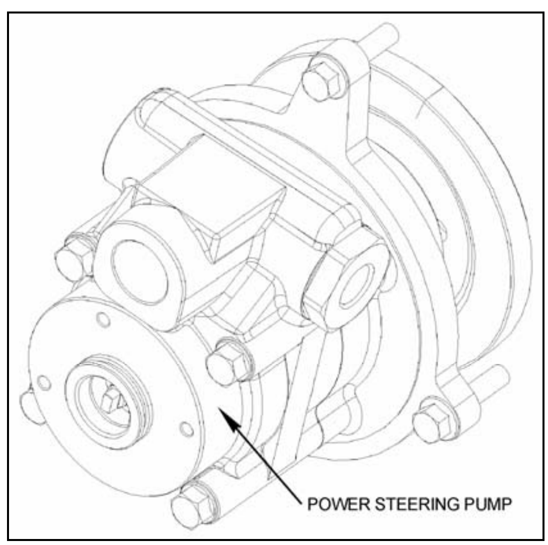


FIGURE 9: POWER STEERING PUMP

4.1.6 Coach Final Record

The Coach Final Record is a record of all data pertaining to the assembly of the coach. This record is included in the technical publication package supplied with the coach. Retain this record in the company records office for reference and safe-keeping.

4.1.7 Safety Certification

Coach components meet specifications and standards as follows:

- Material and parts conform to ASTM and/or SAE standards in effect at the time of manufacture.

- All factory-installed interior materials meet FMVSS 302 for fire resistance.

- Certified according to Provincial, State and Federal Safety standards (Canadian and US) BMCSS, FMVSS, and CMVSS.

Other applicable certification labels are affixed to the component.

4.1.8 DOT Certification Label

This certifies that coaches manufactured by Prevost Car Inc., comply with all Federal Motor Vehicle Safety Standards at the time of manufacture. The DOT Certification label is affixed on the wall, behind the driver's seat.

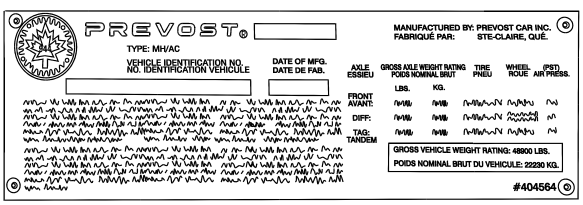


FIGURE 10: DOT CERTIFICATION PLATE 00016

4.1.9 Fuel Tank Label

The fuel tank label is molded on the side of the fuel tank. To read this label, unscrew the fuel tank access panel nuts located at the left in the condenser compartment.

4.1.10 EPA Engine Label

The exhaust emission certification label affixed above the oil reserve tank certifies that the engine conforms to federal and any state exhaust emission regulations (Fig. 11). It gives the operating conditions under which certification was made.

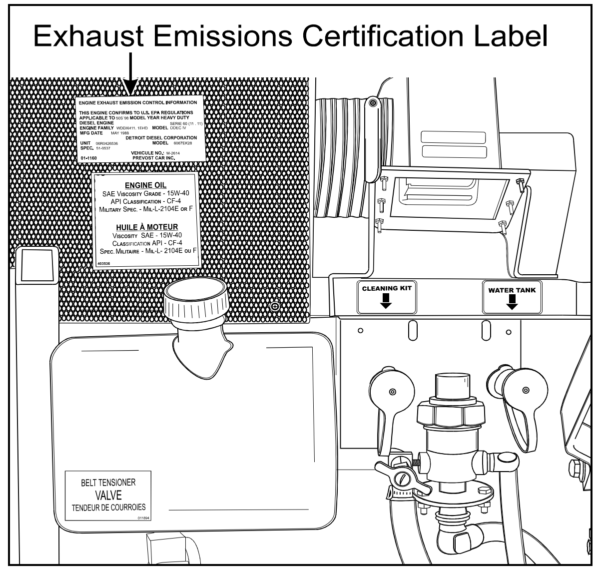


FIGURE 11: ENGINE COMPARTMENT 23229

4.1.11 Vehicle Identification Number (VIN)

The seventeen digit vehicle identification number (VIN) is located on a plate (Fig. 12) located on the windshield frame pillar (driver's side). The VIN is visible from the outside of the coach. Make sure the correct vehicle identification number is given when ordering replacement parts. Using the VIN when ordering parts will facilitate processing.

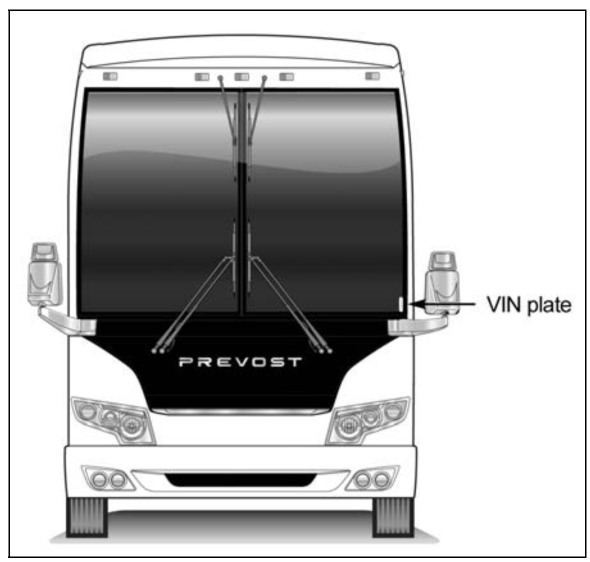
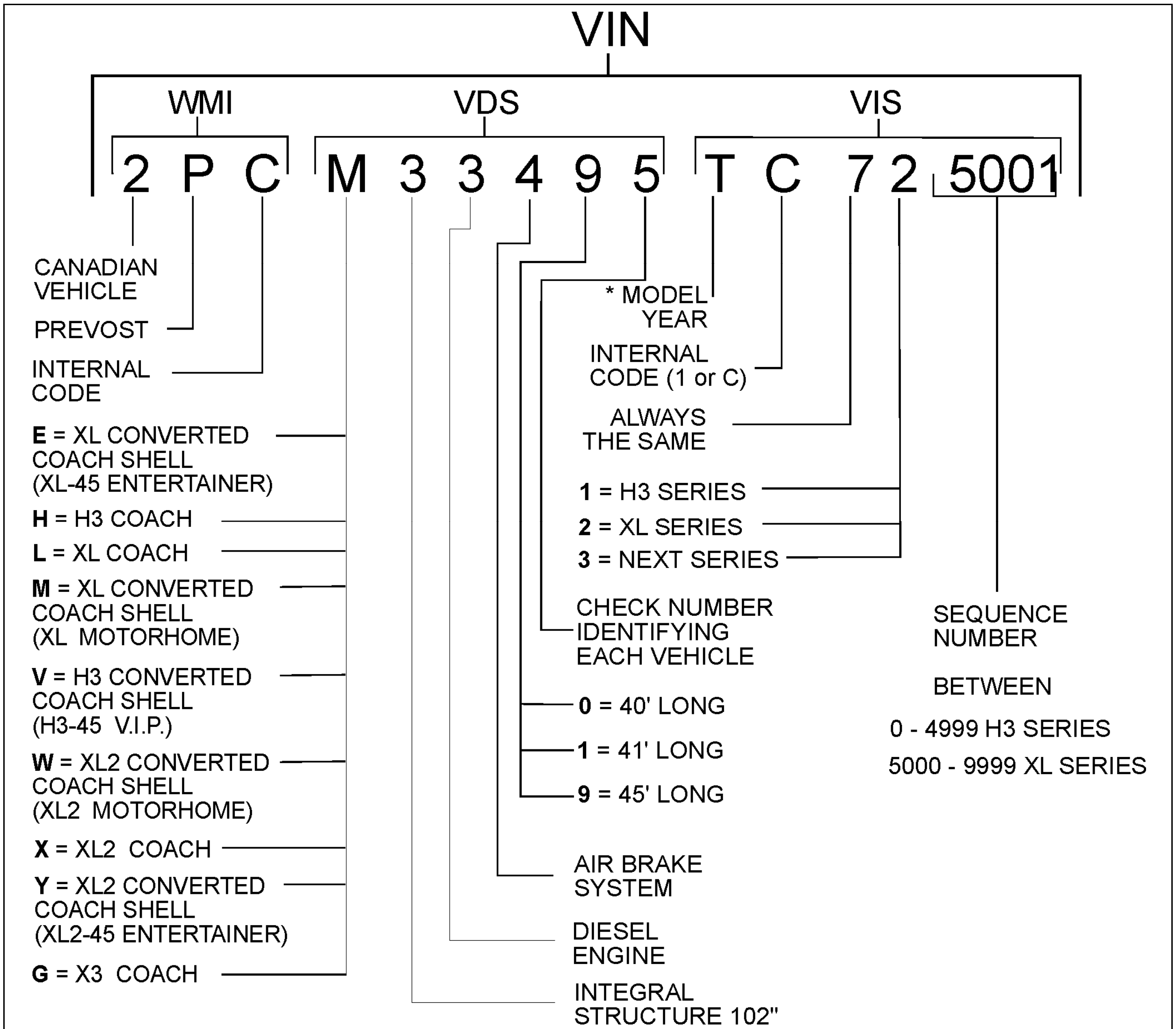


FIGURE 12 : VEHICLE I.D. 18680

***Note**: Record the VIN in the coach documentation and keep with company records. The VIN will normally be used for vehicle registration and for obtaining vehicle insurance coverage.*



VIN Vehicle Identification Number: a structured combination of characters assigned to a vehicle by the manufacturer for identification purposes.

WMI World Manufacturer Identifier: Designating the manufacturer of the vehicle.

VDS Vehicle Descriptor Section: Provides information describing the general attributes of the vehicle.

VIS Vehicle Indicator Section: Combination of characters assigned by the manufacturer to distinguish one vehicle from another.

FIGURE 13 : VEHICLE IDENTIFICATION NUMBER 00050

YEAR	CODE	YEAR	CODE
2000	Y	2006	6
2001	1	2007	7
2002	2	2008	8
2003	3	2009	9
2004	4	2010	A
2005	5	2011	B

5. FASTENER STRENGTH IDENTIFICATION

Most commonly used metric fastener strength property classes are 9.8 and 10.9 with the class identification embossed on the head of each bolt. Customary (inch) strength classes range from grade 2 to 8 with radial line identification embossed on each bolt head actual grade (i.e., a grade 7 bolt will have 5 embossed radial lines on the bolt head). Some metric nuts will be marked with single digit strength identification numbers on the nut face. Fig. 15 shows the different strength markings. When replacing metric fasteners, be careful to use fasteners of the same or greater strength than the original fasteners (the same number marking or higher). It is also important to select replacement fasteners of the correct size. Correct replacement fasteners are available through the parts division. Some metric fasteners available in after-market parts sources were designed to metric standards of countries other than the United States and may be of a lower strength, may not have the numbered head marking system, and may be of a different thread pitch.

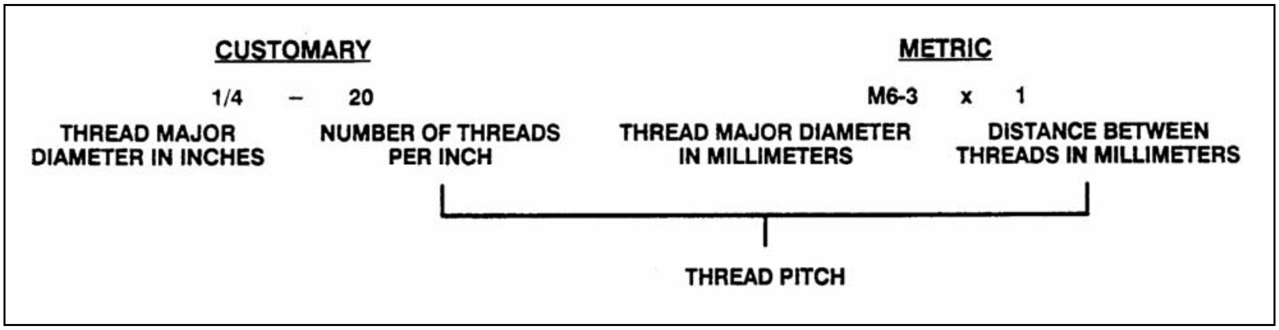


FIGURE 14 : THREAD NOTATION 00002

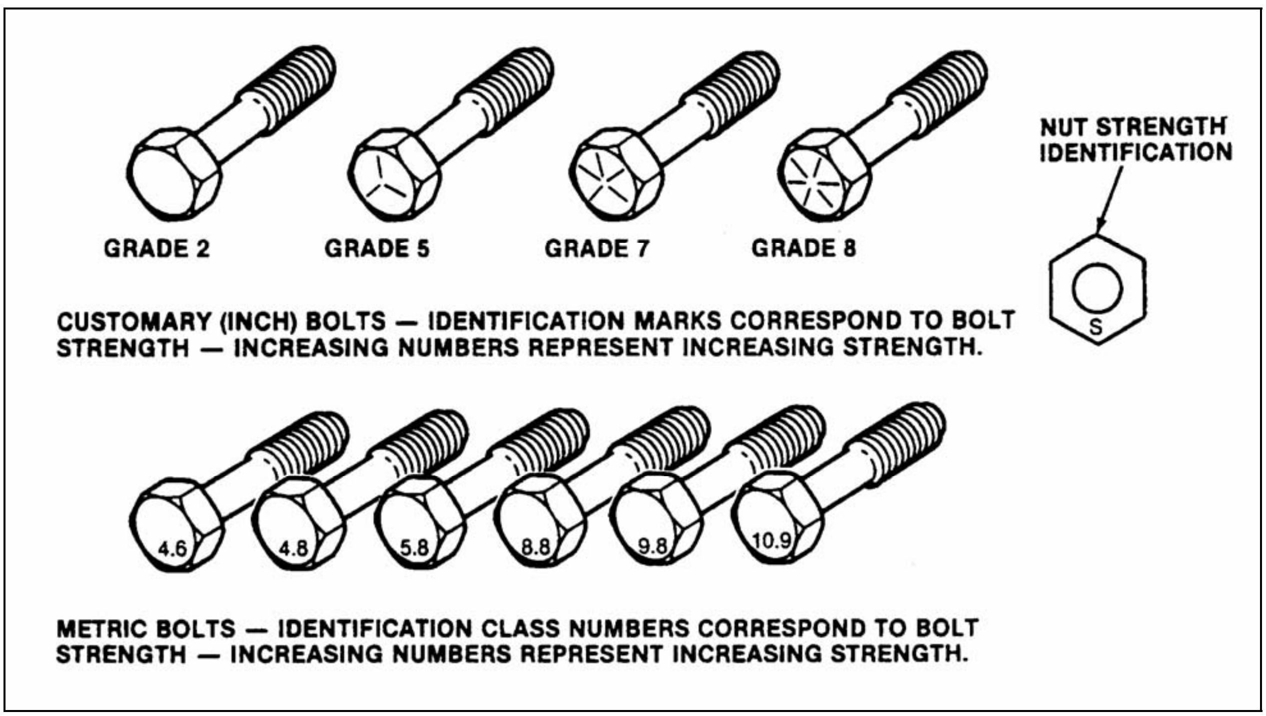


FIGURE 15: BOLT STRENGTH MARKINGS 00003

The metric fasteners used on the coach are designed to new standards and may not yet be manufactured by some non-domestic fastener suppliers. In general, except for special applications, the common sizes and pitches are:

- M 8 X 1.25;
- M 10 X 1.5;
- M 12 X 1.75;
- M 14 X 2;

5.1 SELF-LOCKING FASTENERS

A self-locking fastener is designed with an interference fit between the nut and bolt threads. This is most often accomplished by distortion of the top thread of an all-metal nut or bolt or by using a nylon patch on the threads. A nylon insert or the use of adhesives may also be used as a method of interference between nut and bolt threads (Fig. 16).

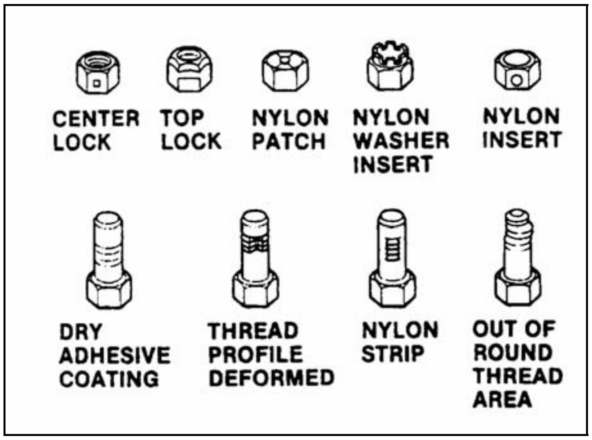


FIGURE 16 : SELF-LOCKING FASTENERS 00004

5.2 RECOMMENDATIONS FOR REUSE

Clean, unrusted self-locking fasteners may be reused as follows:

a) Clean dirt and other foreign matter from the fastener;

b) Inspect the fastener to ensure there is no crack, elongation, or other sign of fatigue or overtightening. If there is any doubt, replace with a new self-locking fastener of equal or greater strength;

c) Assemble parts and hand start fastener;

d) Observe that, before the fastener seats, it develops torque per the chart in table two. If there is any doubt, replace with a new self-locking fastener of equal or greater strength;

e) Tighten the fastener to the torque specified in the applicable section of this manual;

Fasteners which are rusty or damaged should be replaced with new ones of equal or greater strength.

SELF-LOCKING FASTENER TORQUE CHART

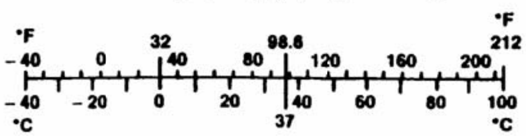
METRIC		6 & 6.3	8	10	12	14	16	20
NUTS AND ALL-METAL BOLTS	Nm	0.4	0.8	1.4	2.2	3.0	4.2	7.0
	Lbf-in	4.0	7.0	12	18	25	35	57
ADHESIVE OR NYLON COATED BOLTS	Nm	0.4	0.6	1.2	1.6	2.4	3.4	5.6
	Lbf-in	4.0	5.0	10	14	20	28	46

US STANDARD		.250	.312	.375	.437	.500	.562	.625	.750
NUTS AND ALL-METAL BOLTS	Nm	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	Lbf-in	4.0	5.0	12	15	20	27	35	51
ADHESIVE OR NYLON COATED BOLTS	Nm	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	Lbf-in	4.0	5.0	9.0	12	15	22	28	43

5.3 SIX LOBED SOCKET HEAD

Six lobed socket head (Torx) fasteners are used in some applications on vehicles covered in this manual. The tools designed for these fasteners are available commercially. However, in some cases, if the correct tool is not available, a hex socket head wrench may be used.

Multiply	by	to get equivalent number of:
	LENGTH	
Inch	25.4	millimeters (mm)
Foot	0.305	meters (m)
Yard	0.914	meters
Mile	1.609	kilometers (km)
	AREA	
Inch²	645.2	millimeters² (mm²)
	6.45	centimeters² (cm²)
Foot²	0.093	meters² (m²)
Yard²	0.836	meters²
	VOLUME	
Inch³	16 387.0	mm³
	16.387	cm³
	0.016	liters (l)
Quart	0.946	liters
Gallon	3.785	liters
Yard³	0.765	meters³ (m³)
	MASS	
Pound	0.453	kilograms (kg)
Ton	907.18	kilograms (kg)
Ton	0.907	ton (t)
	FORCE	
Kilogram	9.807	newtons (N)
Ounce	0.278	newtons
Pound	4.448	newtons
	TEMPERATURE	
Degree Fahrenheit	(†0F − 32) ÷ 1.8	Degree Celsius (C)



Multiply	by	to get equivalent number of:
	ACCELERATION	
Foot/sec²	0.305	meter/sec² (m/s²)
Inch/sec²	0.026	meter/sec²
	TORQUE	
Pound-inch	0.113	newton-meters (N·m)
Pound-foot	1.35	newton-meters
	POWER	
Horsepower	0.746	kilowatts (kW)
	PRESSURE OR STRESS	
Inches of water	0.249	kilopascals (kPa)
Pounds/sq. in.	6.895	kilopascals
	ENERGY OR WORK	
BTU	1 055.0	joules (J)
Foot-pound	1.356	joules
kilowatt-hour	3 600 000.0 or 3.6 x 10⁶	joules (J = one W's)
	LIGHT	
Foot candle	1.076	lumens/meter² (lm/m²)
	VELOCITY	
Miles/hour	1.609	kilometers/hr (km/h)

FIGURE 17: METRIC - US STANDARD CONVERSION TABLE

00005

DECIMAL AND METRIC EQUIVALENTS

FRACTIONS	DECIMAL IN.	METRIC MM	FRACTIONS	DECIMAL IN.	METRIC MM
1/64	.015625	.39688	33/64	.515625	13.09687
1/32	.03125	.79375	17/32	.53125	13.49375
3/64	.046875	1.19062	35/64	.546875	13.89062
1/16	.0625	1.58750	9/16	.5625	14.28750
5/64	.078125	1.98437	37/64	.578125	14.68437
3/32	.09375	2.38125	19/32	.59375	15.08125
7/64	.109375	2.77812	39/64	.609375	15.47812
1/8	.125	3.1750	5/8	.625	15.87500
9/64	.140625	3.57187	41/64	.640625	16.27187
5/32	.15625	3.96875	21/32	.65625	16.66875
11/64	.171875	4.36562	43/64	.671875	17.06562
3/16	.1875	4.76250	11/16	.6875	17.46250
13/64	.203125	5.15937	45/64	.703125	17.85937
7/32	.21875	5.55625	23/32	.71875	18.25625
15/64	.234375	5.95312	47/64	.734375	18.65312
1/4	.250	6.35000	3/4	.750	19.05000
17/64	.265625	6.74687	49/64	.765625	19.44687
9/32	.28125	7.14375	25/32	.78125	19.84375
19/64	.296875	7.54062	51/64	.796875	20.24062
5/16	.3125	7.93750	13/16	.8125	20.63750
21/64	.328125	8.33437	53/64	.828125	21.03437
11/32	.34375	8.73125	27/32	.84375	21.43125
23/64	.359375	9.12812	55/64	.859375	21.82812
3/8	.375	9.52500	7/8	.875	22.22500
25/64	.390625	9.92187	57/64	.890625	22.62187
13/32	.40625	10.31875	29/32	.90625	23.01875
27/64	421875	10.71562	59/64	.921875	23.41562
7/16	.4375	11.11250	15/16	.9375	23.81250
29/64	.453125	11.50937	61/64	.953125	24.20937
15/32	.46875	11.90625	31/32	.96875	24.60625
31/64	.484375	12.30312	63/64	.984375	25.00312
1/2	.500	12.70000	1	1.00	25.40000

FIGURE 18: CONVERSION CHART 00006

PREVOST

MULTIPLEX MODULES DISCONNECTION PROCEDURE PRIOR TO WELDING

PROCEDURE NO: SAV060034	REVISION 4 2007-05-31

Material : N/A

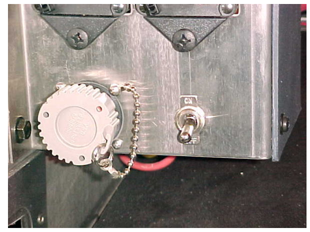
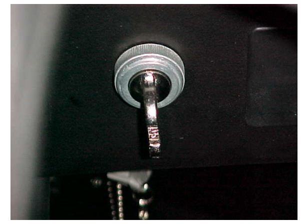
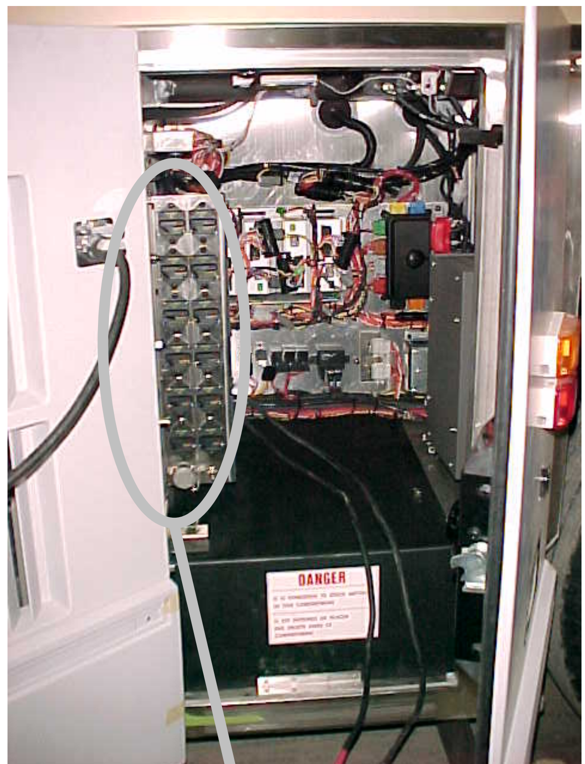
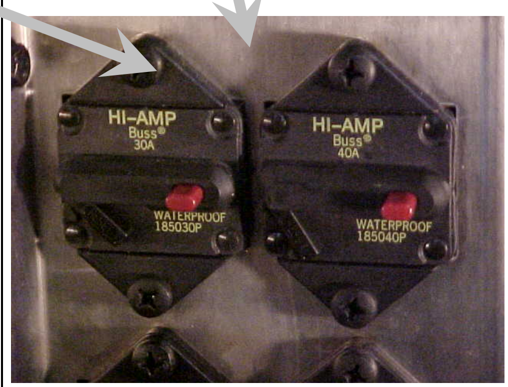
Equipment(s) : Phillips-head screwdriver
Ratchet handle
3/8" socket
Electric tape
Long nose pliers

Reference schematics: N/A

Safety rules : - Wear safety goggles
- Set the battery master switch to the OFF position first

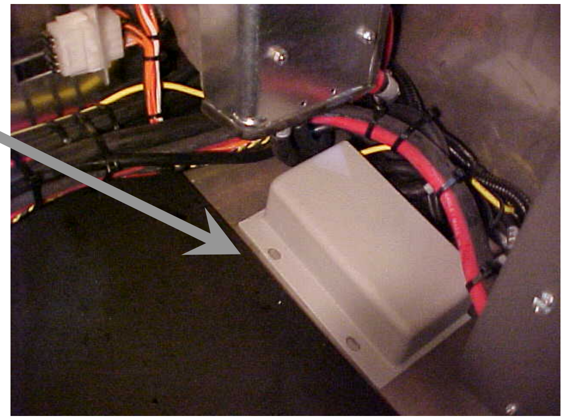
Recommendations: **This procedure should be performed by qualified personnel only.**

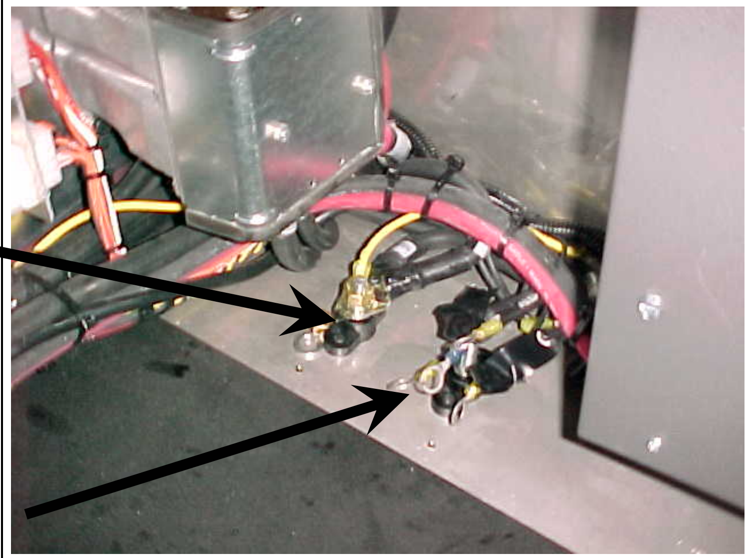
	Effective
Revision 0 : Issued with multiplex	
Revision 1 : Modified for Fire Protection System and also for VIP with multiplex	
Revision 2 : Step 5 modified for introduction of VIP with multiplex	**-0436**
Revision 3 : Step 1.15 added C397 **Addition of SECTION 2 for X3 Coaches** **Addition of SECTION 3 for XLII MTH**	
Revision 4 : Modified for introduction of CPC module for VIP,H3 Coach, X3	**7-0942VIP** **8-1037 H3** **8-9282 X3**

SECTION 1 H3 Coaches & VIP		
1.00	**Location: Main power compartment and dashboard** Set the battery master switch to the OFF position. Place the ignition switch to the OFF position.	 
1.05	**Location: Main power compartment** Trip circuit breakers CB2, CB4, CB6 Push the red button to open the circuit	 

1.10 **Location: Main power compartment**

Remove the protective cover



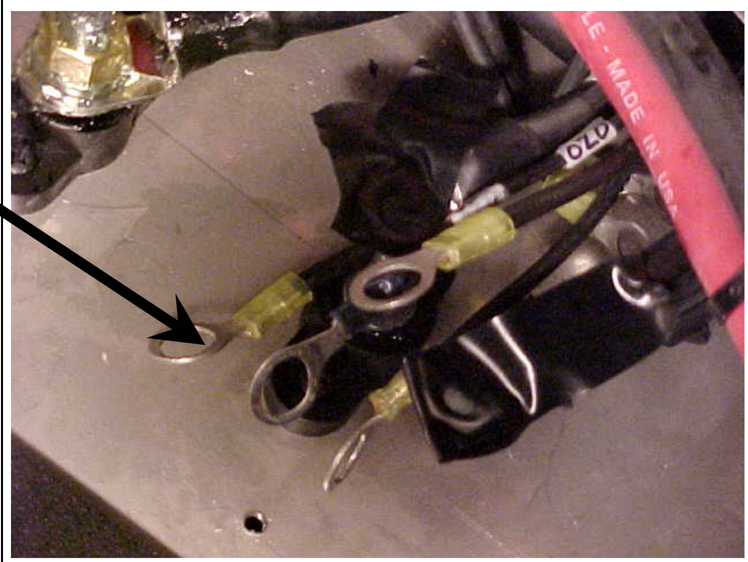


⚠ **WARNING** ⚠

LIVE WIRE

This 12-volt terminal remains energized

Disconnect the electronic ground terminals from the stud



Using electric tape, insulate the 2 largest gage wires. Make sure the ring terminals do not touch each others and the vehicle body.

NOTE

With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head, …) is not required.

1.15 **Location: Main power compartment**

Disconnect the electronic modules :

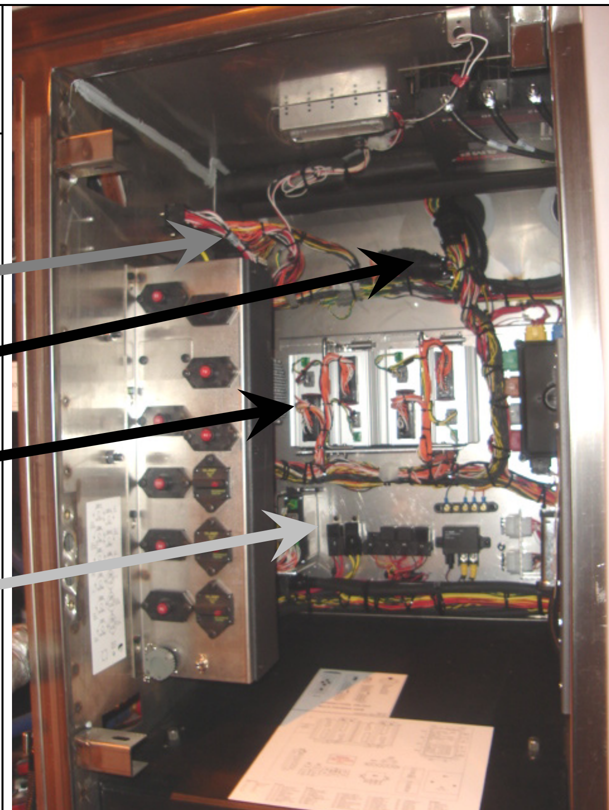
Disconnect the I/O A and I/O B modules

Disconnect C397

Disconnect connector C717

Unplug 3 connectors per I/O B modules

Unplug 3 connectors on the I/O A module



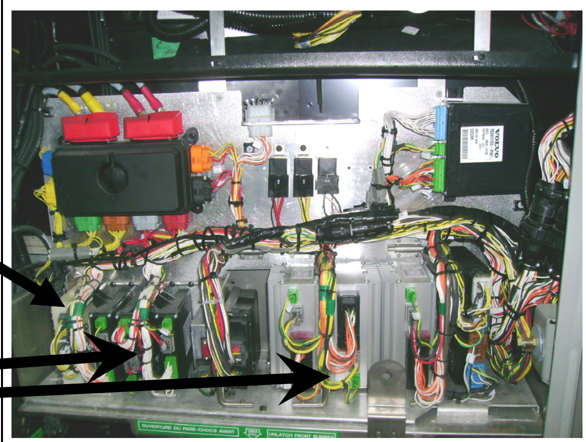
1.20 **Location: Front electrical compartment**

VIP + COACH: Disconnect the I/O A, I/O B, ABS, master ID, CECM and CPC modules. Unplug connector C92

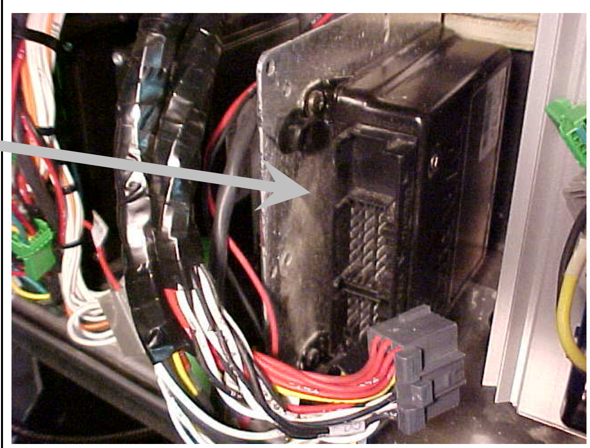
VIP: Disconnect all keyless module connectors.

Unplug 3 connectors per I/O B modules

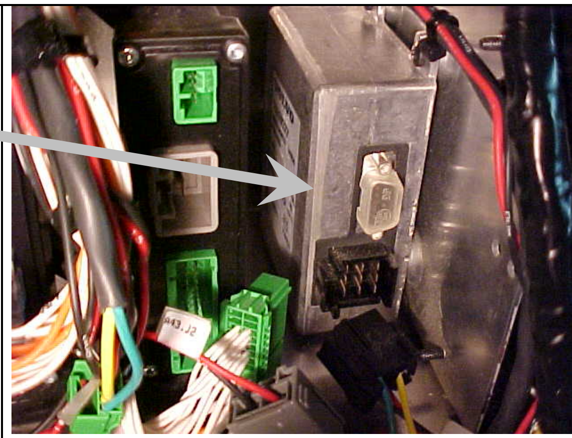
and 3 connectors per I/O A modules.



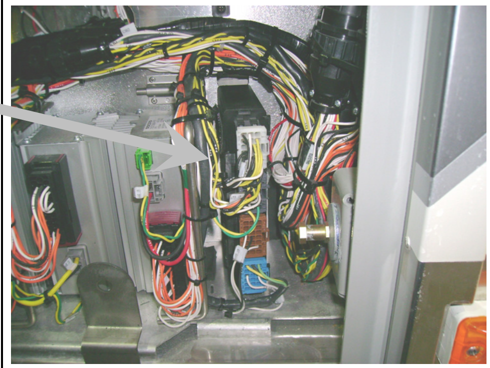
Unplug 2 connectors from the ABS module



Unplug 1 connector from the master ID

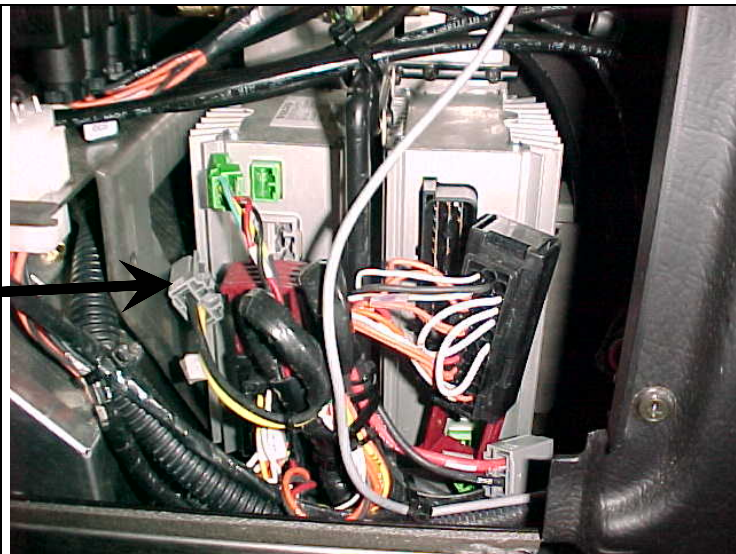
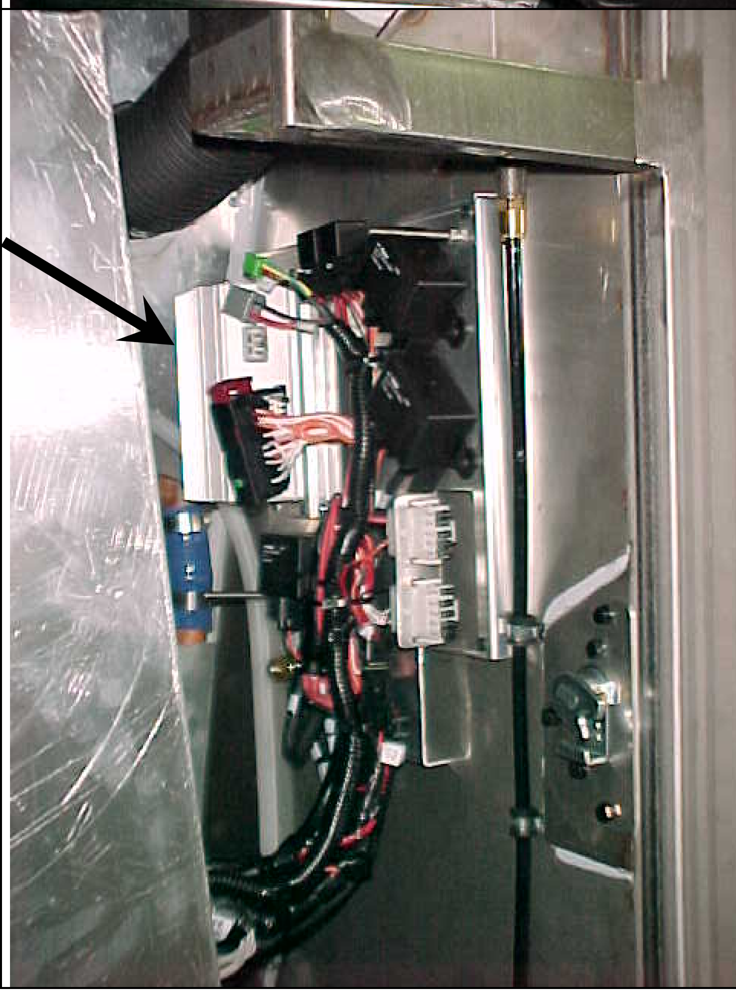


Disconnect CPC connectors



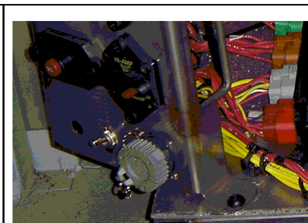
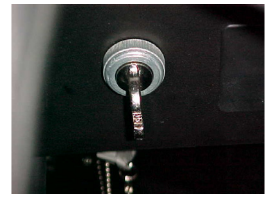
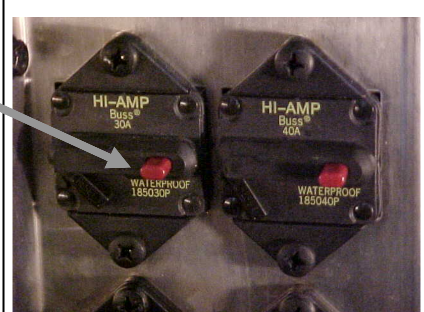
Unplug 3 connectors from the CECM

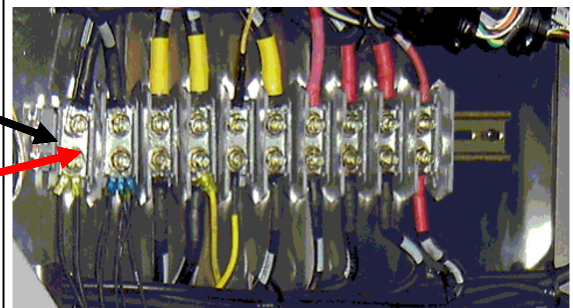
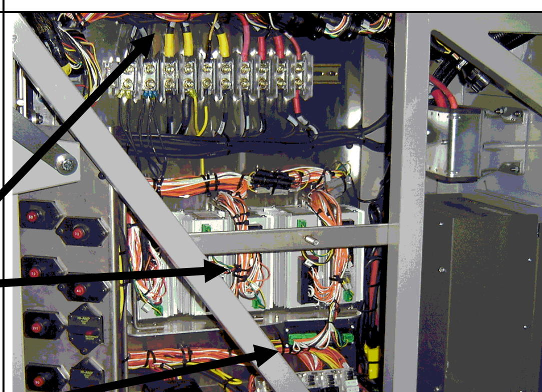
Unplug connector C92

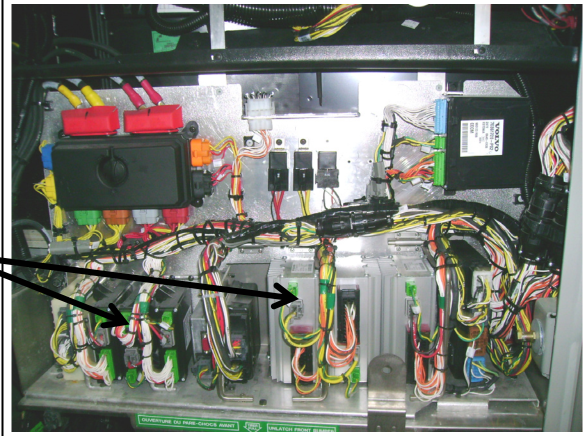
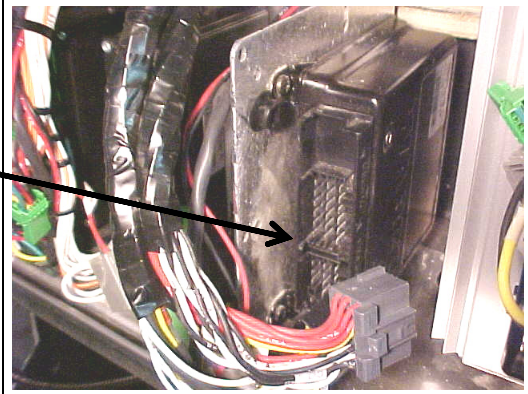
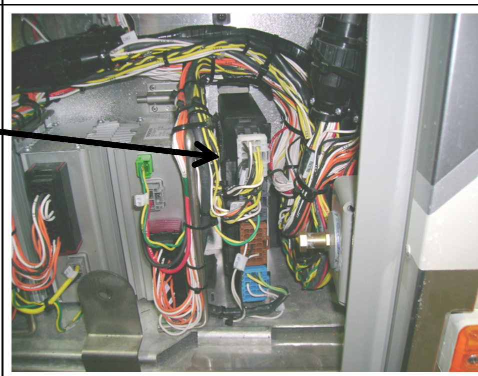
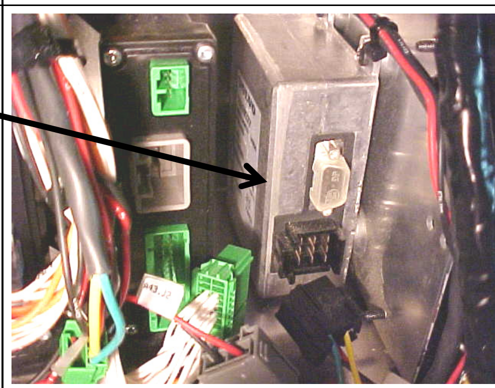
1.25	**Location: pneumatic accessory panel inside right console** Remove the access panel on the right console (R.H. side of dashboard) Disconnect both I/O B modules	
1.30	**Location: Evaporator compartment** Remove the protective cover and disconnect the I/O B module	

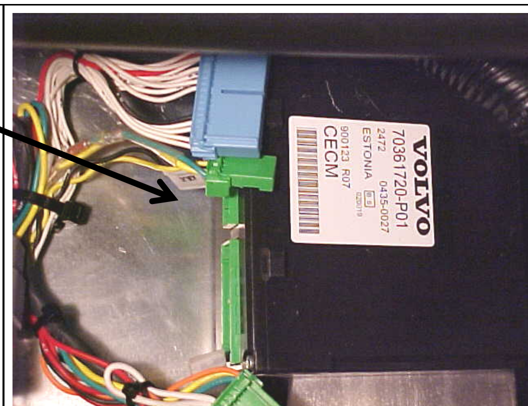
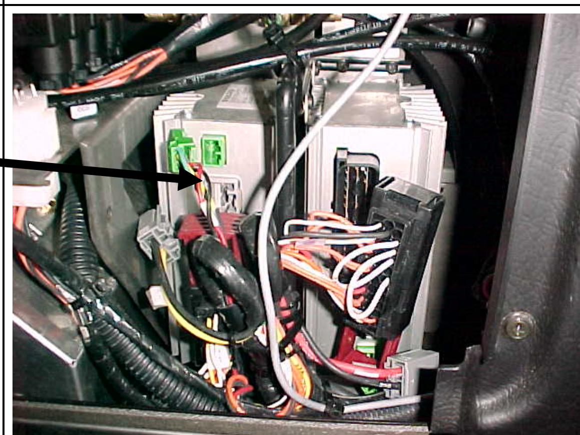
1.40	**Kidde Automatic Fire Detection and Suppression System (optional)** Disconnect C466 Kidde AFSS module is located on the lateral control panel.	
1.45	When all the previous steps are done, you can do welding on the vehicle	**ENSURE THAT THE WELDING GROUND RETURN CLAMP IS WELL SECURED AND MAKES A GOOD ELECTRICAL CONTACT WITH A LARGE METALLIC AREA OF THE CHASSIS LOCATED NEAR THE WELDING POINT AS MUCH AS POSSIBLE.**
1.50	**When welding is completed, reconnect all the modules.** Make sure that the connectors locking tab are well engaged	**BE CAREFUL TO MAKE THE PROPER CONNECTIONS, IF NOT, SOME SYSTEMS OR COMPONENTS MAY NOT BE USABLE**

SECTION 2 X3 Coaches

2.00	**Location: Rear electrical compartment and dashboard** Set the battery master switch to the OFF position. Place the ignition switch to the OFF position.	 
2.05	**Location: Rear electrical compartment** Trip circuit breakers CB2-CB4-CB6 located on rear junction panel Push the red button in to open the circuit	 

2.10	**Location: Rear electrical compartment** Disconnect the electronic ground terminals from this stud **Warning: The remaining terminals may still be energized** Use electric tape; make sure that cables do not touch each others and the vehicle body. *NOTE* ***With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head, …) is not required.***	
2.15	**Location: Rear electrical compartment** Disconnect the electronic modules: Disconnect all I/O A and I/O B modules Disconnect C397 and C717 Disconnect 3 connectors from each I/O B module Disconnect 3 connectors from each I/O A module	

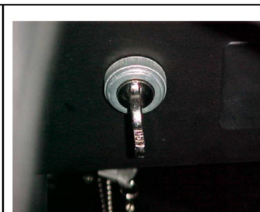
2.20	**Location: front electrical compartment** Disconnect I/O A, I/O B, ABS, master ID, CECM and CPC modules and also disconnect connector C92 Disconnect the 3 connectors from the I/O B and I/O A modules	
	Disconnect the 2 connectors from the ABS module	
	Disconnect CPC connectors	
	Disconnect connector from master ID	

	Disconnect the 3 connectors from CECM	
	Disconnect connector C92	
2.25	**Location: Entrance door & wiper control panel** Remove windshield wiper motor access panel and disconnect both I/O B modules	
2.30	When all the previous steps are done, you can do welding on the vehicle	**ENSURE THAT THE WELDING GROUND RETURN CLAMP IS WELL SECURED AND MAKES A GOOD ELECTRICAL CONTACT WITH A LARGE METALLIC AREA OF THE CHASSIS LOCATED NEAR THE WELDING POINT AS MUCH AS POSSIBLE**
2.40	**When welding is completed, reconnect all the modules.** Make sure that the connectors locking tab are well engaged!	**BE CAREFUL TO MAKE THE PROPER CONNECTIONS, IF NOT, SOME SYSTEMS OR COMPONENTS MAY NOT BE USABLE**

SECTION 3 XLII MTH

2.00 **Location: Dashboard**

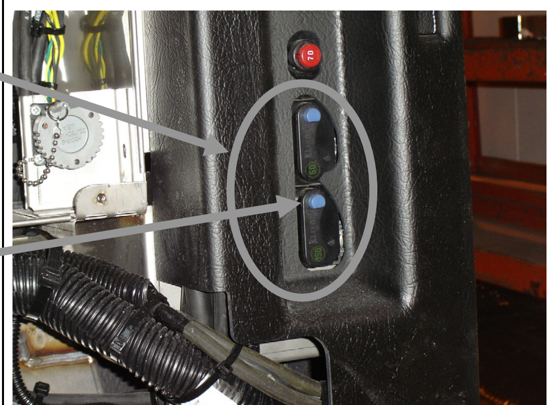
Place the ignition switch to the OFF position.



2.05 **Location: Engine compartment R. H. side area**

Trip circuit breakers CB1-CB2 located on circuit breaker panel.

Push the blue button in to open the circuit



2.10 **Location: Rear Junction Box**

Disconnect the electronic ground terminals from this stud.

Warning: The remaining terminals may still be energized.

Use electric tape; make sure that cables do not touch each others and the vehicle body.

NOTE

With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head, …) is not required.

2.15 **Location: Rear Junction Box**

Disconnect the electronic modules:

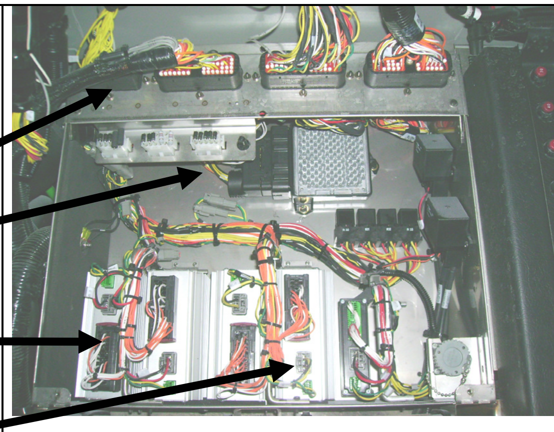
Disconnect all I/O A and I/O B modules

Disconnect C397

Disconnect transmission module (A1)

Disconnect 3 connectors from each I/O B

Disconnect 3 connectors from each I/O A

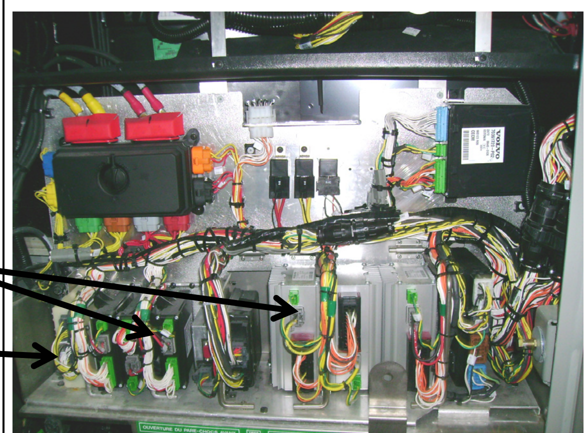


2.20 **Location: Front Electrical Compartment**

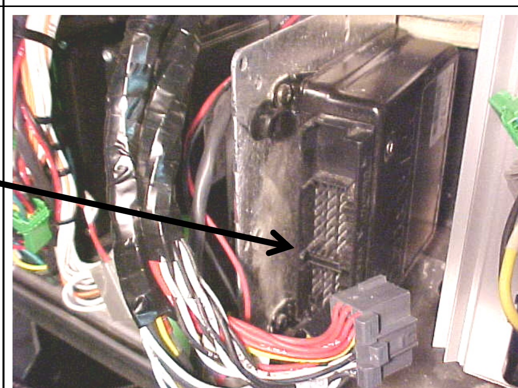
Disconnect I/O A, I/O B, ABS, master ID, CECM, CPC, keyless modules and also disconnect connector C92.

Disconnect 3 connectors from the I/O B and I/O A modules

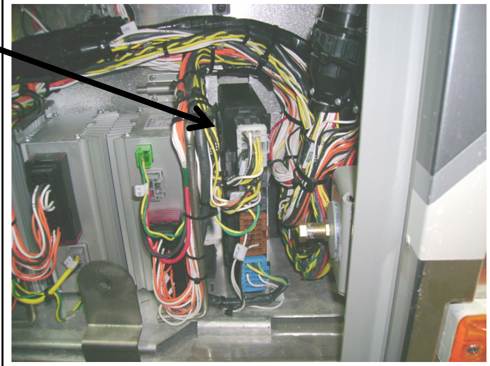
Disconnect connectors from Keyless module



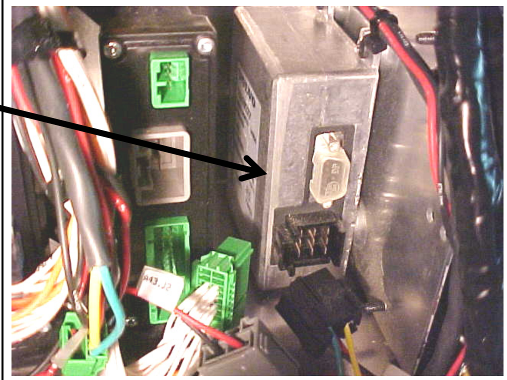
Disconnect 2 connectors from ABS module



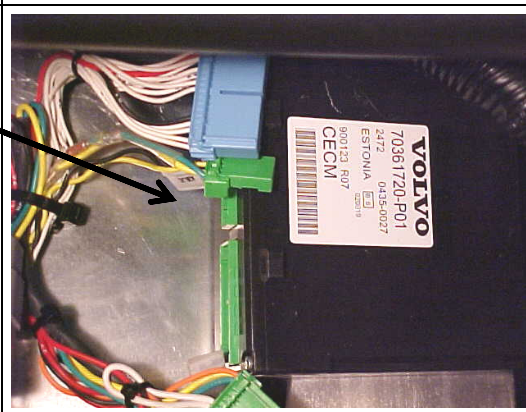
Disconnect connectors from CPC



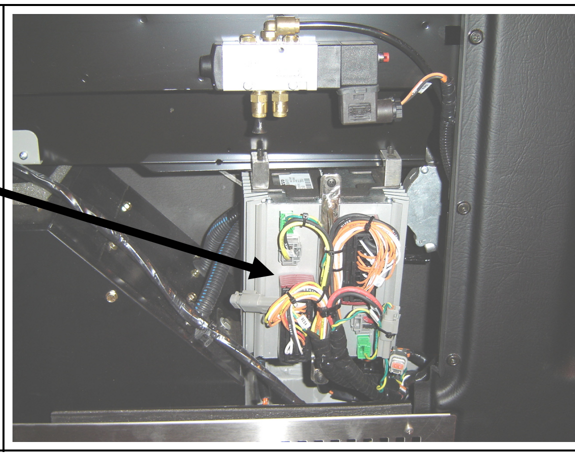
Disconnect connector from master ID



Disconnect 3 connectors from CECM



Disconnect connector C92

	Location: Wiper Control Panel Remove windshield wiper motor access panel And disconnect I/O B modules	

2.30	When all the previous steps are done, you can do welding on the vehicle	**ENSURE THAT THE WELDING GROUND RETURN CLAMP IS WELL SECURED AND MAKES A GOOD ELECTRICAL CONTACT WITH A LARGE METALLIC AREA OF THE CHASSIS LOCATED NEAR THE WELDING POINT AS MUCH AS POSSIBLE**
2.35	**When welding is completed, reconnect all the modules.** Make sure that the connectors locking tab are well engaged!	**BE CAREFUL TO MAKE THE PROPER CONNECTIONS, IF NOT, SOME SYSTEMS OR COMPONENTS MAY NOT BE USABLE**

CONTENTS

ILLUSTRATIONS

1. VOLVO D13 ENGINE

1.1 SYSTEM OVERVIEW

NOTE
The "Premium Tech Tool" (PTT) is the preferred tool for performing diagnostic work. Contact your local dealer for more information.

The Engine Management System (EMS) controls many engine functions such as: fuel timing and delivery, engine protection functions, engine brake operation, EGR valve function and the turbocharger nozzle function. The Engine Electronic Control Unit (EECU) along with other supporting control units and sensors are responsible for monitoring and controlling these functions. These control units communicate through the J1939 high speed serial data line to share data.

In addition to their control functions, the modules have on-board diagnostic capabilities. The on-board diagnostics are designed to detect faults or abnormal conditions that are not within their operating parameters. When the system detects a fault or abnormal condition, the fault will be logged in one or both of the modules' memory. The vehicle operator will be advised that a fault has occurred by the illumination of a malfunction indicator lamp and a message in the driver information display, if equipped. The module may initiate the engine shutdown procedure if the system determines that the abnormal condition could damage the engine. In some situations, the system will enter the "limp home" mode. Limp home mode allows continued vehicle operation but, the system may substitute a sensor or signal value that may result in reduced engine performance.

Fault codes logged in the system memory, can later be read to aid in diagnosing the fault. These faults can be read via a diagnostic computer or through the instrument cluster display, if equipped. The "Premium Tech Tool" (PTT) is the preferred tool for performing diagnostic work. Using a diagnostic computer (or PTT) connected to the Serial Communication Port, expands the technicians diagnostic capabilities with additional data and tests.

For diagnostic software, contact your local dealer.

The following is a list of engine sensors that provide input to the EMS:

- Ambient Air Temperature Sensor
- Ambient Pressure sensor
- Boost Air Pressure (BAP) Sensor
- Camshaft Position (Engine Position) Sensor
- Crankshaft Position (Engine Speed) Sensor
- Differential Pressure DPF Sensor
- EGR Differential Pressure Sensor
- EGR Temperature Sensor
- Engine Coolant Level (ECL) Sensor
- Engine Coolant Temperature (ECT) Sensor
- Engine Oil Pressure (EOP) Sensor
- Engine Oil Level (EOL) Sensor
- Engine Oil Temperature (EOT) Sensor
- Exhaust Temperature Sensor (DPF Sensors)
- Fuel Pressure Sensor
- Intake Air Temperature And Humidity (IATH) Sensor
- Intake Manifold (Boost) Temperature Sensor
- Throttle Position (TP) Sensor
- Turbo Speed Sensor
- Variable Geometry Turbocharger (VGT) Position Sensor

Sensors

Ambient Air Temperature Sensor

The Ambient Air Temperature Sensor is used to detect the outside air temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the ambient air temperature. The sensor uses a thermistor that is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.

The Ambient Air Temperature Sensor is located in the front of the vehicle.

Ambient (Atmospheric) Pressure Sensor

The Ambient (Atmospheric) Pressure Sensor contains a pressure sensitive diaphragm and an electrical amplifier. Mechanical pressure applied to the diaphragm causes the diaphragm to deflect and the amplifier to produce an electrical signal proportional to the deflection.

The Ambient (Atmospheric) Pressure Sensor is built into the Engine Management System (EMS) Module.

Camshaft Position Sensor

The Camshaft Position (Engine Position) Sensor is located in the rear face of the timing gear cover at the rear of the engine, near the bottom of the valve cover. It uses magnetic induction to generate a pulsed electrical signal. It senses the passage of seven (7) timing bumps on the edge of the camshaft dampener. Six of the holes correspond to the phasing of the electronic unit injectors, while the seventh hole indicates the top dead center position.

Crankshaft Position (Engine Speed) Sensor

The Crankshaft Position (Engine Speed) Sensor uses magnetic induction to generate a pulsed electrical signal. Notches are machined into the edge of the flywheel. When one of the notches passes close to the sensor, electric pulses result.

The Crankshaft Position (Engine Speed) Sensor also indicates when the crankshaft is at the top dead center position.

Differential Pressure DP Sensor

The differential pressure sensor is used for flow measurement of the Diesel Particulate Filter (DPF). This sensor has two pressure ports and senses the difference in pressure between the two ports. Measurement of the pressure before and after the DPF is used to calculate diesel filter regeneration.

The Differential Pressure DPF Sensor is located on the side of the Diesel Particulate Filter (DPF).

EGR Differential Pressure Sensor

The EGR differential pressure sensor is used for flow measurement of the Exhaust Gas Recirculation (EGR) valve. This sensor has two pressure ports and senses the difference in pressure between the two ports. Measurement of the pressure before and after the EGR valve is used to calculate EGR flow.

The EGR Differential Pressure Sensor is located on the left or right side of the engine.

EGR Temperature Sensor

The EGR temperature sensor detects exhaust gas temperature for EGR system. The sensor modifies a voltage signal from the control unit. The modified signal returns to the control unit as the exhaust temperature of the EGR system to confirm EGR operation. The sensor uses a thermistor that is sensitive to the change in temperature.

The EGR Temperature Sensor is located near the EGR valve.

Engine Coolant Level (ECL) Sensor

The Engine Coolant Level (ECL) Sensor is a switch. If engine coolant level falls below a calibrated point the contacts open and the driver will be notified of the low coolant level.

The Engine Coolant Level (ECL) Sensor is located in the cooling system reservoir tank.

Engine Coolant Temperature (ECT) Sensor

The Engine Coolant Temperature Sensor is located at the front of the engine. The sensor will indicate a high coolant temperature caused by problems like radiator blockage, thermostat failure, heavy load, or high ambient temperatures. This sensor is also used for cold start enhancement and for fan clutch engagement.

Engine Oil Pressure (EOP) Sensor

The Engine Oil Pressure Sensor contains a pressure sensitive diaphragm and a electrical amplifier. Mechanical pressure applied to the diaphragm causes the diaphragm to deflect and the amplifier to produce an electrical signal proportional to the deflection.

The Engine Oil Pressure Sensor is located on the oil filter assembly. The sensor monitors engine oil pressure to warn of lubrication system failure.

Engine Oil Level (EOL) Sensor

The Engine Oil Level Sensor is located in the oil pan.

Engine Oil Temperature (EOT) Sensor

The Engine Oil Temperature Sensor is a thermistor whose resistance varies inversely to temperature. The sensor has a negative temperature coefficient, which means the sensor resistance will decrease as the engine oil temperature increases.

The Engine Oil Temperature Sensor is located in the oil pan.

Exhaust Temperature Sensor (DPF Sensors)

The exhaust gas temperature sensor detects exhaust gas temperature for DPF protection as well as DPF regeneration control. The sensor modifies a voltage signal from the control unit. The modified signal returns to the control unit as the exhaust temperature at that specific location of the exhaust. The sensor uses a thermistor that is sensitive to the change in temperature.

The Exhaust Temperature Sensors are located in the DPF assembly.

Fuel Pressure Sensor

The fuel pressure sensor contains a diaphragm that senses fuel pressure. A pressure change causes the diaphragm to flex, inducing a stress or strain in the diaphragm. The resistor values in the sensor change in proportion to the stress applied to the diaphragm and produces an electrical output.

The Fuel Pressure Sensor is located on top of the fuel filter housing.

Intake Air Temperature and Humidity (IATH) Sensor

The Intake Air Temperature and Humidity (IATH) Sensor contains a thermistor and a capacitive sensor. The resistance of the thermistor varies inversely to temperature. The output of the capacitive sensor increases as the humidity of the surrounding air increases. By monitoring the signals from both portions of the sensor, the Engine Management System (EMS) Module calculates the temperature and humidity of the air passing through the air filter housing.

The Intake Air Temperature and Humidity (IATH) Sensor is located in the air intake tube just downstream from the air filter canister.

Intake Manifold (Boost) Temperature Sensor

The Intake Manifold (Boost) Temperature Sensor is a thermistor whose resistance varies inversely to temperature. The sensor has a negative temperature coefficient, which means the sensor resistance will decrease as the inlet air temperature increases.

The Intake Manifold (Boost) Temperature Sensor is located in the intake manifold.

Intake Manifold Pressure Sensor

The Intake Manifold Pressure Sensor contains a pressure sensitive diaphragm and an electrical amplifier. Mechanical pressure applied to the diaphragm causes the diaphragm to deflect and the amplifier to produce an electrical signal proportional to the deflection.

The Intake Manifold Pressure Sensor is located on the air inlet pipe before the intake manifold.

Throttle Position (TP) Sensor

The Throttle Position Sensor is a potentiometer that is mechanically linked to the accelerator pedal. A potentiometer is a variable resistor whose resistance will change as the pedal is pressed. As the resistance changes, the signal voltage of the sensor changes indicating the accelerator pedal position.

The Throttle Position Sensor is located above the accelerator pedal. The sensor is designed to improve the driver’s control by reducing sensitivity to chassis motion. This sensor provides the driver’s fuel request input to the VECU.

Turbo Speed Sensor

The Turbo Speed Sensor informs the EMS of the turbo shaft speed. The sensor does not read from the vanes, but reads from the shaft. The Engine Management System (EMS) Module uses this signal in conjunction with the VGT position sensor signal to control the speed of the turbocharger and therefore optimize the intake manifold pressure.

The Turbo Speed Sensor is mounted in the center of the turbocharger.

Variable Geometry Turbocharger Smart Remote Actuator (VGT SRA)

The Variable Geometry Turbocharger Smart Remote Actuator (VGT SRA) takes the position commands from the EMS, moves the nozzle of the turbocharger to the desired position, and performs all of the diagnostics and self checks on the actuator.

1.2 ENGINE OVERVIEW

NOTE
For additional information concerning Volvo D13 engine components or engine-related components, consult Volvo Trucks Canada or Volvo Trucks North America Web Site under: Parts & Service. On Volvo web site, you will find detailed service procedures for parts replacement, repair and maintenance.

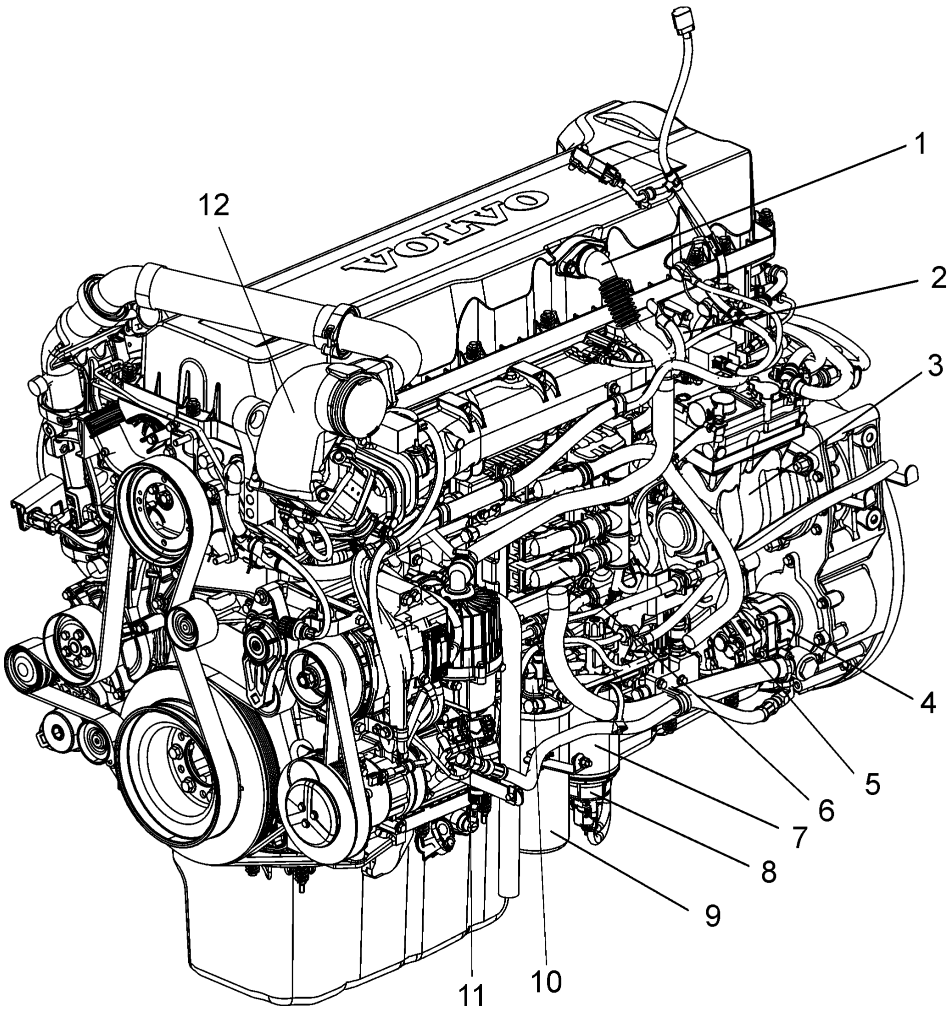


FIGURE 1: D13F ENGINE, ALTERNATOR SIDE (TYPICAL)

1. Breather Tube	7. Fuel Filter
2. Intake Manifold	8. Fuel/Water Separator
3. Air Compressor	9. Fuel Filter
4. Power Steering Pump	10. Hand-Priming Pump
5. Fuel Pump	11. Crankcase Ventilator
6. Engine Electronic Control Unit (EECU)	12. EGR Mixing Chamber

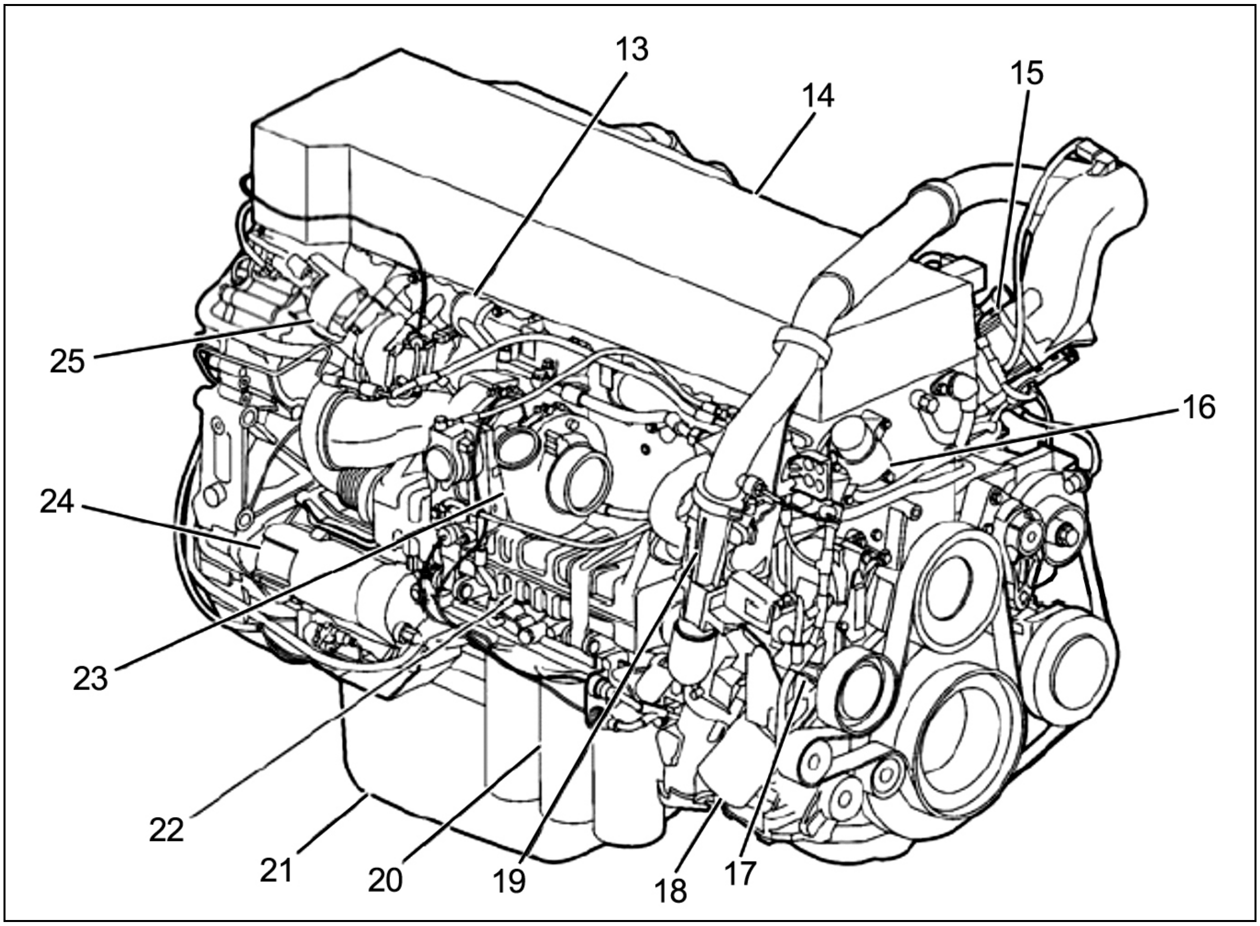


FIGURE 2: D13F ENGINE, TURBO SIDE (TYPICAL)

13. Exhaust Manifold	20. Oil Filters
14. Valve Cover	21. Oil Pan
15. Engine Pre-Heater Element (Optional)	22. EGR Cooler
16. DRV Valve	23. Turbocharger
17. Coolant Pump	24. Starter Motor
18. Coolant Filter	25. EGR Valve
19. Venturi Pipe	

1.3 ENGINE OIL

1.3.1 General

Keep the engine oil at the proper level and change it at the recommended intervals. Always replace the oil filters at the same time as when the oil is changed.

1.3.2 Oil Quality

Volvo North America recognizes engine oils that meet or exceed the standards given by American Petroleum Institute (API) for the oil classifications listed in this manual. Only oils licensed to carry the API symbol should be used. Lubricants meeting API standards have provided maximum engine life when used together with the recommended oil and oil filter change intervals.

EO-O Premium Plus (or VDS-4) diesel engine oil is mandatory for use in all 2007 emission compliant Volvo engines. Chassis equipped with a 2007 emission compliant engine, which can be identified by the presence of a Diesel Particulate Filter (DPF), also require the use of Ultra Low Sulfur Diesel (ULSD) fuel. EO-O Premium Plus oils exceed the new API service category CJ-4.

CAUTION

DO NOT add extra oil additives. Additives such as break-in oils, top oils, graphitizers, and friction-reducing liquids are not necessary and can harm the engine.

1.3.3 Oil Change Intervals

The length of time an engine can operate before an oil change depends on the quality oil used, the type of fuel used, fuel consumption, engine oil consumption, vehicle application, level of dust in the air, and fuel consumption. The change intervals given in this manual are maximum intervals. If the vehicle is operating in heavy-duty operation, dusty or off-road conditions, etc., reduce the intervals for more frequent oil changes.

NOTE

Use the information in the table below to determine the operating condition and usage applicable to your vehicle.

Engine Operating Condition	Medium	Heavy	Severe
Total Fuel Consumption (mpg)	More than 6	More than 4.7	More than 3.7
Total Fuel Consumption (L/100 KM)	Less than 39	Less than 50	Less than 64
Engine Oil and Filter Change Interval, miles (km) – 41 U.S. quarts (39L) Oil capacity	35,000 (55 000)	25,000 (40 000)	15,000 (24 000)
NOTE: If idle time is greater than 25%, use the next lower drain interval.			

NOTE

Oil filters should always be changed when changing the oil.

1.3.4 Oil Filters

There are three filters on the engine, one of which is a bypass filter. This should be changed at the same time as the full-flow filter(s).

⚠ CAUTION

Volvo branded oil filters are designed to provide the proper level of filtration and protection for Volvo engines. Filters that do not meet the same stringent requirements may void engine warranty.

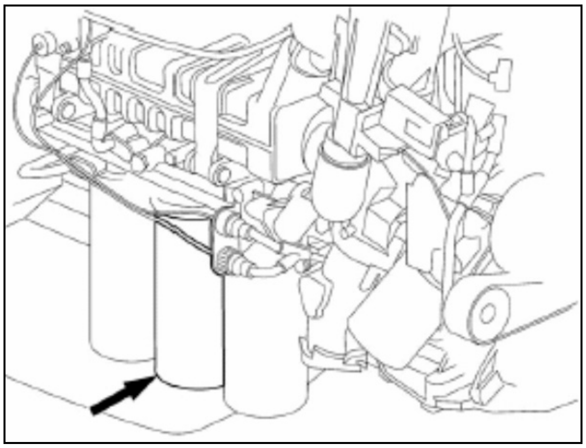


FIGURE 3: D13F OIL FILTERS

1.3.5 Synthetic Lubrication

Synthetic oils are offered by some oil suppliers as an alternative to the traditional, petroleum based oils for engines. These oils may be used in Volvo engines, provided they meet the quality levels specified on the previous pages, that is: both VDS-4 and EO-O Premium Plus.

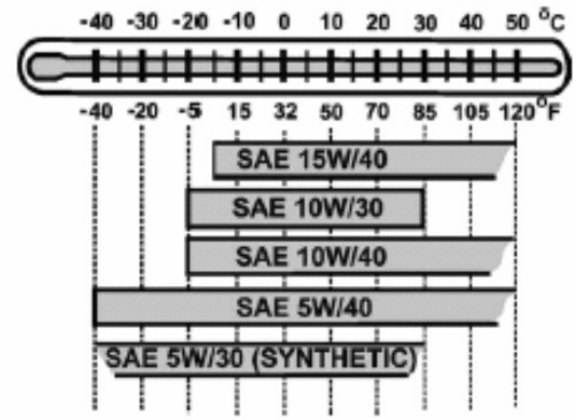
The use of synthetic oils does not permit the extension of the recommended oil change intervals.

1.3.6 Oil Viscosity

The viscosity grade defines the thickness of the oil. The oil must be thin enough at low temperatures for easy cold starts and thick enough to protect at high temperatures. An oil is not fully defined until both the API quality classification and the viscosity grade are specified.

Choose the viscosity grade for the typical ambient temperature for the application. Multigrade oils have a broad range that suit operation in changing temperature.

Volvo North America recommends the viscosities shown in the viscosity/temperature table for Volvo engines.



1.3.7 Oil Additives

⚠ CAUTION

Extra oil additives must never be added to any engine oil used. Additives such as break-in oils, top oils, graphitizers, and friction reducing liquids are not necessary and may even harm the engine.

Using oils to the quality standards recommended in this manual makes the use of extra oil additives unnecessary, as these oils already contain a balanced treatment of additives.

1.3.8 Oil Consumption

Once the engine is stopped, check the oil level daily. If the engine has just been stopped and it is warm, wait approximately five minutes to allow the oil to drain back to the oil pan before checking. Add oil as necessary.

⚠ CAUTION

DO NOT overfill engine with oil.

All diesel engines are designed to consume some oil, so it is normal to add oil periodically. An engine used in heavy-duty operation will consume more oil than one in normal operation.

1.3.9 Oil Change

WARNING

A hot engine or engine oil can be dangerous. Serious burns can result from contact with a hot engine or oil. Take precautions when draining the oil. Wear gloves or let the engine cool down before draining.

WARNING

When draining the oil, use the proper tools and keep away as far as possible. Raise the elbow so the forearm is parallel to the ground to prevent oil running down the arm, causing burns.

CAUTION

Always dispose of all lubricants (motor oil, coolant, gear box oils, etc) and filters according to Federal or local regulations. Used oil disposed of in nature or waterways contaminates our drinking water and kills wildlife.

WARNING

Prolonged contact with used engine oil may be harmful. Use rubber gloves when handling used oil. Wash skin thoroughly if it comes in contact with used oil.

It is important to drain as much oil as possible. Try to change oil immediately after driving, when the oil is warm. Always replace the oil filters when changing the oil.

Component	Capacity (L)
Oil pan	24 min - 32 max
Engine block	4.5
Filters (3)	6
Total oil fill (empty)	42.5

NOTE

Since about 1 liter of oil remains in the engine after draining, approximately 38 liters will be needed for a complete oil change.

1.3.10 Oil Filters Change

WARNING

Hot oil can cause severe burns. DO NOT allow hot oil to contact the skin. When changing oil, wear protective gloves.

CAUTION

Volvo-branded oil filters are designed to provide the proper level of filtration and protection for Volvo engines. Filters that do not meet the same stringent requirements may cause unsatisfactory results.

- Clean around the oil filter housing and remove the filters using the oil filter wrench or the oil filter socket.

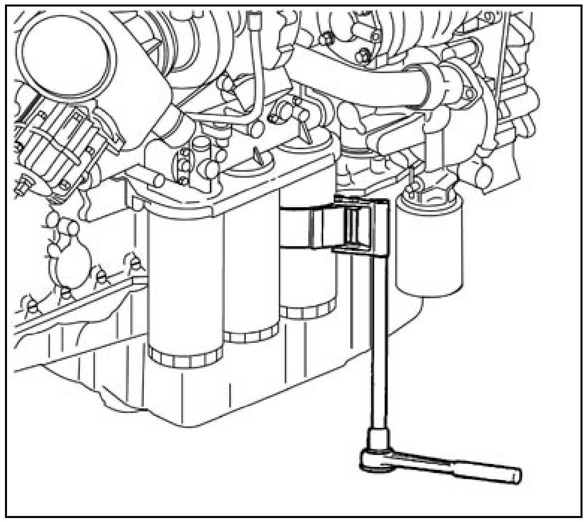
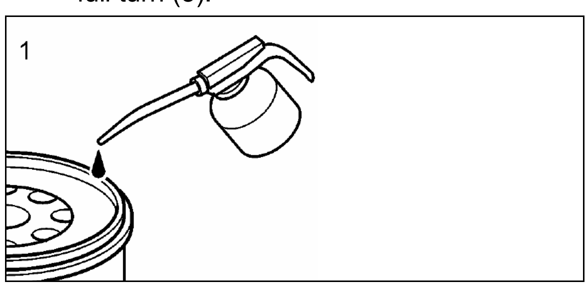


FIGURE 4: OIL FILTER WRENCH

- Prefill the new oil filters with approved engine oil. Also, lubricate the filter gaskets with engine oil (1). Hand tighten the oil filters until they contact the sealing surface of the oil filter housing (2). Manually tighten the oil filters an additional ¾ to 1 full turn (3).



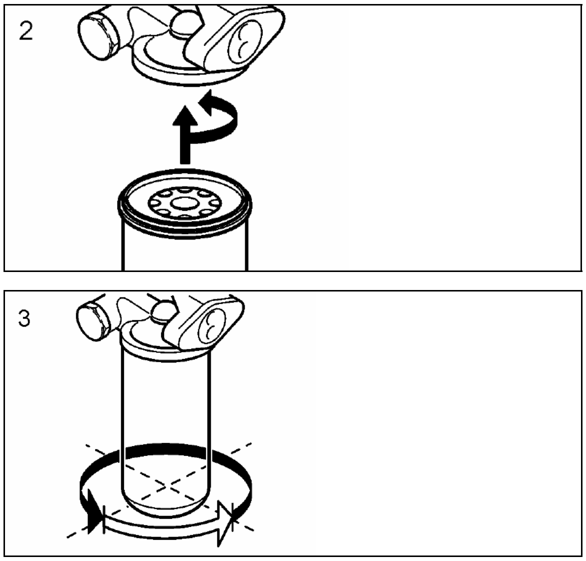


FIGURE 5: OIL FITER REPLACEMENT

- Start the engine and check for leaks around the oil filter housing and filters.
- Check the oil level. Add approved engine oil to the recommended level, if necessary. Do not overfill.

1.3.11 Checking the Oil Level

Ensure that the vehicle is parked on level ground before checking the oil level. Wait five minutes after shutting off the engine and then proceed with checking the oil.

> **CAUTION**
>
> **DO NOT** let the oil level fall below the marking on the dipstick. **DO NOT** overfill so the level is above the upper marking on the dipstick. This could lead to excessive oil temperature and/or poor crankcase breather performance. Add oil through the oil filler pipe as required in order to maintain level within the safe range.

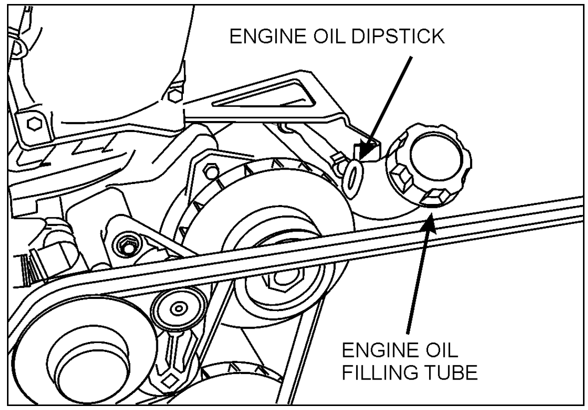


FIGURE 6: ENGINE OIL FILLING TUBE

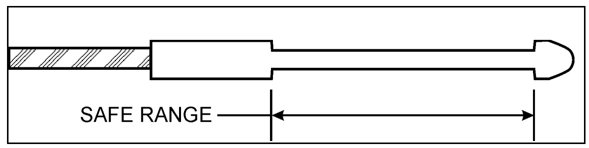


FIGURE 7: ENGINE OIL LEVEL DIPSTICK

1.4 POWER PLANT ASSEMBLY REMOVAL

To access the engine or engine-related components, the vehicle power plant assembly must be removed as a whole unit by means of a slide-out cradle. The power plant assembly includes the engine, transmission (including retarder if so equipped), air compressor, alternator and transmission oil cooler.

Remove the power plant assembly as follows:

> **CAUTION**
>
> Tag hoses and cables for identification before disconnecting in order to facilitate reinstallation. Plug all openings to prevent dirt from entering the system.

> *NOTE*
>
> *No parts within the EECU are serviceable. If found defective, replace the EECU as a unit.*

- **Preparation**

1. Close the heater lines shut-off valves.
2. Disconnect the battery or batteries from the starting system by removing one or both of the battery cables from each battery system. With the electrical circuit disrupted, accidental contact with the starter button will not produce an engine start.

WARNING

Due to the heavy load of the rear bumper assembly, it must be adequately supported before attempting to remove it.

3. Remove the rear bumper assembly from the vehicle. Refer to Section 18 BODY, under "Rear Bumper Removal".
4. If applicable, disconnect the block heater connector located near the EGR mixing chamber.

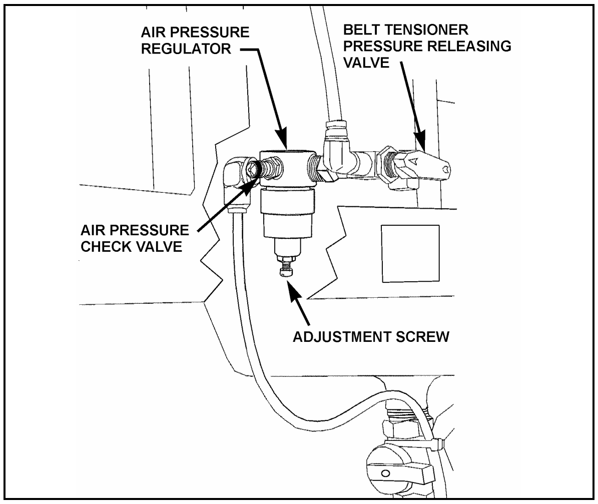


FIGURE 8: BELT TENSIONER VALVE 12200

5. Locate the A/C compressor belt tensioner pressure releasing valve (Fig. 8). Turn pressure releasing valve handle counterclockwise in order to release pressure in belt-tensioner air bellows and loosen belt. Remove the A/C compressor belt.
6. To release all pressure from the air system. Refer to Section 12, BRAKES & AIR SYSTEM for instructions.
7. Disconnect and remove the engine-air intake duct mounted between air cleaner housing and turbocharger inlet.

CAUTION

To avoid damage to turbocharger, cover the turbocharger inlet opening to prevent foreign material from entering.

8. Disconnect and remove the air intake duct mounted between the air cooler outlet and the engine intake.
9. Disconnect and remove the air intake duct mounted between the turbocharger outlet and the air cooler inlet.
10. Disconnect and remove section of coolant pipe assembly mounted between the radiator outlet and the water pump inlet.
11. Disconnect and remove a section of coolant pipe assembly mounted between the thermostat housing and the radiator inlet, if applicable.
12. Disconnect the electric fan-clutch connector located near the cooling fan right angle gearbox.
13. Disconnect the cooling fan drive shaft.

CAUTION

To avoid damage to cooling fan right angle gearbox, make sure the power plant cradle clears the gearbox when pulling the engine out.

14. Disconnect surge tank hoses connected to the thermostat housing, the pump inlet and to the transmission oil cooler.
15. Disconnect and remove the exhaust pipe mounted between the flexible coupling and the pipe going to the Aftertreatment Device (ATD). If necessary, refer to Section 04 EXHAUST SYSTEM under “Muffler Removal and Installation".

CAUTION

To avoid damage to turbocharger, cover the turbocharger outlet opening to prevent foreign material from entering.

16. Remove the power steering pump.
17. Close engine fuel supply shutoff valve on primary fuel filter or Fuel Pro. Disconnect the fuel line located above fuel filters and connected to inlet port. On vehicles equipped with the optional fuel filter/water separator, disconnect the connector and remove cable ties from cradle.

- **With Vehicle Raised**

18. Using the quick-connect drain hose, drain the engine cooling system. Refer to Section 05 COOLING under "Draining Cooling System".

19. From under the vehicle, disconnect the propeller shaft as detailed in Section 09, under heading "Propeller Shaft Removal".
20. On vehicles equipped with an automatic transmission provided with a hydraulic output retarder, disconnect steel-braided airline from pressure regulator output. The pressure regulator is mounted in the upper section of engine compartment backwall and is accessible through the engine compartment R.H. side door.
21. Remove the retaining bolts, washers and nuts securing the power plant cradle to the vehicle rear subframe.
22. Disconnect transmission harness from transmission housing.

- **With Vehicle Lowered**

23. Disconnect the air compressor discharge, governor steel-braided airlines and manual filling airlines from compressor. Remove retaining clips.
24. Disconnect the hose connecting the compressor head to the sump tank, if applicable.
25. Disconnect ground cables from rear subframe ground-stud located close to the starter motor.
26. Disconnect alternators cooling duct and put aside.
27. Inside rear electrical compartment, disconnect starter, alternators and heater cables. Also disconnect AFSS cable if applicable.
28. Disconnect Aftertreatment Device (ATD) control cable.
29. Disconnect VIH (vehicle interface harness) connector.
30. Disconnect fuel return line from bulkhead fixed on engine cylinder head end.
31. Unfasten and put aside engine compartment lighting fixture and turbocharger fire suppression nozzle if applicable.
32. Disconnect turbo boost pressure gauge airline from engine air intake, if applicable.
33. Disconnect the engine coolant hose near the starter.
34. On partition wall, disconnect connector C397 located between engine compartment and main power compartment.
35. Inspect the power plant assembly to ensure that nothing will interfere when sliding out the cradle. Check for connections or hoses not mentioned in this list as some vehicles are equipped with special or aftermarket components.

NOTE
Check if any spacer(s) have been installed between power plant cradle and vehicle rear subframe, and if so, note position of each washer for reinstallation purposes.

36. Using a forklift, with a minimum capacity of 4,000 lbs (1 800 kg), slightly raise the power plant cradle.
37. Pull engine out slowly from the engine compartment. Make sure all lines, wiring and accessories are disconnected and are not tangled.

⚠ CAUTION
Due to the minimum clearance between the power plant equipment and the top of the engine compartment, extreme care should be used to raise the power plant cradle, just enough to free the cradle. Clearance between power plant cradle and mounting rail should range between ¼" and ½" (6-12 mm).

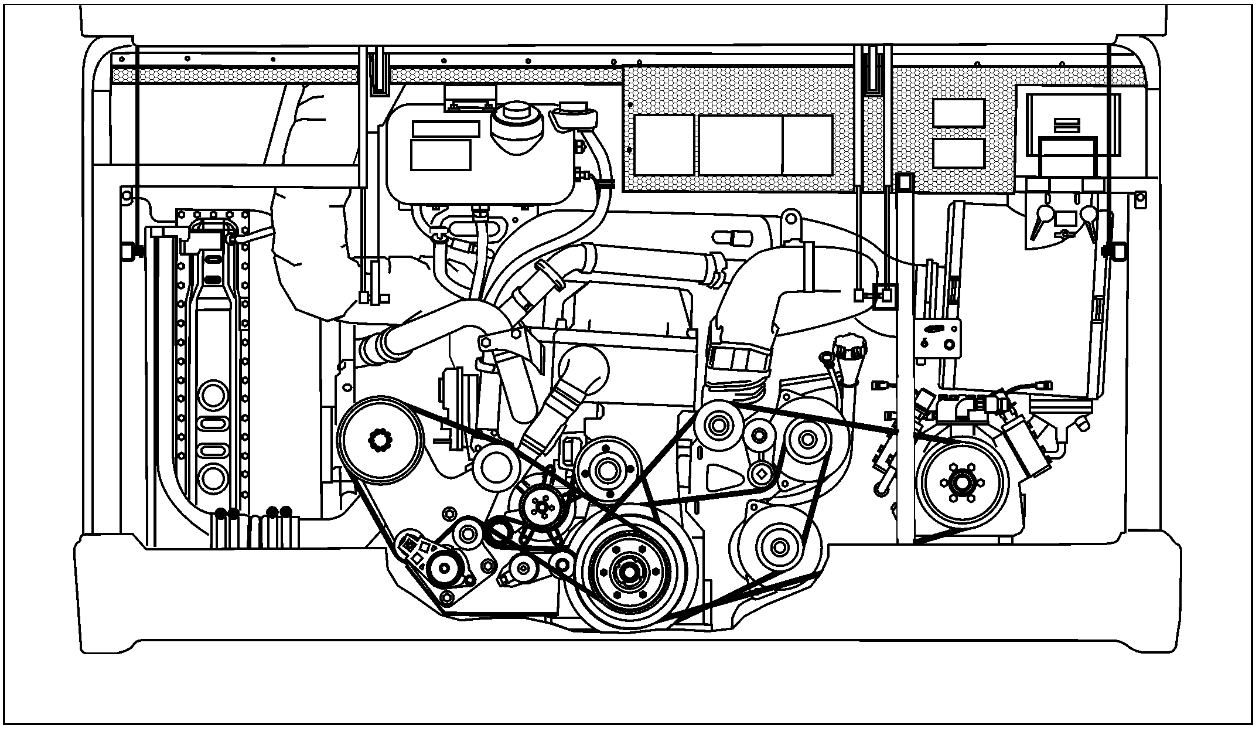


FIGURE 9: ENGINE COMPARTMENT H3 COACHES (TYPICAL) 01193

1.5 POWER PLANT ASSY. INSTALLATION

To install a power plant assembly, follow the same procedure as in "Power Plant Assembly Removal" except in reverse order, then proceed with the following:

1. Torque the power plant cradle mounting bolts to 190 lbf-ft (255 Nm).
2. Refill cooling system with saved fluid (refer to Section 05 COOLANT SYSTEM).
3. Once engine fuel system has been drained, it will aid restarting if fuel filters are filled with fuel oil (refer to Section 03 FUEL SYSTEM).
4. Start engine for a visual check. Check fuel, oil, cooling, pneumatic and hydraulic system connections for leakage. Test operation of engine controls and accessories.

1.6 ENGINE MOUNTS

The power plant assembly is mounted to the cradle by means of rubber mounts and supports.

Two engine support brackets are used at the front of the engine while two rubber mounts are mounted underneath the engine & radiator fan drive mechanism support and the engine & alternator support (Fig. 10).

It is recommended that new rubber mounts be installed at each major overhaul.

NOTE
Refer to the table on the following page for engine cradle tightening torques.

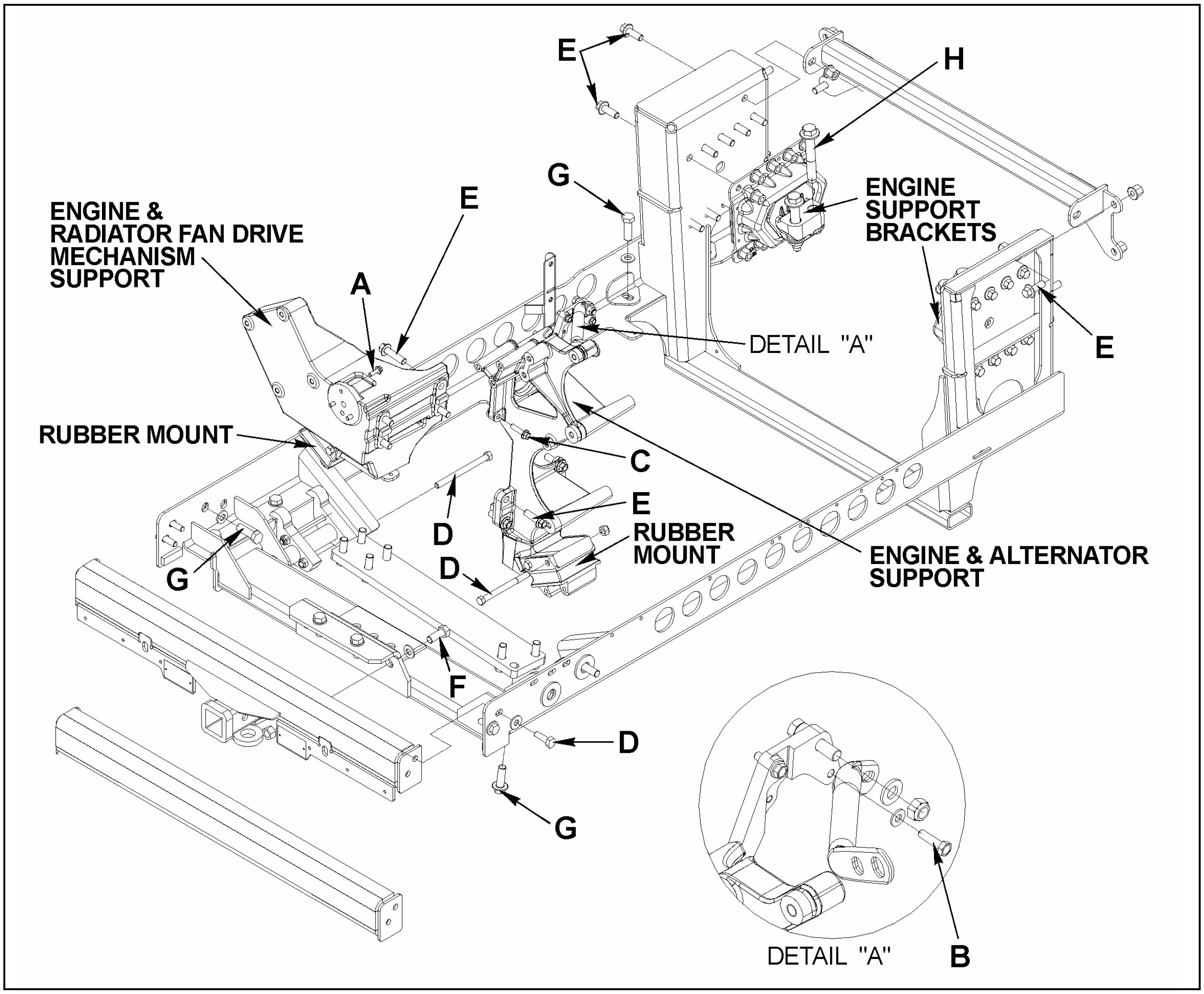


FIGURE 10: VOLVO ENGINE POWER PLANT CRADLE INSTALLATION

DRY TORQUES			
REFERENCE	DESCRIPTION	Lbf-ft	Nm
A	SCREW, CAP HEXAGONAL HEAD M8 – 1.25 G8.8	16	22
B	SCREW, CAP HEXAGONAL HEAD M8 – 1.25 G10.9	22	30
C	SCREW, CAP HEXAGONAL HEAD M10 – 1.5 G10.9	43	58
D	SCREW, CAP HEXAGONAL HEAD M12 – 1.75 G8.8	60	81
E	SCREW, CAP HEXAGONAL HEAD M14 – 2.0 G8.8	90	122
F	SCREW, CAP HEXAGONAL HEAD M16 – 2.0 G8.8	140	190
G	SCREW, CAP HEXAGONAL HEAD M16 – 2.0 G10.9	190	258
H	SCREW, CAP HEXAGONAL HEAD M20 – 2.5 G10.9	450	610

2. DETROIT DIESEL SERIES 60 ENGINE

The DDC series 60 engine is a 6-cylinder, four-cycle, 14.0 liters Detroit Diesel series 60 engine, equipped with an electronic control system (DDEC VI).

Complete maintenance and repair information on the engine will be found in the current **DETROIT DIESEL SERIES 60 2007 ON-HIGHWAY SERVICE MANUAL 6SE2007**. This essential manual contains complete instructions on operation, adjustment (tune-up), preventive maintenance and lubrication, parts verification, repair or replacement. This manual's sections cover complete systems such as:

- Engine main assembly;
- Fuel system;
- Lubrication system;
- Cooling system;
- Fuel, lubricating oil and coolant;
- Air intake system;
- Exhaust system;
- Exhaust gas recirculation components;
- Electrical equipment;
- Operation and verification;
- Engine tune-up;
- Preventive maintenance;
- Storage;

Refer to **Series 60 DDEC VI Troubleshooting Guide** published by Detroit Diesel for more complete information on diagnosis of components and system problems.

Procedures for engine removal and installation are given at the end of this section. The DDEC system is self-diagnostic. It can identify faulty components and other engine-related problems by providing the technician with diagnostic codes.

2.1 DDEC VI SYSTEM

DDEC VI (**D**etroit **D**iesel **E**lectronic **C**ontrol) is a system that monitors and determines all values required for the operation of the engine. A diagnostic interface is provided to connect to an external diagnosis tester. Besides the engine related sensors and the engine-resident control unit, the Motor Control Module (MCM), this system has a chassis-mounted control unit for vehicle engine management, the Common Powertrain Controller (CPC). The connection to the vehicle is made via a CAN interface which digitally transmits the nominal values (e.g. torque, engine speed specification, etc.) and the actual values (e.g. engine speed, oil pressure, etc.).

DDEC VI controls the timing and amount of fuel injected by the electronic unit injectors (EUI). The system also monitors several engine functions using electrical sensors, which send electrical signals to the Motor Control Module (MCM). The MCM computes the electrical signals and determines the correct fuel output and timing for optimum power, fuel economy and emissions. The MCM also has the ability to display warnings or shut down the engine completely (depending on option selection) in the event of damaging engine conditions, such as low oil pressure or high engine temperature.

2.2 HARNESSES

There are two major harnesses: the Engine Harness (EH) and the Vehicle Interface Harness (VIH). The Engine Harness is installed at the Detroit Diesel factory and is delivered connected to all engine sensors, the fuel injection system, and the MCM.
The OEM supplied Vehicle Interface Harness connects the CPC to other vehicle systems.

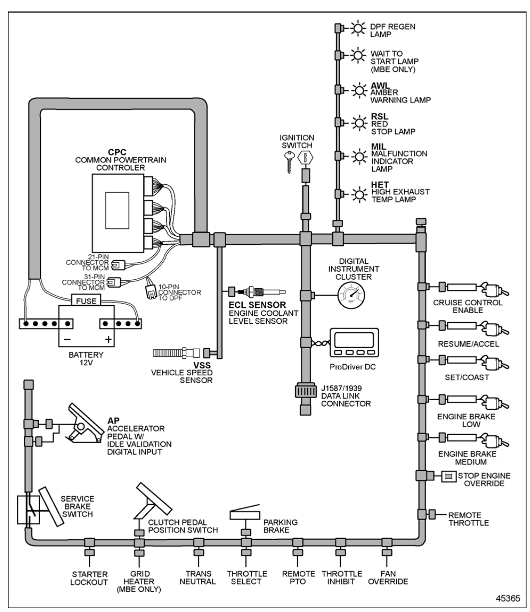
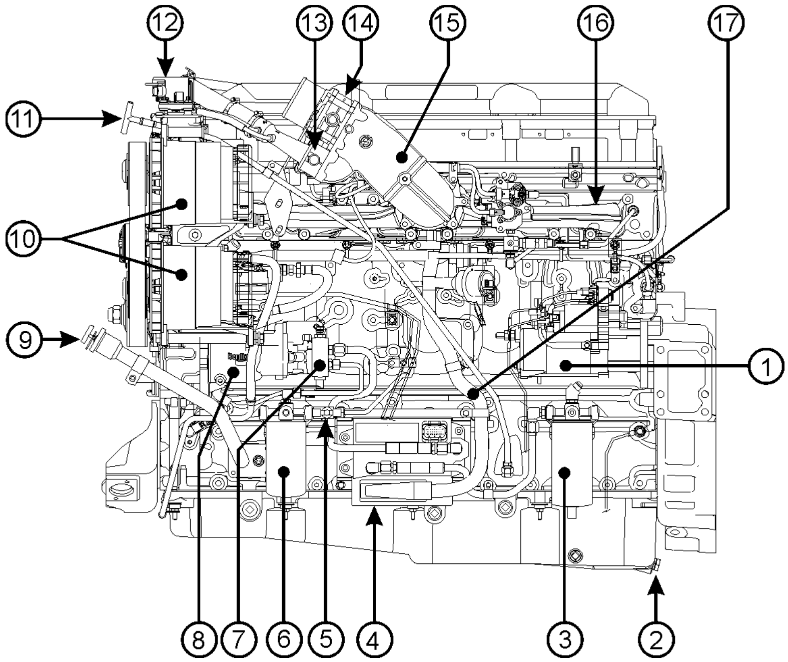


FIGURE 11: VEHICLE INTERFACE HARNESS (GENERAL APPLICATION SHOWN)

2.3 ENGINE OVERVIEW



1- Starter motor

2- Oil pan drain plug

3- Primary fuel-filter/water-separator

4- MCM (DDEC VI Electronics)

5- Secondary fuel filter shutoff valve

6- Secondary fuel filter

7- Fuel pump

8- Air compressor

9- Engine oil filling tube

10- Bosch alternators (2)

11- Engine oil dipstick

12- EGR delta pressure sensor

13- EGR valve

14- Intake throttle

15- EGR mixer

16- Intake manifold

17- Engine Harness

18- Thermostat housing

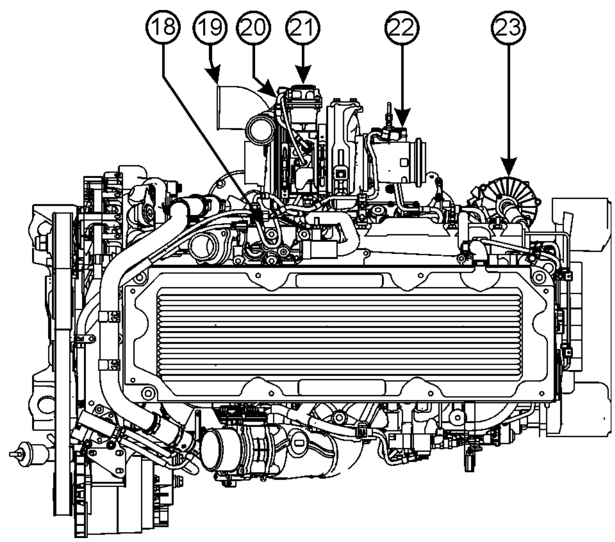
19- Turbo compressor outlet

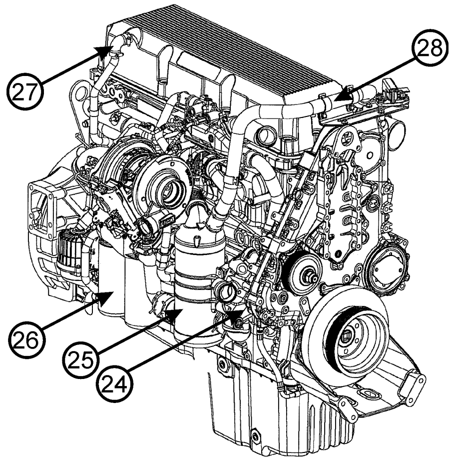
20- Actuator coolant return line

21- Electrically controlled actuator

22- HC doser

23- Closed-crankcase breather/oil separator





24- Water pump

25- EGR cooler

26- Oil filter (2)

27- Crankcase breather tube

28- EGR tube

FIGURE 12: DETROIT DIESEL 2007 SERIES 60 ENGINE (TYPICAL) 01179

2.4 DDEC VI SENSORS

- **Camshaft Position Sensor (CMP Sensor)**: Indicates a specific cylinder in the firing order.
- **Crankshaft Position Sensor (CKP Sensor)**: Senses crankshaft position and engine speed for functions such as fuel control strategy.
- **DPF Inlet Pressure Sensor** Measures pressure between the Diesel Oxidation Catalyst (DOC) and the Diesel Particulate Filter (DPF) in the aftertreatment assembly.
- **DPF Outlet Pressure Sensor**: Measures pressure on the outlet of the aftertreatment device in the exhaust system of the vehicle.
- **DPF Outlet Temperature Sensor**: Temperature measured at the outlet of the after-treatment system that is installed within the exhaust system of the vehicle.
- **DOC Inlet Temperature Sensor**: Temperature measured at the outlet of the after-treatment.
- **DOC Outlet Temperature Sensor**: Temperature measured between the DOC and the DPF in the aftertreatment assembly.
- **EGR Delta Pressure Sensor**: Senses EGR pressure for EGR control.
- **EGR Temperature Sensor**: Senses EGR exhaust temperature after EGR cooler. Used for EGR system diagnosis.
- **Engine Coolant Temperature Sensor (ECT Sensor)**: Senses coolant temperature for functions such as engine protection, fan control and engine fueling.
- **Engine Oil Pressure Sensor (EOP Sensor)**: Senses gallery oil pressure for functions such as engine protection.
- **Engine Oil Temperature Sensor (EOT Sensor)**: Senses oil temperature for functions such as reducing variation in fuel injection and fan control.
- **Fuel Line Pressure Sensor**: Senses fuel line pressure.
- **Fuel Compensation Pressure Sensor**: Compensates fuel line pressure.
- **Intake Manifold Pressure Sensor (IMP Sensor)**: Senses turbo boost for functions such as smoke control and engine protection.
- **Intake Manifold Air Temperature Sensor (IMT Sensor)**: Senses pressure. The MCM uses this information to compute the amount of air entering the engine.
- **Supply Fuel Temperature Sensor (SFT Sensor)**: Senses fuel temperature for functions such as engine fueling.
- **Turbo Compressor Temperature Out Sensor**: Senses turbo out air temperature.
- **Turbo Speed Sensor (TSS)**: Monitors turbo speed for overspeed conditions.
- **VGT Position Sensor/EGR Valve Position Sensor**.
- **Intake Air Throttle Valve Sensor**.
- **Exhaust Valve Recirculation Valve (EGR) Sensor**.

2.5 PREVOST INSTALLED SENSORS

- **Engine Coolant Level Sensor (ECL Sensor):** Senses coolant level for engine protection (mounted on coolant surge tank).
- **Turbo Compressor In Temperature Sensor**: Senses the air temperature at the turbo compressor inlet.
- **Vehicle Speed Sensor (VSS)**: Provides a vehicle speed signal (connected to transmission).

2.6 MOTOR CONTROL MODULE (MCM)

The Motor Control Module is mounted, on the starter side of the engine (Fig. 13). Considered the *"Brain"* of the DDEC VI system, it provides overall monitoring and control of the engine. It does so by comparing input data from the various sensors to a set of calibration data stored in the EEPROM (**E**lectrically **E**rasable, **P**rogrammable, **R**ead-**O**nly **M**emory) within the Motor Control Module. After comparing the input data with the calibration data, the MCM sends high-current command pulses to the Electronic Unit Injectors (EUI) to initiate fuel injection. The MCM also receives feedback regarding the start and end of injection for a given cylinder. The EEPROM within the Motor Control Module is factory programmed by Detroit Diesel. Reprogramming must be done at a Detroit Diesel authorized service center. However, some changes may be performed to the cruise control and road speed limiter using a diagnostic data reader (see paragraph "DDEC VI Diagnostic Codes" in this section).

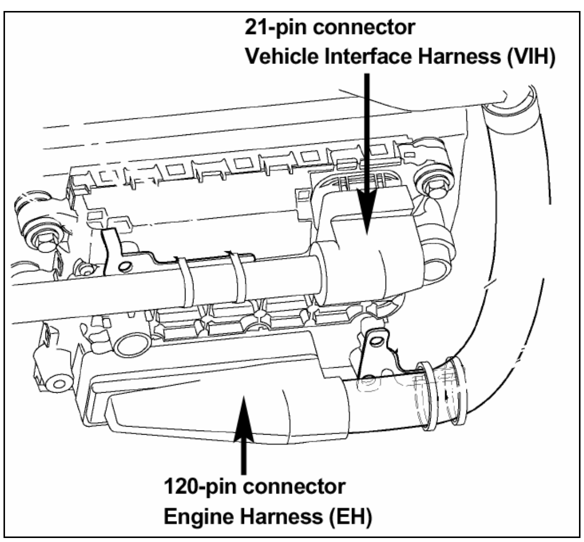


FIGURE 13: MOTOR CONTROL MODULE (MCM) 01145

2.7 COMMON POWERTRAIN CONTROLLER (CPC)

The CPC is the interface between the MCM and the vehicle/equipment for engine control and manages other vehicle/equipment functions.

Within the CPC, sets of data for specific applications are stored. These include idle speed, maximum running speed, and speed limitation. Customer programmable parameters are also stored here. The CPC receives data from the operator (accelerator pedal position, switches and various sensors) and other electronic control units. From this data, instructions are computed for controlling the engine and transmitted to the MCM via the proprietary data link.

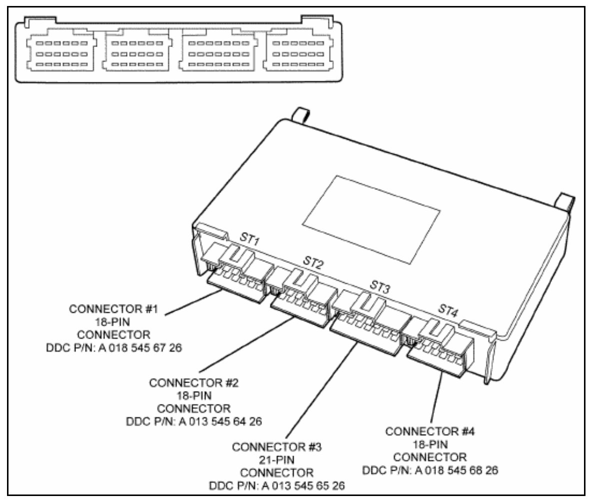


FIGURE 14: CPC

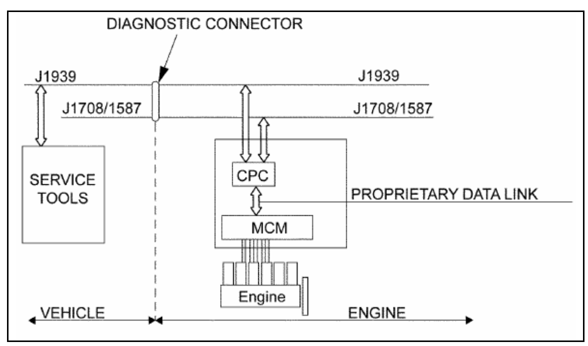


FIGURE 15: THE CPC COMMUNICATES OVER THE J1587 AND J1939 DATA LINKS TO THE VEHICLE

2.8 DDEC VI DIAGNOSTICS

2.8.1 Diagnostic system

Diagnostics is a standard feature of DDEC VI. The purpose of this feature is to provide information for problem identification and problem solving in the form of a code. The MCM and CPC continuously perform self diagnostic checks and monitor the other system components. Information for problem identification and problem solving is enhanced by the detection of faults, retention of fault codes and separation of active from inactive codes.

The engine-mounted MCM includes control logic to provide overall engine management. System diagnostic checks are made at ignition on and continue throughout all engine operating modes.

Sensors provide information to the MCM and CPC regarding various engine and vehicle performance characteristics. The information is used to regulate engine and vehicle performance, provide diagnostic information, and activate the engine protection system.

The DDEC VI on-board diagnostic system accessories include the following:

- Check Engine telltale light (AWL);
- Stop Engine telltale light (RSL);
- Stop Engine Override switch (SEO);
- Diagnostic Data Link (DDL) connectors.

The AWL is illuminated and a code is stored if an electronic system fault occurs. This indicates the problem should be diagnosed as soon as possible. The CPC illuminates the AWL and RSL and stores a malfunction code if a potentially engine damaging fault is detected. These codes can be accessed in one of four ways:

- Commercially available J1587/J1939 diagnostic tools.
- Detroit Diesel Diagnostic Link® (DDDL 7.0).
- Flashing the AWL and RSL with the SEO/Diagnostic Request Switch.
- Dashboard's Message Center Display (MCD).

2.8.2 Check Engine Telltale Light (AWL)

The CPC illuminates the Check Engine telltale, mounted on the telltale light panel to indicate that a problem has been detected and that a code has been stored in the MCM memory. This light also has a 5-second bulb check when the ignition is first turned on.

2.8.3 Stop Engine Warning Light (RSL)

This light, also mounted on the telltale light panel, illuminates to indicate that a major engine problem is occurring (with the exception of a 5-second bulb check when the ignition is first turned on).

2.8.4 Stop Engine Override Switch (SEO)

This switch, mounted on the dashboard, may be used to extend the 30-second delay period before engine shutdown when the Stop engine telltale light is illuminated. This switch can be repeatedly depressed in order to move the vehicle out of traffic.

NOTE
The stop engine override switch will be operative only if it has been depressed before the end of the 30 second delay period.

CAUTION
The OVERRIDE switch must be used only in emergency cases, such as to move the vehicle out of traffic. Excessive use of this switch can cause serious damage to the engine.

This switch is also used for DDEC diagnostic code requests. Press this switch with the engine at idle or off but with the ignition in the "ON" position and active codes will be flashed on the CHECK ENGINE and STOP ENGINE telltale lights alternately.

2.8.5 Diagnostic Data Link (DDL) Connectors

A connector is mounted on the L.H. footwell wall. Another connector is located in the rear electric compartment. They allow the connection of the Diagnostic Data Reader (DDR) to read the codes or to access pertinent data on the condition of the engine. This enables a more complete analysis of any defect found in the DDEC system operation. For more information, see Detroit Diesel Troubleshooting Guide #6SE492.

2.9 READING DIAGNOSTIC CODES – FLASHING LIGHT METHOD:

DDEC VI makes use of two types of codes: Active and inactive. The difference between the two types of codes is as follows:

Active Codes: Codes that are currently keeping the Check Engine or Stop Engine telltale light illuminated. Active codes are flashed via the Stop Engine Light when checked with the stop-engine-override switch.

Inactive Codes: These are all the codes logged in the CPC, which have previously occurred, (whether or not they are currently turning on the Stop or Check Engine Light). Inactive codes are flashed via the Check Engine telltale light when checked with the stop-engine-override switch.

In most instances, only the DDR can provide the information necessary for a quick diagnosis of the problem. If you just need to read out codes, however, and do not have a DDR available, the following procedure will let you read out codes. Make sure the rear-starting switch (located in the engine compartment) is in the normal position. With the ignition ON, the engine idling or engine shut-off, momentarily depress the Stop Engine Override (SEO) switch. Active codes will be flashed on the stop engine telltale, followed by the inactive codes being flashed on the check-engine telltale panel. The cycle repeats itself until the operator depresses the stop engine override switch again.

Flashing codes provide a four digit number. Each fault code is flashed twice in order to help with counting the flashes. If there are no active faults or if there are no inactive faults the number “3” is flashed once followed by an ~3s delay.

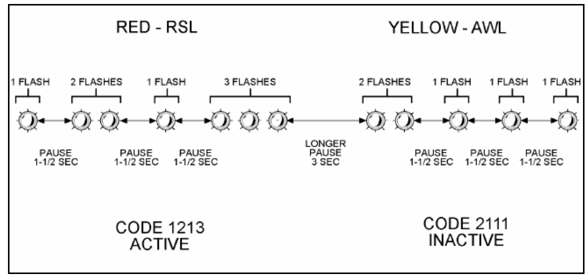


FIGURE 16: FLASHING FAULTS CODES

Refer to DDEC Troubleshooting Manual 6SE567 for more information and SAE codes.

NOTE
Active codes are flashed in ascending numerical flash code order. Inactive codes are flashed in most recent to least recent order.

NOTE
Fault codes can only be cleared using the DDR.

NOTE
The listed codes may not be used in all applications. A default value in the normal operating range is used by the MCM to provide for engine operation if a sensor failure is present.

2.10 DDEC VI CPC DIAGNOSTIC CODES LIST

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
70	2	PID	70	2111	Park Brake Status Not Plausible (Vehicle Moving)
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #1 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #1 is missing
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #2 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #2 is missing
70	19	SID	234	2112	J1939 Park Brake Switch Signal from Source #3 is erratic
70	13	SID	234	2112	J1939 Park Brake Switch Signal from Source #3 is missing
84	21	PID	84	2113	Vehicle Speed Failure

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
84	3	PID	84	2113	Vehicle Speed Sensor Circuit Failed High
84	4	PID	84	2113	Vehicle Speed Sensor Circuit Failed Low
84	2	PID	84	2113	VSS Anti Tamper Detection via Virtual Gear Ratio
84	8	PID	84	2113	VSS Anti Tamper Detection via Fixed Frequency Device
84	6	PID	84	2113	VSS Anti-Tamper Detection via ABS Vehicle Speed Comparison
84	19	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#1 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#1 is missing
84	19	SID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#2 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#2 is missing
84	19	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#3 is erratic
84	13	PID	84	2113	J1939 Wheel-Based Vehicle Speed Signal from Source#3 is missing
84	20	PID	84	2113	Vehicle Speed Sensor Drifted High Error (VSS signal not plausible)
91	13	PID	91	2114	Accelerator Pedal Learn Error
91	3	PID	91	2114	Accelerator Pedal Circuit Failed High
91	4	PID	91	2114	Accelerator Pedal Circuit Failed Low
91	8	PID	91	2114	Pwm Accelerator Pedal Signal 1 Frequency Out Of Range
91	14	PID	91	2114	Pwm Accelerator Pedal Not Learned
91	7	PID	91	2114	Pwm Accelerator Pedal Idle Not Recognized
91	31	PID	91	2114	Pwm Accelerator Pedal Learned Range to Large
91	3	PID	91	2114	Accelerator Pedal Signal Circuit Failed High
91	9	SID	231	2615	J1939 EEC2 Message is missing
98	0	PID	98	2115	Oil Level High
98	18	PID	98	2115	Oil Level Low
98	1	PID	98	2115	Oil Level Very Low
100	18	PID	100	2121	Oil Pressure Low
100	1	PID	100	2121	Oil Pressure Very Low
107	0	PID	107	2122	Air Filter Restriction High
107	4	PID	107	2122	Air Filter Signal Circuit Failed Low
107	3	PID	107	2122	Air Filter Signal Circuit Failed High
110	16	PID	110	2123	Coolant Temperature High

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
110	0	PID	110	2123	Coolant Temperature Very High
111	18	PID	111	2124	Coolant Level Low
111	3	PID	111	2124	Coolant Level Circuit Failed High
111	4	PID	111	2124	Coolant Level Circuit Failed Low
111	1	PID	111	2124	Coolant Level Very Low
168	0	PID	168	2125	Battery Voltage Very Low
168	0	PID	168	2125	Battery Voltage High
168	18	PID	168	2125	Battery Voltage Low
168	14	PID	168	2125	Opt Idle Detected Charging System or Battery Failure
168	14	PID	168	2125	ECU powerdown not completed (Main Battery Terminal Possibly Floating)
171	2	PID	171	2131	Ambient Temperature Sensor Data Erratic
171	14	PID	171	2131	J1587 Ambient Air Temp Sensor Data Not Received This Ign Cycle
171	9	PID	171	2131	J1587 Ambient Air Temp Sensor Data Message Stopped Arriving
191	9	SID	231	2615	J1939 ETC1 Message is missing
191	19	SID	231	2132	J1939 Transmission Output Shaft Speed Signal is erratic
191	13	SID	231	2132	J1939 Transmission Output Shaft Speed Signal is missing
247	9	PID	247	2615	MCM Engine Hours Data not received or stopped arriving
247	10	PID	247	2615	MCM Engine Hours Data increasing at an implausible rate
247	0	PID	247	2615	MCM Engine Hours Data higher than expected
247	1	PID	247	2615	MCM Engine Hours Data lower than expected
523	19	PID	163	2133	J1939 Transmission Current Gear Signal is erratic
523	13	PID	163	2133	J1939 Transmission Current Gear Signal is missing
524	9	SID	231	2615	J1939 ETC2 Message is missing
527	9	SID	231	2615	J1939 CCVS Message from Source #1 is missing
527	9	SID	231	2615	J1939 CCVS Message from Source #2 is missing
527	9	SID	231	2615	J1939 CCVS Message from Source #3 is missing
558	2	SID	230	2134	Idle Validation Switch Inputs Reversed
558	5	SID	230	2134	Idle Validation Switch 2 Circuit Failed Low
558	6	SID	230	2134	Idle Validation Switch 2 Circuit Failed High
558	4	SID	230	2134	Idle Validation Switch 1 Circuit Failed Low
558	3	SID	230	2134	Idle Validation Switch 1 Circuit Failed High

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
596	19	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #1 is erratic
596	13	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #1 is missing
596	19	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #2 is erratic
596	13	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #2 is missing
596	19	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #3 is erratic
596	13	SID	244	2135	J1939 Cruise Control Enable Switch Signal from Source #3 is missing
597	2	SID	246	2141	Service Brake Status Not Plausible
597	19	SID	246	2141	J1939 Service Brake Switch Signal from Source #1 is erratic
597	13	SID	246	2141	J1939 Service Brake Switch Signal from Source #1 is missing
597	19	SID	246	2141	J1939 Service Brake Switch Signal from Source #2 is erratic
597	13	SID	246	2141	J1939 Service Brake Switch Signal from Source #2 is missing
597	19	SID	246	2141	J1939 Service Brake Switch Signal from Source #3 is erratic
597	13	SID	246	2141	J1939 Service Brake Switch Signal from Source #3 is missing
599	4	SID	243	2142	Cruise Control SET and RESUME Circuits Failed Low
600	19	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #1 is erratic
600	13	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #1 is missing
600	19	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #2 is erratic
600	13	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #2 is missing
600	19	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #3 is erratic
600	13	SID	243	2143	J1939 Cruise Control Coast Switch Signal from Source #3 is missing
602	19	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #1 is erratic
602	13	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #1 is missing
602	19	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #2 is erratic
602	13	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #2 is missing

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
602	19	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #3 is erratic
602	13	SID	242	2144	J1939 Cruise Control Accelerate Switch Signal from Source #3 is missing
608	14	SID	250	2145	J1708 Data Link Failure
609	12	SID	233	2145	CPC2 Hardware Failure
615	9	SID	231	2615	J1939 DM1 Message from Transmission is missing
625	13	SID	248	2151	ECAN ID_1629 Diagnostic Message Not Received This Ignition Cycle
625	9	SID	248	2151	ECAN ID_1629 Diagnostic Message No Longer Being Received
625	10	SID	248	2151	ECAN ID_1629 Reporting Inconsistent Number of Frames
625	2	SID	248	2151	ECAN ID_1629 Diagnostic Message Reporting Data Not Available
625	14	SID	248	2151	ECAN ID_1629 Diagnostic Message Reporting an Unknown MUID
625	9	SID	248	2151	Incorrect MCM System ID Received
625	9	SID	248	2151	MCM System ID Not Received or Stopped Arriving
625	4	SID	248	2151	ECAN Link Circuit Failure
628	14	SID	254	2151	XFLASH Static Fault Code Memory Page Read Write Failure
628	13	SID	155	2615	20ms ECU OS Task Locked in an Endless Loop
628	13	SID	155	2615	20ms ECU OS Task Timed out Prior to Completion
628	13	SID	155	2615	1000ms ECU OS Task Locked in an Endless Loop
628	13	SID	155	2615	1000ms ECU OS Task Timed out Prior to Completion
629	2	SID	254	2151	CPC Hardware/Software Mismatch
629	12	SID	254	2151	DDEC Data Xflash Write Error. Replace CPC2.
630	2	SID	253	2152	EEPROM Checksum Failure
630	2	SID	253	2152	EEPROM Checksum Failure for the SCR Block
630	13	SID	253	2152	SCR Number Out of Range
630	14	SID	155	2615	MCM Fault Codes Unavailable via J1939 and J1587
630	14	SID	155	2615	MCM Fault Code Table Inconsistant - Upgrade MCM Software
630	14	SID	155	2615	Insufficient Static Fault Code Storrage Memory - Upgrade CPC Software

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
630	14	SID	155	2615	MCM Fault Code Table Inconsistant - Upgrade MCM Software
639	14	SID	231	2153	J1939 Data Link Failure
701	3	SID	26	2211	Digital Output 4 09 Circuit Failed High
701	4	SID	26	2211	Digital Output 4 09 Circuit Failed Low
702	3	SID	40	2212	Digital Output 3 17 Circuit Failed High
702	4	SID	40	2212	Digital Output 3 17 Circuit Failed Low
703	3	SID	51	2213	Digital Output 3 09 Circuit Failed High
703	4	SID	51	2213	Digital Output 3 09 Circuit Failed Low
704	3	SID	52	2214	Digital Output 4 07 Circuit Failed High
704	4	SID	52	2214	Digital Output 4 07 Circuit Failed Low
705	3	SID	53	2215	Digital Output 1 13 Circuit Failed High
705	4	SID	53	2215	Digital Output 1 13 Circuit Failed Low
706	3	SID	54	2221	Digital Output 3 10 Circuit Failed High
706	4	SID	54	2221	Digital Output 3 10 Circuit Failed Low
707	3	SID	55	2222	Digital Output 2 10 Circuit Failed High (CEL / AWL Lamp)
707	4	SID	55	2222	Digital Output 2 10 Circuit Failed Low (CEL / AWL Lamp)
708	3	SID	56	2223	Digital Output 3 12 Circuit Failed High
708	4	SID	56	2223	Digital Output 3 12 Circuit Failed Low
709	3	SID	257	2224	Digital Output 3 16 Circuit Failed High
709	4	SID	257	2224	Digital Output 3 16 Circuit Failed Low
710	3	SID	258	2225	Digital Output 4 06 Circuit Failed High
710	4	SID	258	2225	Digital Output 4 06 Circuit Failed Low
711	3	SID	259	2231	Digital Output 1 05 Circuit Failed High
711	4	SID	259	2231	Digital Output 1 05 Circuit Failed Low
712	3	SID	260	2232	Digital Output 1 04 Circuit Failed High
712	4	SID	260	2232	Digital Output 1 04 Circuit Failed Low
713	3	SID	261	2234	Digital Output 3 07 Circuit Failed High
713	4	SID	261	2234	Digital Output 3 07 Circuit Failed Low
713	5	SID	261	2234	Digital Output 3 07 Open Circuit
713	7	SID	261	2234	TOP2 Shift Failure
714	3	SID	262	2235	Digital Output 3 08 Circuit Failed High
714	4	SID	262	2235	Digital Output 3 08 Circuit Failed Low
714	5	SID	262	2235	Digital Output 3 08 Open Circuit
715	3	SID	263	2241	Digital Output 4 10 Circuit Failed High
904	9	SID	231	2615	J1939 EBC2 Message from ABS is missing
904	19	SID	231	2242	J1939 Front Axle Speed Signal is erratic
904	13	SID	231	2242	J1939 Front Axle Speed Signal is missing
972	2	SID	203	2243	Throttle inhibit switch signal not plausible due to excess vehicle speed
973	9	SID	231	2615	J1939 EBC1 Message is missing
973	13	SID	231	2244	J1939 Engine Retarder Selection Signal Missing

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
973	19	SID	231	2244	J1939 Engine Retarder Selection Signal Erratic
974	2	PID	372	2245	Remote Accelerator Pedal Supply Voltage Out of Range
974	3	PID	372	2245	Remote Accelerator Pedal Circuit Failed High
974	4	PID	372	2245	Remote Accelerator Pedal Circuit Failed Low
981	0	SID	155	2311	PTO CC+ and CC- Switches Pressed Simultaneously
986	9	SID	231	2615	J1939 CM1 Message is missing
1267	4	SID	123	2312	Digital Output 4 10 Circuit Failed Low
1267	3	SID	123	2312	Digital Output 4 10 Circuit Failed Open
1321	4	SID	128	2314	Starter Lockout Output Shorted to Ground
1321	3	SID	128	2314	Starter Lockout Output Open Circuit
1590	19	SID	155	2615	Adaptive Cruise Control Message Not Received
1590	9	SID	231	2615	Adaptive Cruise Control Device Reporting Error
1624	9	SID	231	2615	J1939 TCO1 Message is missing
1624	19	SID	231	2315	J1939 Tachograph Vehicle Speed Signal is erratic
1624	13	SID	231	2315	J1939 Tachograph Vehicle Speed Signal is missing
1663	7	SID	123	2321	Optimized Idle Safety Loop Faulted
1716	9	SID	231	2615	J1939 ERC1 Message is missing
1845	9	SID	231	2615	J1939 TCFG2 Message is missing
2623	14	PID	91	2322	Pwm Accelerator Pedal GAS1 and GAS2 Signal Missing
2623	8	PID	91	2322	Pwm Accelerator Pedal Signal 2 Frequency Out Of Range
2900	9	SID	231	2615	J1939 ETC7 Message is missing
3510	3	SID	211	2333	Accelerator Pedal Supply Voltage Circuit Failed High
3510	4	SID	211	2333	Accelerator Pedal Supply Voltage Circuit Failed Low
3510	4	SID	211	2333	Pwm Accelerator Pedal Supply Voltage Missing
3510	3	SID	211	2333	Accelerator Pedal Supply Voltage Circuit Failed High
3606	9	SID	231	2615	J1939 ESS Message is missing
3695	2	SID	155	2334	Manual DPF Regen and DPF Inhibit Switch Rationality Fault
3695	19	SID	155	2334	DPF Regen Inhibit MUX Switch Message Contains Data Error Indicator
3695	13	SID	155	2334	DPF Regen Inhibit MUX Switch Message Contains SNV Indicator
3695	9	SID	155	2334	DPF Regen Inhibit MUX Switch Message Stopped Arriving

SPN	FMI	PID/SID	PID/SID ID	FLASH CODES	FAULT DESCRIPTION
3695	14	SID	155	2334	DPF Regen Inhibit MUX Switch Message Not Received this Ign Cycle
3696	19	SID	155	2335	DPF Regen Force MUX Switch Message Contains Data Error Indicator
3696	13	SID	155	2335	DPF Regen Force MUX Switch Message Contains SNV Indicator
3696	9	SID	155	2335	DPF Regen Force MUX Switch Message Stopped Arriving
3696	14	SID	155	2335	DPF Regen Force MUX Switch Message Not Received this Ign Cycle

2.11 DDEC VI MCM DIAGNOSTIC CODES LIST

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
27	4	PID	27	1111	EGR Valve Position Circuit Failed Low
27	3	PID	27	1111	EGR Valve Position Circuit Failed High
27	2	PID	27	1111	EGR Valve Position Feedback Failed
27	0	PID	27	1111	EGR Valve Position Feedback Failed (High Box)
27	1	PID	27	1111	EGR Valve Position Feedback Failed (Low Box)
27	14	PID	27	1111	EGR Valve Position Positive Torque Error
27	7	PID	27	1111	EGR Valve Stuck Open
27	19	PID	27	1521	Smart Actuator Indicates EGR Position Error
51	4	SID	51	1112	Intake Air Throttle Circuit Failed Low
51	3	SID	51	1112	Intake Air Throttle Circuit Failed High
51	2	PID	51	1112	Intake Throttle Position Deviation Error
51	0	PID	51	1112	Intake Air Throttle Position High
51	1	PID	51	1112	Intake Air Throttle Position Low
51	7	PID	51	1112	Intake Throttle Auto Calibration Error
94	4	PID	94	1112	Fuel Compensation Pressure Sensor Circuit Failed Low
94	3	PID	94	1112	Fuel Compensation Pressure Sensor Circuit Failed High
94	1	PID	94	1112	Fuel Pressure Too High/Too Low
97	4	PID	97	1615	Water in Fuel Circuit Failed Low
97	3	PID	97	1615	Water in Fuel Circuit Failed High
98	1	PID	98	1114	Oil Level Circuit Failed Low
98	0	PID	98	1114	Oil Level Circuit Failed High
98	13	PID	98	1634	Oil Level Mesaurement, Configuration Error
98	14	PID	98	1634	Oil Level Mesaurement, Oil Level Too Low or Too High
100	4	PID	100	1114	Engine Oil Pressure Circuit Failed Low
100	3	PID	100	1114	Engine Oil Pressure Circuit Failed High
100	1	PID	100	1114	Engine Oil Pressure Low
100	2	PID	100	1114	Oil Pressure Plausibility - Engine Running
100	2	PID	100	1114	Oil Pressure Plausibility - Stop
103	2	PID	103	1115	Turbocharger Speed Not Plausible
103	1	PID	103	1115	Turbo Charger Speed Below Threshold (High Box)
103	0	PID	103	1115	Turbo Charger Speed Above Threshold (Low Box)
103	4	PID	103	1115	Turbo Charger Speed Sensor Circuit Failed Low
103	3	PID	103	1115	Turbo Charger Speed Sensor Circuit Failed High
108	4	PID	108	1211	Barometric Pressure Circuit Failed Low
108	3	PID	108	1211	Barometric Pressure Circuit Failed High
108	2	PID	108	1211	Ambient Pressure Plausibility Fault (Low Box)
108	20	PID	108	1211	Ambient Pressure Plausibility Fault (High Box)

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
110	4	PID	110	1212	Engine Coolant Outlet Temperature Circuit Failed Low
110	3	PID	110	1212	Engine Coolant Outlet Temperature Circuit Failed High
110	0	PID	110	1212	Coolant Temperature High
110	14	PID	110	1212	Coolant Temperature / Engine Oil Temperature Plausibility Fault
110	2	PID	110	1212	Engine Coolant Sensor (OUT), General Temp. Plausibility Error
132	7	PID	132	1213	Intake Air Throttle Valve Closure Detection- Positive Torque
132	14	PID	132	1213	Intake Air Throttle Valve Closure Detection -Braking Condition
132	14	PID	322	1635	HC-Doser Fuel Pressure Not Plausible
132	1	PID	322	1213	Air Mass Flow Too Low
132	13	PID	132	1213	Air Mass Auto Calibration Failed
158	2	PID	43	1214	Ignition Switch Not Plausible
164	4	PID	164	1215	Rail Pressure Governor Sensor Circuit Failed Low
164	3	PID	164	1215	Rail Pressure Governor Sensor Circuit Failed High
164	0	PID	164	1215	Rail Pressure Governor (High Side) Error
164	0	PID	164	1215	Rail Pressure Governor (Low Side) Error
168	1	PID	168	1221	Battery Voltage Low
168	0	PID	168	1221	Battery Voltage High
171	4	PID	171	1222	Ambient Temperature Circuit Failed Low
171	3	PID	171	1222	Ambient Temperature Circuit Failed High
174	4	PID	174	1223	Fuel Temperature Circuit Failed Low
174	3	PID	174	1223	Fuel Temperature Circuit Failed High
174	2	PID	174	1223	Fuel Temperature Sensor, General Temp. Plausibility
174	0	PID	174	1223	Fuel Temperature Too High
175	4	PID	175	1224	Engine Oil Temperature Circuit Failed Low
175	3	PID	175	1224	Engine Oil Temperature Circuit Failed High
175	14	PID	175	1224	Engine Oil Temperature Sensor Plausibility Fault
175	2	PID	175	1224	Engine Oil Temperature Sensor, General Temp. Plausibility
190	2	PID	190	1225	Engine Speed High
354	4	PID	354	1231	Relative Humidity Circuit Failed Low
354	3	PID	354	1231	Relative Humidity Circuit Failed High
411	4	PID	411	1232	EGR Delta Pressure Sensor Circuit Low
411	3	PID	411	1232	EGR Delta Pressure Sensor Circuit High
411	0	PID	411	1232	EGR Differential Pressure Failed (High Box)
411	1	PID	411	1232	EGR Differential Pressure Failed (Low Box)
411	5	PID	411	1232	EGR Sampling Range Failed
411	13	PID	411	1232	EGR Delta Pressure Sensor Out Of Calibration
411	13	PID	411	1232	EGR Delta Pressure Sensor Out Of Calibration
412	3	PID	412	1233	EGR Temperature Sensor Circuit Failed High
412	4	PID	412	1233	EGR Temperature Sensor Circuit Failed Low
412	20	PID	412	1233	EGR Temperature Drift (High Box)
412	21	PID	412	1233	EGR Temperature Drift (Low Box)
412	2	PID	412	1233	EGR Temperature Sensor, General Temp. Plausibility Error
412	0	PID	412	1512	EGR Temperature Very High
412	16	PID	412	1233	EGR Temperature Sensor / Temperature Too High
615	4	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed Low MU_ISP_T_TBD4_SRL
615	3	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed High MU_ISP_T_TBD4_SRH
615	4	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed Low MU_ISP_T_TBD1_SRL
615	3	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed High MU_ISP_T_TBD1_SRH
615	4	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed Low MU_ISP_T_TBD2_SRL

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
615	3	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed High MU_ISP_T_TBD2_SRH
615	4	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed Low MU_ISP_T_TBD3_SRL
615	3	SID	155	1615	Reserved Monitoring Unit For Temperature Diagnostics, Circuit Failed High MU_ISP_T_TBD3_SRH
615	4	SID	155	1615	Catalyst Temperature Sensor Circuit High Input (Bank 1 Sensor 1)
615	3	SID	155	1615	Catalyst Temperature Sensor Circuit Low Input (Bank 1 Sensor 1)
615	4	SID	155	1615	Catalyst Temperature Sensor Circuit High (Bank 1 Sensor 2)
615	3	SID	155	1615	Catalyst Temperature Sensor Circuit Low (Bank 1 Sensor 2)
615	4	SID	51	1322	Water Pump 1 Circuit Failed Low
615	3	SID	51	1322	Water Pump 1 Circuit Failed High
615	5	SID	51	1322	Water Pump 1 Circuit Failed Open
615	4	SID	55	1331	Turbo Compound Valve Circuit Failed Low
615	3	SID	55	1331	Turbo Compound Valve Circuit Failed High
615	5	SID	55	1331	Turbo Compound Valve Circuit Failed Open
615	4	SID	259	1335	Turbo Brake Sleeve Circuit Failed Low
615	3	SID	259	1335	Turbo Brake Sleeve Circuit Failed High
615	5	SID	259	1335	Turbo Brake Sleeve Circuit Failed Open
615	4	SID	261	1355	Function 20 Circuit Failed Low
615	3	SID	261	1355	Function 20 Circuit Failed High
615	5	SID	261	1355	Function 20 Circuit Failed Open
615	3	SID	155	1451	Service Push Button Circuit Failed High
615	14	SID	155	1615	Turbocharger/Supercharger Boost System Performance
615	14	SID	155	1615	Starter Electronic Fault / ECU internal (Res)
615	14	SID	155	1615	Starter Jammed (Tooth to Tooth Jam)
615	14	SID	155	1615	Rail Pressure Governor, Valve Stays Open
615	14	SID	155	1615	MU_RPG_INT_MON_SRH, I Term Value Too High
615	14	SID	155	1615	Rail Pressure Governor, Leakage in High Pressure Too High
615	14	SID	155	1615	Rail Pressure Governor Sensor, Signal Drift
615	14	SID	155	1615	Rail Pressure Governor Sensor, Sensor Supply Line Broken
615	4	SID	155	1615	Compressor Differential Pressure Outlet Failed Low
615	3	SID	155	1615	Compressor Differential Pressure Outlet Failed High
615	14	SID	155	1615	Doser Metering and Safety Unit Valve Seals Check
615	14	SID	155	1615	High Pressure Pump, Leakage or TDC Position Wrong
615	4	SID	155	1615	Flap In Front of EGR Cooler Circuit Failed Low
615	3	SID	155	1615	Flap In Front of EGR Cooler Circuit Failed High
615	5	SID	155	1615	Flap In Front of EGR Cooler Circuit Failed Open
615	4	SID	155	1615	Water Pump 2 Circuit Failed Low
615	3	SID	155	1615	Water Pump 2 Circuit Failed High
615	5	SID	156	1615	Water Pump 2 Circuit Failed Open
615	4	SID	157	1615	RCP Test Function 1 Circuit Failed Low
615	3	SID	158	1615	RCP Test Function 1 Circuit Failed High
615	5	SID	159	1615	RCP Test Function 1 Circuit Failed Open
615	4	SID	160	1615	RCP Test Function 2 Circuit Failed Low
615	3	SID	161	1615	RCP Test Function 2 Circuit Failed High
615	5	SID	162	1615	RCP Test Function 2 Circuit Failed Open
615	4	SID	163	1615	Volute Control Valve, Shorted to Ground
615	3	SID	164	1615	Volute Control Valve, Shorted to Battery
615	5	SID	165	1615	Volute Control Valve, Open Load
615	4	SID	166	1615	Volute Shut Off Valve, Shorted to Ground

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
615	3	SID	167	1615	Volute Shut Off Valve, Shorted to Battery
615	5	SID	168	1615	Volute Shut Off Valve, Open Load
615	4	SID	169	1615	Function 30 Circuit Failed Low
615	3	SID	170	1615	Function 30 Circuit Failed High
615	5	SID	171	1615	Function 30 Circuit Failed Open
615	4	SID	172	1615	Function 31 Circuit Failed Low
615	3	SID	173	1615	Function 31 Circuit Failed High
615	5	SID	174	1615	Function 31 Circuit Failed Open
615	14	SID	155	1453	Smart Remote Actuator 2, No Failsafe Mode, Motor Off
615	9	SID	155	1453	Smart Remote Actuator 2, Failsafe Mode, Motor Off
615	16	SID	155	1453	Smart Remote Actuator 2, Temperature Fault
615	7	SID	155	1453	Smart Remote Actuator 2, Failsafe Mode, Motor On
615	11	SID	155	1453	Smart Remote Actuator 2, Restricted Operability
615	15	SID	155	1453	Smart Remote Actuator 2, Temperature Warning
615	8	SID	155	1453	Smart Remote Actuator 2, Internal Test Running
615	31	SID	155	1453	Smart Remote Actuator 2, Unknown Error Code
615	13	SID	155	1454	Turbocharger Compressor Outlet Differential Pressure Sensor Out Of Calibration
615	13	SID	155	1454	Turbocharger Compressor Outlet Differential Pressure Sensor Out Of Calibration
615	19	SID	155	1637	Smart Actuator Indicates Actuator Position Error
625	2	SID	248	1234	Invalid Data on Engine CAN Link
625	9	SID	248	1234	No Data Received from Engine CAN Link
625	9	SID	248	1234	Engine CAN Low Wire Defect - (wire 1)
625	9	SID	248	1234	Engine CAN High Wire Defect - (wire 2)
630	12	SID	253	1452	EEPROM Read / Write Operation Failed
630	13	SID	253	1455	Calibration Data Not Plausible
630	13	SID	253	1455	Calibration Data Not Plausible (CPLD)
634	4	SID	40	1321	Constant Throttle Valve Circuit Failed Low
634	3	SID	40	1321	Constant Throttle Valve Circuit Failed High
634	5	SID	40	1321	Constant Throttle Valve Circuit Failed Open
636	1	SID	21	1235	Crankshaft Position Sensor Signal Voltage Too Low
636	3	SID	21	1235	Crankshaft Position Sensor Open Circuit
636	4	SID	21	1235	Crankshaft Position Sensor Short to Ground
636	8	SID	21	1235	Crankshaft Position Sensor Time Out
636	14	SID	21	1235	Crankshaft Position Sensor Pins Swapped
636	2	SID	21	1235	No Match of Camshaft and Crankshaft Signals
641	4	SID	27	1542	Turbo Control Circuit Failed Low
641	3	SID	27	1542	Turbo Control Circuit Failed High
641	5	SID	27	1542	Turbo Control Circuit Open
641	14	SID	147	1241	Smart Remote Actuator 5 (VGT), No Failsafe Mode, Motor Off
641	9	SID	147	1241	Smart Remote Actuator 5 (VGT), Failsafe Mode, Motor Off
641	7	SID	147	1241	Smart Remote Actuator 5 (VGT), Failsafe Mode, Motor On
641	11	SID	147	1241	Smart Remote Actuator 5 (VGT), Restricted Operability
641	8	SID	147	1241	Smart Remote Actuator 5 (VGT), Internal Test Running
641	31	SID	147	1241	Smart Remote Actuator 5 (VGT), Unknown Error Code
647	4	SID	33	1334	Fan Stage 1 Circuit Failed Low
647	3	SID	33	1334	Fan Stage 1 Circuit Failed High

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
647	5	SID	33	1334	Fan Stage 1 Circuit Failed Open
651	14	SID	1	1242	Injector Cylinder #1 Needle Control Valve Abnormal Operation
651	10	SID	1	1242	Injector Cylinder #1 Needle Control Valve Abnormal Rate of Change
651	5	SID	1	1242	Injector Cylinder 1, Nozzle Control Valve or Spill Control Valve, Jammed Closed
651	7	SID	1	1242	Injector Cylinder 1, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
651	6	SID	1	1242	Injector Cylinder #1 Needle Control Valve, Valve Shorted Circuit
651	31	SID	1	1242	Engine Smoothness Control / Cylinder #1 Value Out of Range
652	14	SID	2	1243	Injector Cylinder #2 Needle Control Valve Abnormal Operation
652	10	SID	2	1243	Injector Cylinder #2 Needle Control Valve Abnormal Rate of Change
652	5	SID	2	1243	Injector Cylinder 2, Nozzle Control Valve or Spill Control Valve, Jammed Closed
652	7	SID	2	1243	Injector Cylinder 2, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
652	6	SID	2	1243	Injector Cylinder #2 Needle Control Valve, Valve Shorted Circuit
652	31	SID	2	1243	Engine Smoothness Control / Cylinder #2 Value Out of Range
653	14	SID	3	1244	Injector Cylinder #3 Needle Control Valve Abnormal Operation
653	10	SID	3	1244	Injector Cylinder #3 Needle Control Valve Abnormal Rate of Change
653	5	SID	3	1244	Injector Cylinder 3, Nozzle Control Valve or Spill Control Valve, Jammed Closed
653	7	SID	3	1244	Injector Cylinder 3, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
653	6	SID	3	1244	Injector Cylinder #3 Needle Control Valve, Valve Shorted Circuit
653	31	SID	3	1244	Engine Smoothness Control / Cylinder #3 Value Out of Range
654	14	SID	4	1245	Injector Cylinder #4 Needle Control Valve Abnormal Operation
654	10	SID	4	1245	Injector Cylinder #4 Needle Control Valve Abnormal Rate of Change
654	5	SID	4	1245	Injector Cylinder 4, Nozzle Control Valve or Spill Control Valve, Jammed Closed
654	7	SID	4	1245	Injector Cylinder 4, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
654	6	SID	4	1245	Injector Cylinder #4 Needle Control Valve, Valve Shorted Circuit
654	31	SID	4	1245	Engine Smoothness Control / Cylinder #4 Value Out of Range
655	14	SID	5	1251	Injector Cylinder #5 Needle Control Valve Abnormal Operation
655	10	SID	5	1251	Injector Cylinder #5 Needle Control Valve Abnormal Rate of Change
655	5	SID	5	1251	Injector Cylinder 5, Nozzle Control Valve or Spill Control Valve, Jammed Closed
655	7	SID	5	1251	Injector Cylinder 5, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
655	6	SID	5	1251	Injector Cylinder #5 Needle Control Valve, Valve Shorted Circuit
655	31	SID	5	1251	Engine Smoothness Control / Cylinder #5 Value Out of Range
656	14	SID	6	1252	Injector Cylinder #6 Needle Control Valve Abnormal Operation
656	10	SID	6	1252	Injector Cylinder #6 Needle Control Valve Abnormal Rate of Change
656	5	SID	6	1252	Injector Cylinder 6, Nozzle Control Valve or Spill Control Valve, Jammed Closed
656	7	SID	6	1252	Injector Cylinder 6, Nozzle Control Valve or Spill Control Valve, Jammed Open or Leakage
656	6	SID	6	1252	Injector Cylinder #6 Needle Control Valve, Valve Shorted Circuit
656	31	SID	6	1252	Engine Smoothness Control / Cylinder #6 Value Out of Range
657	14	SID	7	1253	Injector Cylinder #7 Needle Control Valve Abnormal Operation

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
657	10	SID	7	1253	Injector Cylinder #7 Needle Control Valve Abnormal Rate of Change
657	6	SID	7	1253	Injector Cylinder #7 Needle Control Valve, Valve Shorted Circuit
657	31	SID	7	1253	Engine Smoothness Control / Cylinder #7 Value Out of Range
658	14	SID	8	1254	Injector Cylinder #8 Needle Control Valve Abnormal Operation
658	10	SID	8	1254	Injector Cylinder #8 Needle Control Valve Abnormal Rate of Change
658	6	SID	8	1254	Injector Cylinder #8 Needle Control Valve, Valve Shorted Circuit
658	31	SID	8	1254	Engine Smoothness Control / Cylinder #8 Value Out of Range
677	2	SID	39	1255	Starter Switch Inconsistent
677	5	SID	39	1255	Engine Starter Relay Circuit Failed Low
677	4	SID	39	1255	Engine Starter Relay Open Circuit
677	14	SID	39	1255	Starter Electronic Fault / ECU internal (Main)
677	7	SID	39	1255	Engine Starter Relay - Starter Does Not Engage
677	3	SID	39	1255	Engine Starter Relay Shorted to High Source
677	7	SID	39	1255	Engine Starter Relay Jammed
698	4	SID	58	1312	Gridheater Circuit Failed Low
698	3	SID	58	1312	Gridheater Circuit Failed High
698	5	SID	58	1312	Gridheater Circuit Failed Open
715	4	SID	263	1412	High Side Digital Output # 1 Circuit Failed Low
715	3	SID	263	1412	High Side Digital Output # 1 Circuit Failed High
715	5	SID	263	1412	High Side Digital Output # 2 Circuit Failed Open
716	4	SID	264	1413	High Side Digital Output # 2 Circuit Failed Low
723	1	SID	64	1415	Camshaft Position Sensor Signal Voltage Too Low
723	3	SID	64	1415	Camshaft Position Sensor Open Circuit
723	4	SID	64	1415	Camshaft Position Sensor Short to Ground
723	8	SID	64	1415	Camshaft Position Sensor Time Out
723	14	SID	64	1415	Camshaft Position Sensor Pins Swapped
729	4	PID	45	1421	Grid Heater Circuit Failed Low
729	14	PID	45	1421	Grid Heater Special Instructions
729	3	PID	45	1421	Grid Heater Circuit Failed High
729	7	PID	45	1421	Grid Heater Defect
729	0	PID	45	1421	Grid Heater Permanently On
1071	4	SID	60	1314	Fan Stage 2 Circuit Failed Low
1071	3	SID	60	1314	Fan Stage 2 Circuit Failed High
1071	5	SID	60	1314	Fan Stage 2 Circuit Failed Open
1072	4	SID	79	1422	Jake Brake Stage 1 Circuit Failed Low
1072	3	SID	79	1422	Jake Brake Stage 1 Circuit Failed High
1072	5	SID	79	1422	Jake Brake Stage 1 Circuit Failed Open
1073	4	SID	80	1315	Jake Brake Stage 2 Circuit Failed Low
1073	3	SID	80	1315	Jake Brake Stage 2 Circuit Failed High
1073	5	SID	80	1315	Jake Brake Stage 2 Circuit Failed Open
1074	4	SID	81	1345	Exhaust Brake Circuit Failed Low
1074	3	SID	81	1345	Exhaust Brake Circuit Failed High
1074	5	SID	81	1345	Exhaust Brake Circuit Failed Open
1077	14	PID	164	1241	Rail Pressure Governor Error, Open Loop Error
1077	5	PID	164	1423	Rail Pressure Governor Error, Current Governor, Current Too Low
1077	7	PID	164	1423	Rail Pressure Governor Error, Pressure Governor, Pressure Not Plausible
1077	6	SID	155	1423	Rail Pressure Governor Error, Current Too High
1127	4	SID	273	1424	Turbocharger Compressor Outlet Pressure Circuit Failed Low
1127	3	SID	273	1424	Turbocharger Compressor Outlet Pressure Circuit Failed High
1172	4	PID	351	1425	Turbocharger Compressor Inlet Temperature Circuit Failed Low

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
1172	3	PID	351	1425	Turbocharger Compressor Inlet Temperature Circuit Failed High
1172	2	PID	351	1425	Coolant Temp/Compressor Inlet Temp Plausibility Error
1172	2	PID	351	1425	Turbocharger Compressor Inlet Temp. Sensor, General Temp. Plausibility Error
1176	4	SID	314	1431	Turbocharger Compressor Inlet Pressure Circuit Failed Low
1176	3	SID	314	1431	Turbocharger Compressor Inlet Pressure Circuit Failed High
1176	2	PID	314	1431	Compressor Pressure Plausibility Fault (High Box)
1176	5	PID	314	1431	Compressor Inlet Pressure Plausibility Fault (Delta)
1176	20	SID	314	1431	Compressor Inlet Pressure Plausibility Error, Pressure Too High (High Box)
1188	4	SID	32	1325	Waste Gate Circuit Failed Low
1188	3	SID	32	1325	Waste Gate Circuit Failed High
1188	5	SID	32	1325	Waste Gate Circuit Failed Open
1188	14	SID	32	1432	Smart Remote Actuator 1 (Wastegate), No Failsafe Mode, Motor Off
1188	9	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Failsafe Mode, Motor Off
1188	16	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Temperature Fault
1188	7	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Failsafe Mode, Motor On
1188	11	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Restricted Operability
1188	15	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Temperature Warning
1188	8	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Internal Test Running
1188	31	SID	32	1432	Smart Remote Actuator 1 (Wastegate), Unknown Error Code
1188	19	SID	32	1432	Smart Actuator Indicates Turbocharger Wastegate Position Error
1213	4	SID	257	1333	MIL Lamp Circuit Failed Low
1213	3	SID	257	1333	MIL Lamp Circuit Failed High
1213	5	SID	257	1333	MIL Lamp Circuit Failed Open
1323	31	SID	155	1433	Cylinder 1 Misfire detected
1323	14	SID	156	1434	Misfire Detected
1324	31	SID	155	1435	Cylinder 2 Misfire detected
1325	31	SID	155	1441	Cylinder 3 Misfire detected
1326	31	SID	155	1442	Cylinder 4 Misfire detected
1327	31	SID	155	1443	Cylinder 5 Misfire detected
1328	31	SID	155	1444	Cylinder 6 Misfire Detected
1329	31	SID	155	1445	Cylinder 7 Misfire Detected
1330	31	SID	155	1446	Cylinder 8 Misfire Detected
1351	4	SID	155	1615	Switchable Air Compressor Circuit Failed Low
1351	3	SID	155	1615	Switchable Air Compressor Circuit Failed High
1351	5	SID	155	1615	Switchable Air Compressor Circuit Failed Open
1636	4	PID	105	1511	Intake Manifold Temperature Circuit Failed Low
1636	3	PID	105	1511	Intake Manifold Temperature Circuit Failed High
1636	2	PID	105	1511	Intake Manifold Temperature Plausibility Error
1636	21	PID	105	1511	Difference Intake Manifold Temperature and EGR Temp. Less Than Threshold (Low Box)
1636	2	PID	105	1511	Difference Intake Manifold and I Cooler Temperature Out Less Than Threshold (Low Box)
1636	2	PID	105	1511	Difference Intake Manifold and I Cooler Temperature Out Less Than Threshold (High Box)
1636	20	PID	105	1511	Intake Manifold Temperature Drift (Low Box)
1636	21	PID	105	1511	Intake Manifold Temperature Drift (High Box)
2629	4	PID	404	1513	Turbocharger Compressor Outlet Temperature Circuit Failed Low
2629	3	PID	404	1513	Turbocharger Compressor Outlet Temperature Circuit Failed High
2629	20	PID	404	1513	Turbocharger Out Temperature, Temperature Too High (Low Box)

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
2629	21	PID	404	1513	Turbocharger Out Temperature, Temperature Too Low (High Box)
2629	2	PID	404	1513	Turbocharger Compressor Outlet Temp. Sensor, General Temp. Plausibility Error
2630	4	SID	272	1514	Charge Air Cooler Outlet Temperature Circuit Failed Low
2630	3	SID	272	1514	Charge Air Cooler Outlet Temperature Circuit Failed High
2630	2	SID	272	1514	Charge Air Cooler Outlet Temperature Sensor Plausibility Error
2630	20	SID	272	1514	Charge Air Outlet Temperature Drift (Low box)
2630	21	SID	272	1514	Charge Air Outlet Temperature Drift (High box)
2631	4	SID	273	1515	Charge Air Cooler Outlet Pressure Circuit Failed Low
2631	3	SID	273	1515	Charge Air Cooler Outlet Pressure Circuit Failed High
2659	1	SID	277	1515	EGR Flow Target Error Diagnostic - Low Flow
2659	0	SID	277	1515	EGR Flow Target Error Diagnostic - High Flow
2791	4	PID	146	1521	EGR Valve Circuit Failed Low
2791	3	PID	146	1521	EGR Valve Circuit Failed High
2791	5	PID	146	1521	EGR Valve Circuit Failed Open
2791	7	SID	146	1521	EGR Valve Position Incorrect
2791	14	SID	146	1521	Smart Remote Actuator 3 (EGR), No Failsafe Mode, Motor Off
2791	9	SID	146	1521	Smart Remote Actuator 3 (EGR), Failsafe Mode, Motor Off
2791	16	SID	146	1521	Smart Remote Actuator 3 (EGR), Temperature Fault
2791	7	SID	146	1521	Smart Remote Actuator 3 (EGR), Failsafe Mode, Motor On
2791	11	SID	146	1521	Smart Remote Actuator 3 (EGR), Restricted Operability
2791	15	SID	146	1521	Smart Remote Actuator 3 (EGR), Temperature Warning
2791	8	SID	146	1521	Smart Remote Actuator 3 (EGR), Internal Test Running
2791	31	SID	146	1521	Smart Remote Actuator 3 (EGR), Unknown Error Code
2795	9	SID	269	1241	CAN3 Communication Error
2795	4	SID	269	1522	Position Waste Gate (VNT) Failed Low
2795	3	SID	269	1522	Position Waste Gate (VNT) Failed High
2795	2	SID	269	1522	VNT Valve Position Feedback Failed
2795	0	SID	269	1522	VNT Valve Position Feedback, Position Too Low (High Box)
2795	1	SID	269	1522	VNT Valve Position Feedback, Position Too High (Low Box)
2795	19	SID	147	1522	Smart Actuator Indicates Turbocharger Vane Position Error
2797	4	SID	317	1523	Injector Needle Control Valve Cylinder 1, 2, 3 Shorted to Ground
2797	4	SID	317	1524	Injector Needle Control Valve Cylinder 4, 5, 6 Shorted to Ground
2797	4	SID	317	1615	Injector Needle Control Valve Bank 3, Shorted to Ground
2797	3	SID	317	1523	Injector Needle Control Valve Cylinder 1,2,3 Shorted to Battery
2797	3	SID	317	1524	Injector Needle Control Valve Cylinder 4,5,6, Shorted to Battery
2797	3	SID	317	1615	Injector Needle Control Valve Bank 3, Shorted to Battery
2798	4	SID	317	1615	Injector Spill Control Valve Cylinder 1, 2, 3 Shorted to Ground
2798	4	SID	317	1615	Injector Spill Control Valve Cylinder 4, 5, 6 Shorted to Ground
2798	4	SID	317	1615	Injector Spill Control Valve ("Amplifier") Bank 6, Shorted to Ground
2798	3	SID	317	1615	Injector Spill Control Valve Cylinder 1,2,3, Shorted to Battery
2798	3	SID	317	1615	Injector Spill Control Valve Cylinder 4,5,6, Shorted to Battery
2798	3	SID	317	1615	Injector Spill Control Valve ("Amplifier") Bank 6, Shorted to Battery
2988	4	SID	262	1411	EGR Water Cooling Regulator Circuit Failed Low
988	3	SID	262	1411	EGR Water Cooling Regulator Circuit Failed High
2988	5	SID	262	1411	EGR Water Cooling Regulator Circuit Failed Open

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
3050	0	SID	155	1525	Engine Air Flow Out of Range Low
3050	1	SID	324	1525	Active Regen Temp Out of Range Low
3058	13	PID	146	1615	EGR System Parametrization Failure
3064	13	SID	155	1615	DPF System Parametrization Failure
3242	4	PID	318	1531	DOC Inlet Temperature Circuit Failed Low
3242	3	PID	318	1531	DOC Inlet Temperature Circuit Failed High
3242	10	SID	318	1531	DOC Inlet Temperature Sensor Stuck
3242	2	SID	318	1531	DOC Inlet Temperature Sensor - Plausibility Error
3246	4	SID	320	1532	DPF Oulet Temperature Circuit Failed Low
3246	3	SID	320	1532	DPF Oulet Temperature Circuit Failed High
3246	14	SID	320	1532	Abnormal DPF Temperature Rise b)
3246	0	SID	320	1532	DPF Outlet Temperature High
3246	10	SID	320	1532	DPF Outlet Temperature Sensor Stuck
3246	2	SID	320	1532	DPF Outlet Sensor, General Temp. Plausibility
3246	31	SID	323	1532	Abnormal DPF Temperature Rise
3250	4	PID	322	1533	DOC Outlet Temperature Circuit Failed Low
3250	3	PID	322	1533	DOC Outlet Temperature Circuit Failed High
3250	14	PID	322	1533	Abnormal DOC Temperature Rise
3250	10	SID	322	1533	DOC Outlet Temperature Sensor Stuck
3250	2	SID	322	1533	DOC Outlet Temperature Sensor - Plausibility Error
3250	31	PID	322	1533	Abnormal DOC Temperature Rise
3250	0	PID	322	1533	DOC Outlet Temperature High
3251	0	SID	324	1534	DPF Pressure - Out of Range Very High
3251	1	SID	324	1534	DPF Pressure - Out of Range Low
3251	9	SID	324	1534	Abnormal Soot Rate
3251	16	SID	324	1534	DPF Pressure - Out of Range High
3358	4	SID	155	1535	EGR Pressure Failed Low
3358	3	SID	155	1535	EGR Pressure Failed High
3464	4	SID	59	1313	Intake Throttle Valve Circuit Failed Low
3464	3	SID	59	1313	Intake Throttle Valve Circuit Failed High
3464	5	SID	59	1313	Intake Throttle Valve Circuit Failed Open
3464	14	SID	59	1615	Intake Air Throttle Control Electrical Fault
3464	2	PID	51	1541	Intake Throttle Valve, Spring Response Time Not Plausible
3464	7	PID	51	1541	Intake Throttle Valve, Stuck
3464	14	PID	51	1541	Intake Throttle Valve, Integrated Absolute Error Plausibility
3464	8	PID	51	1541	Intake Throttle Valve, Current Deviation Too High
3470	4	SID	57	1311	Actuator Turbo Compound Bypass Circuit Failed Low
3470	3	SID	57	1311	Actuator Turbo Compound Bypass Circuit Failed High
3470	5	SID	57	1311	Actuator Turbo Compound Bypass Circuit Failed Open
3471	4	SID	334	1323	HC Doser Circuit Failed Low
3471	3	SID	334	1323	HC Doser Circuit Failed High
3471	5	SID	334	1323	HC Doser Circuit Failed Open
3471	1	SID	155	1542	EDV Failed Self Test
3480	2	SID	332	1543	Doser Fuel Line Pressure Abnormal
3480	1	SID	332	1543	Doser Fuel Supply Pressure Abnormal
3480	14	SID	332	1543	Doser FLP Sensors Failed Self Test
3482	4	SID	56	1332	Fuel Cut Off Valve Circuit Failed Low
3482	3	SID	56	1332	Fuel Cut Off Valve Circuit Failed High
3482	5	SID	56	1332	Fuel Cut Off Valve Circuit Failed Open
3482	7	SID	155	1544	FCV Failed Self Test
3509	3	SID	212	1631	Multiplexer 1 Channel 1, Shorted High

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
3509	3	SID	212	1631	Multiplexer 1 Channel 2, Shorted High
3510	3	SID	211	1632	Multiplexer 2 Channel 1, Shorted High
3510	3	SID	211	1632	Multiplexer 2 Channel 2, Shorted High
3511	3	SID	211	1633	Multiplexer 3 Channel 1, Shorted High
3511	3	SID	211	1633	Multiplexer 3 Channel 2, Shorted High
3556	1	SID	155	1545	Regen Temperature - Out of Range Low
3556	0	SID	155	1551	Regen Temperature - Out of Range High
3563	4	PID	106	1551	Intake Manifold Pressure Circuit Failed Low
3563	3	PID	106	1551	Intake Manifold Pressure Circuit Failed High
3563	20	PID	106	1551	Ambient and Inlet Manifold Pressure Difference (Low Box)
3563	21	PID	106	1551	Ambient and Inlet Manifold Pressure Difference (High Box)
3563	1	PID	106	1551	Inlet Manifold Pressure Failed Low
3563	0	PID	106	1551	Inlet Manifold Pressure Failed High
3563	3	PID	106	1551	Inlet Manifold Pressure Sampling Range Failed
3563	20	PID	106	1551	Intake Manifold Pressure Plausibility (Low Box)
3563	21	PID	106	1551	Intake Manifold Pressure Plausibility Error, Pressure Too Low (High Box)
3588	4	SID	156	1552	Ether Start, Shorted to Ground
3588	3	SID	157	1552	Ether Start, Shorted to Battery
3588	5	SID	158	1552	Ether Start, Open Load
3597	3	SID	155	1553	Proportional Valve Bank 1 Circuit Failed Low
3597	3	SID	155	1615	Proportional Valve Bank 1 Circuit Failed High
3597	6	SID	155	1325	Current Flow on HS1 IM1 Too High
3598	4	SID	155	1615	Proportional Valve Bank 2 Circuit Failed Low
3598	3	SID	155	1615	Proportional Valve Bank 2 Circuit Failed High
3599	4	SID	317	1615	Switching Power Supply Voltage Failed Low
3599	3	SID	317	1615	Switching Power Supply Voltage Failed High
3609	4	PID	370	1554	DPF Inlet Pressure Circuit Failed Low
3609	3	PID	370	1554	DPF Inlet Pressure Circuit Failed High
3609	10	SID	370	1554	DPF Inlet Pressure Sensor Stuck
3609	20	SID	370	1554	DPF Inlet Pressure Sensor Drifted High In Range Fault (Low Box)
3609	2	SID	370	1554	DPF Inlet Pressure Sensor Drifted High In Range Fault (High Box)
3609	21	SID	370	1554	DPF Inlet Pressure Sensor Drifted Low In Range Fault (Low Box)
3609	21	SID	370	1554	DPF Inlet Pressure Sensor Drifted Low In Range Fault (High Box)
3610	3	SID	371	1555	DPF Outlet Pressure Circuit Failed High
3610	4	SID	371	1555	DPF Outlet Pressure Circuit Failed Low
3610	0	SID	371	1334	DPF System Back Pressure Too High
3610	10	SID	371	1555	DPF Outlet Pressure Sensor Stuck
3610	2	SID	371	1555	DPF Pressure Sensors - Plausibility Error
3610	20	SID	371	1555	DPF Outlet Pressure Sensor Drifted High In Range Fault (Low Box)
3610	14	SID	371	1555	DPF Outlet Pressure Sensor Drifted High In Range Fault (High Box)
3610	21	SID	371	1555	DPF Outlet Pressure Sensor Drifted Low In Range Fault (Low Box)
3610	31	SID	371	1555	DPF Outlet Pressure Sensor Drifted Low In Range Fault (High Box)
3659	14	SID	362	1611	Injector Cylinder #1 Spill Control Valve Abnormal Operation
3659	10	SID	362	1611	Injector Cylinder #1 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3659	6	SID	362	1611	Injector Cylinder #1 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3660	14	SID	363	1612	Injector Cylinder #2 Spill Control Valve Abnormal Operation
3660	10	SID	363	1612	Injector Cylinder #2 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3660	6	SID	363	1612	Injector Cylinder #2 Spill Control Valve ("Amplifier"), Valve Shorted Circuit

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
3661	14	SID	364	1613	Injector Cylinder #3 Spill Control Valve Abnormal Operation
3661	10	SID	364	1613	Injector Cylinder #3 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3661	6	SID	364	1613	Injector Cylinder #3 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3662	14	SID	365	1614	Injector Cylinder #4 Spill Control Valve Abnormal Operation
3662	10	SID	365	1614	Injector Cylinder #4 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3662	6	SID	365	1614	Injector Cylinder #4 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3663	14	SID	366	1615	Injector Cylinder #5 Spill Control Valve Abnormal Operation
3663	10	SID	366	1615	Injector Cylinder #5 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3663	6	SID	366	1615	Injector Cylinder #5 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3664	14	SID	367	1621	Injector Cylinder #6 Spill Control Valve Abnormal Operation
3664	10	SID	367	1621	Injector Cylinder #6 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3664	6	SID	367	1621	Injector Cylinder #6 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3665	14	SID	368	1622	Injector Cylinder #7 Spill Control Valve Abnormal Operation
3665	10	SID	368	1622	Injector Cylinder #7 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3665	6	SID	368	1622	Injector Cylinder #7 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3666	14	SID	369	1623	Injector Cylinder #8 Spill Control Valve Abnormal Operation
3666	10	SID	369	1623	Injector Cylinder #8 Spill Control Valve ("Amplifier") Abnormal Rate of Change
3666	6	SID	369	1623	Injector Cylinder #8 Spill Control Valve ("Amplifier"), Valve Shorted Circuit
3719	16	SID	155	1624	Soot Level High
3719	0	SID	155	1624	Soot Level Very High
3719	31	SID	155	1635	DPF Zone 2 Condition
3719	15	SID	155	1636	DPF Zone 3 Condition
3720	15	SID	155	1625	DPF Ash Clean Request
3720	16	SID	155	1625	DPF Ash Clean Request - Derate
4076	4	PID	110	1212	Engine Coolant Inlet Temperature Circuit Failed Low
4076	3	PID	110	1212	Engine Coolant Inlet Temperature Circuit Failed High
4076	2	SID	155	1615	Engine Coolant Sensor (IN), General Temp. Plausibility Error
4077	4	SID	332	1543	Doser Fuel Line Pressure Sensor Circuit Failed Low
4077	3	SID	332	1543	Doser Fuel Line Pressure Sensor Circuit Failed High
4077	14	SID	332	1543	Doser Fuel Line Pressure Failed Self Test
4226	4	SID	155	1615	Compressor Differential Pressure Inlet Failed Low
4226	3	SID	155	1615	Compressor Differential Pressure Inlet Failed High
4226	0	SID	155	1615	Turbocharger Compressor Inlet Differential Pressure Too High (Low Box)
4226	1	SID	155	1615	Turbocharger Compressor Inlet Differential Pressure Too Low (High Box)
4226	5	SID	155	1615	Turbocharger Compressor Inlet Differential Pressure Sampling Range Failure
4226	13	SID	155	1454	Turbocharger Compressor Inlet Differential Pressure Sensor Out Of Calibration
4226	13	SID	155	1454	Turbocharger Compressor Inlet Differential Pressure Sensor Out Of Calibration
4227	4	SID	53	1324	Electrostatic Oil Separator Circuit Failed Low
4227	3	SID	53	1324	Electrostatic Oil Separator Circuit Failed High

SPN	FMI	PID/SID	PID/SID ID	FLASH CODE	FAULT DESCRIPTION
4227	5	SID	53	1324	Electrostatic Oil Separator Circuit Failed Open
4227	4	SID	155	1615	Oil Separator Circuit Failed Low
4227	3	SID	155	1615	Oil Separator Circuit Failed High
4227	7	SID	155	1615	Oil Separator, Max. Duration Time Reached
4228	16	SID	147	1241	Smart Remote Actuator 5 (VGT), Temperature Fault
4228	15	SID	147	1241	Smart Remote Actuator 5 (VGT), Temperature Warning

2.12 ENGINE OIL LEVEL

MAINTENANCE

Check the oil level daily with the engine stopped. If the engine has just been stopped and is warm, wait at least 10 minutes to allow the oil to drain back to the oil pan before checking. Wipe the dipstick clean then check oil level. The level should always be within the safe range on the dipstick (Fig. 17). Add the proper grade of oil to maintain the correct level on the dipstick. All diesel engines are designed to consume some oil, so a periodic addition of oil is normal.

WARNING

Touching a hot engine can cause serious burns.

CAUTION

Do not overfill. Oil may be blown out through the crankcase breather if the crankcase is overfilled.

CAUTION

Clean end of tube before removing the dipstick to prevent oil contamination.

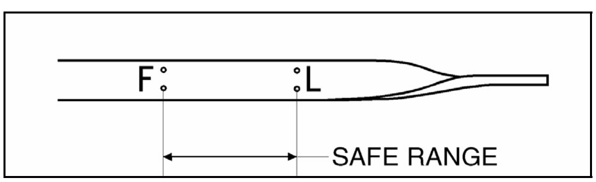


FIGURE 17: ENGINE OIL LEVEL DIPSTICK 01027

CAUTION

If the oil level is constantly above normal and excess lube oil has not been added to the crankcase, consult with an authorized Detroit Diesel service outlet for the cause. Fuel or coolant dilution of lube oil can result in serious engine damage.

The vehicle is provided with an oil reserve tank with a capacity of 2.2 US gallons (8,3 liters). This reserve tank is connected to the crankcase by a hose with a shutoff valve, allowing oil to be added to crankcase. To adjust oil level, open the oil reserve tank shutoff valve and allow oil to discharge into the engine until the "Full" mark on the dipstick is reached then close the valve. Check oil reserve tank level and pour oil in the reserve tank if necessary (Fig. 18). Comparison of oil levels in sight gauge, before and after adding oil to crankcase, shows approximately how much oil has been added.

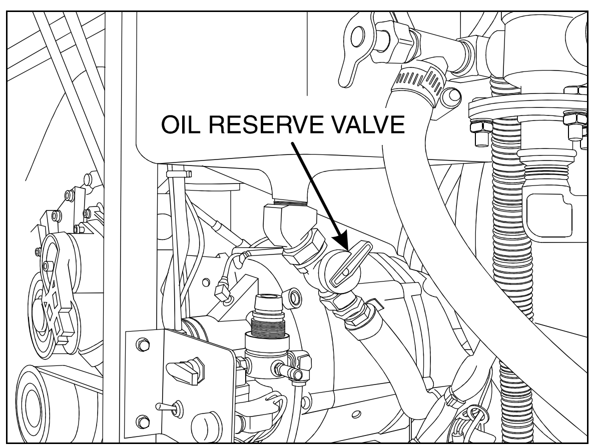


FIGURE 18: OIL RESERVE TANK 01050

2.13 ENGINE OIL AND FILTER CHANGE

MAINTENANCE

Both the engine oil and filter should be changed according to the following maximum interval (based on an oil analysis program).

Short Haul: 15,000 miles (24,000km) or once a year, whichever comes first.

Long Haul: 30,000 miles (48,000km) or once a year, whichever comes first.

Oil analysis program may be used to determine whether this interval should be shorter, but should not be used to lengthen the interval.

Short haul: 6,000 miles (10,000km) to 60,000 miles (100,000 km) annual.

Long haul: over 60,000 miles (100,000 km) annual.

However, changes that are more frequent may be required when the engine is subject to high levels of contamination and/or overheating. Change intervals may be decreased or gradually increased with experience on specific lubricants until the most practical service condition has been established. Always refer to the lubricant manufacturer's recommendations (analysis of drained oil can be helpful).

CAUTION

Do not use solvents to dilute the engine oil when draining. Dilution of fresh oil can occur which may be detrimental to the engine.

Change engine oil with the vehicle on a flat and level surface and with the parking brake applied. It is best to drain the oil when the engine is still warm.

1. From under the vehicle, remove the engine drain plug on the oil pan. Allow oil to drain (Fig. 19).

WARNING

Hot engine oil can cause serious burns. Wear coveralls with sleeves pulled down and gloves to protect hands.

2. Reinstall the drain plug.
3. Remove the spin-on filter cartridge using a 1/2" drive socket wrench and extension.
4. Dispose of the used oil and filter in an environmentally responsible manner in accordance with state and/or federal (EPA) recommendations.
5. Clean the filter adapter with a clean rag.
6. Lightly coat the filter gasket (seal) with clean engine oil.
7. Install the new filter on the adapter and tighten manually until the gasket touches the mounting adapter head. Tighten full-flow filters an additional two-thirds of a turn manually. Then, manually tighten bypass filter one full turn.

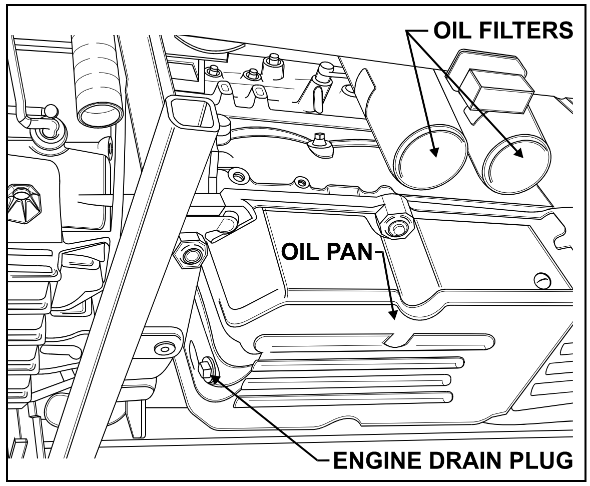


FIGURE 19: UNDER VEHICLE VIEW 01029

CAUTION

Overtightening may distort or crack the filter adapter.

8. Remove the engine-oil filler cap and pour oil in the engine until it reaches the "FULL" mark on the dipstick (Fig. 17).
9. Start and run the engine for a short period and check for leaks. After any leaks have been corrected, stop the engine long enough for oil from various parts of the engine to drain back to the crankcase (approximately 20 minutes).
10. Add oil as required to bring the level within the safe range on the dipstick.

MAINTENANCE

Engine oil temperature should be checked every 25,000 miles (40 000 km) to determine oil cooler efficiency. This check should be made by inserting a steel jacketed thermometer in the dipstick opening, immediately after stopping a hot, loaded engine. If the oil temperature exceeds the coolant temperature by more than 60 °F (33 °C), the oil cooler may be clogged.

For detailed oil specifications, refer to DETROIT DIESEL SERIES 60 2007 ON-HIGHWAY SERVICE MANUAL 6SE2007 under heading *«Lubricating Oil for Detroit Diesel Engines»*.

2.14 RECOMMENDED ENGINE OIL TYPE

To provide maximum engine life, lubricants shall meet the following specifications: SAE Viscosity Grade: 15W-40 API Classification: CJ-4.

CAUTION

Low ash oil formulation designated API CJ-4 is required in EPA-07 engines.

CJ-4 contains less than 1% ash which is the key to achieving maximum diesel particulate filter cleaning intervals. Use of high ash engine oils will reduce the cleaning interval on the Diesel Particulate Filter (DPF). DPF regenerates the combustible soot, but the ash (a product of the oil lubricant package) slowly accumulates in the channels of the DPF.

NOTE

Monograde oils should not be used in these engines regardless of API Service Classification.

NOTE

The use of supplemental oil additives is discouraged from use in Detroit Diesel Engines.

Synthetic oils: Synthetic oils may be used in Detroit Diesel engines provided they are API-licensed and meet the performance and chemical requirements of non-synthetic oils outlined previously. Synthetic oils do not permit extension of recommended oil drain intervals.

NOTE

COLD WEATHER STARTING

The proper selection of the engine oil grade will ease cold weather starting (refer to the lubrication and servicing schedule for the engine oil grade recommendation). Other practical considerations, such as the use of batteries, cables and connectors of adequate size, proper setting of voltage regulator, ether starting aid, oil and coolant heater systems, and proper fuel selection will ease cold weather starting.

2.15 POWER PLANT ASSEMBLY REMOVAL

To access the engine or engine-related components, the vehicle power plant assembly must be removed as a whole unit by means of a slide-out cradle. The power plant assembly includes the engine, transmission (including retarder if so equipped), air compressor, alternator and transmission oil cooler.

Remove the power plant assembly as follows:

CAUTION

Tag hoses and cables for identification before disconnecting in order to facilitate reinstallation. Plug all openings to prevent dirt from entering the system.

NOTE

The MCM is non-serviceable. If found defective, replace as a unit.

1. Disconnect the battery cables from the batteries. With the electrical circuit disrupted, accidental contact with the starter button will not produce an engine start. In addition, the Electronic Unit Injectors (EUI) will be disabled, preventing any fuel delivery to the injector tips.

WARNING

Due to the heavy load of the rear bumper assembly, it must be adequately supported before attempting to remove it.

2. Remove the rear bumper assembly from the vehicle. Refer to Section 18 BODY, under "Rear Bumper Removal And Installation".

3. Drain the engine cooling system. Refer to Section 05 COOLING under "Draining Cooling System".

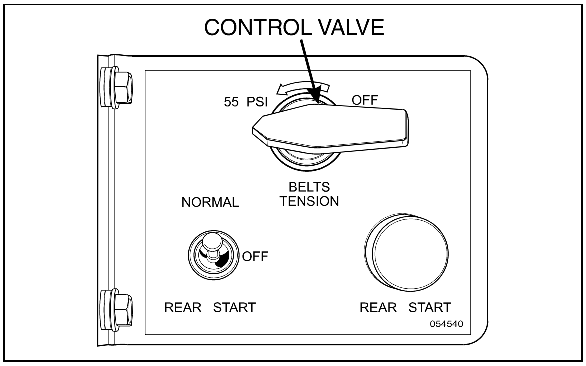


FIGURE 20: ENGINE COMPARTMENT 01044

4. Locate the A/C compressor drive belt tensioner control valve (Fig. 23). Turn handle clockwise in order to release pressure in belt-tensioner air bellows and loosen belts. Remove the belt.
5. Release all pressure from the air system. Refer to Section 12 BRAKES & AIR SYSTEM for instructions.
6. Disconnect and remove the engine-air intake duct mounted between air cleaner housing and turbocharger inlet.

CAUTION

To avoid damage to turbocharger, cover the turbocharger inlet opening to prevent foreign material from entering.

7. Disconnect and remove the air intake duct mounted between the turbocharger outlet and the charge air cooler inlet.
8. Disconnect and remove the air intake duct mounted between the charge air cooler outlet and the engine intake.
9. Disconnect and remove section of coolant pipe assembly mounted between the radiator outlet and the water pump inlet.
10. Disconnect and remove a section of coolant pipe assembly mounted between the thermostat housing and the radiator inlet.
11. Disconnect the coolant delivery hose mounted between the coolant surge tank and the water pump.
12. Disconnect two vent hoses from the thermostat housing and from the coolant pipe assembly.
13. Disconnect the fan-clutch electrical connector.
14. Disconnect the radiator fan drive shaft.
15. Disconnect the small heater hose located on the cylinder head at the back of the engine.
16. Disconnect and remove the exhaust pipe mounted between the turbocharger outlet and the exhaust bellows. If necessary, refer to Section 04 EXHAUST SYSTEM under “AFT Removal and Installation".

CAUTION

To avoid damage to turbocharger, cover the turbocharger outlet opening to prevent foreign material from entering.

17. Disconnect the block heater connector above the power steering pump.
18. Disconnect the steel-braided airline from the A/C compressor air bellows.
19. Disconnect the oil delivery hose from the valve located at the reserve tank drain.
20. Remove the power steering pump, leaving the supply and discharge hoses connected t it.
21. Close engine fuel supply shutoff valve on primary fuel filter. Disconnect the fuel line connected to inlet port. On vehicles equipped with the optional water-separator-fuel-filter, disconnect the connector and remove cable ties from cradle.
22. Disconnect fuel return line from bulkhead fixed on engine cylinder head end.
23. Disconnect the air compressor discharge airline.
24. Disconnect the coolant hose to the sump tank heater system.
25. Disconnect positive (+) cable (red terminal) from starter motor solenoid.
26. Disconnect starter motor ground cables from rear subframe ground-stud located close to the starter motor.
27. Disconnect VIH (vehicle interface harness) main connectors from MCM and VSS (vehicle speed sensor).
28. On vehicles equipped with an automatic transmission provided with a hydraulic output retarder, disconnect steel-braided airline from

pressure regulator output. The pressure regulator is mounted in the upper section of engine compartment backwall and is accessible through the engine compartment R.H. side door.

29. On vehicles equipped with an electrically operated cold-starting aid, disconnect the delivery hose from the starting-aid cylinder solenoid valve. Remove cable ties securing hoses.

30. Disconnect the transmission harness (Allison: 2 main connectors, 1 connector to the retarder accumulator solenoid) (ZF transmission: 3 connectors).

31. From under the vehicle, disconnect the propeller shaft as detailed in Section 09, under heading "Propeller Shaft Removal".

32. Inspect the power plant assembly to ensure that nothing will interfere when sliding out the cradle. Check for connections or hoses not mentioned in this list as some vehicles are equipped with special or aftermarket components.

33. Remove the six retaining bolts, washers and nuts securing the power plant cradle to the vehicle rear subframe (Fig. 23).

NOTE
Check if any spacer(s) have been installed between power plant cradle and vehicle rear subframe, and if so, note position of each washer for reinstallation purposes.

34. Using a forklift, with a minimum capacity of 4,000 lbs (1 800 kg), slightly raise the power plant cradle.

35. Pull engine out slowly from the engine compartment. Make sure all lines, wiring and accessories are disconnected and are not tangled.

⚠ CAUTION
Due to the minimum clearance between the power plant equipment and the top of the engine compartment, extreme care should be used to raise the power plant cradle, just enough to free the cradle. Clearance between power plant cradle and mounting rail should range between 1/4" and 1/2" (6-12 mm).

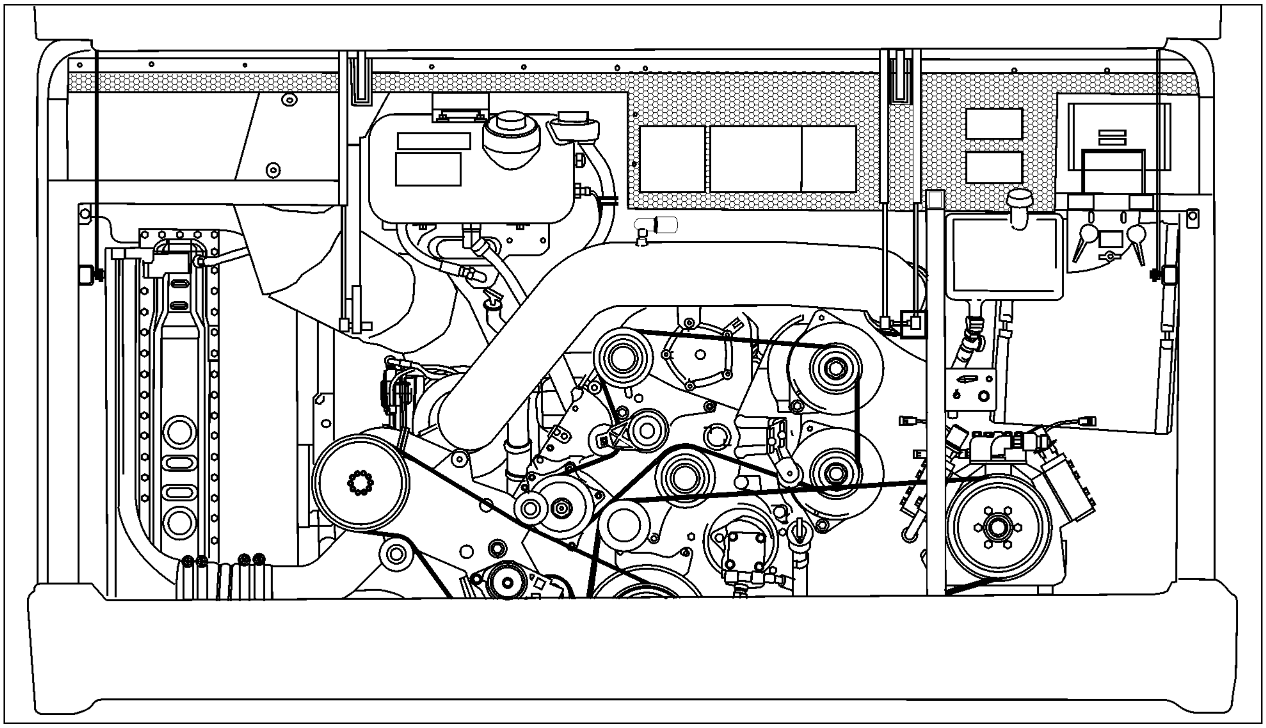


FIGURE 21: ENGINE COMPARTMENT H3 COACHES (TYPICAL) 01177

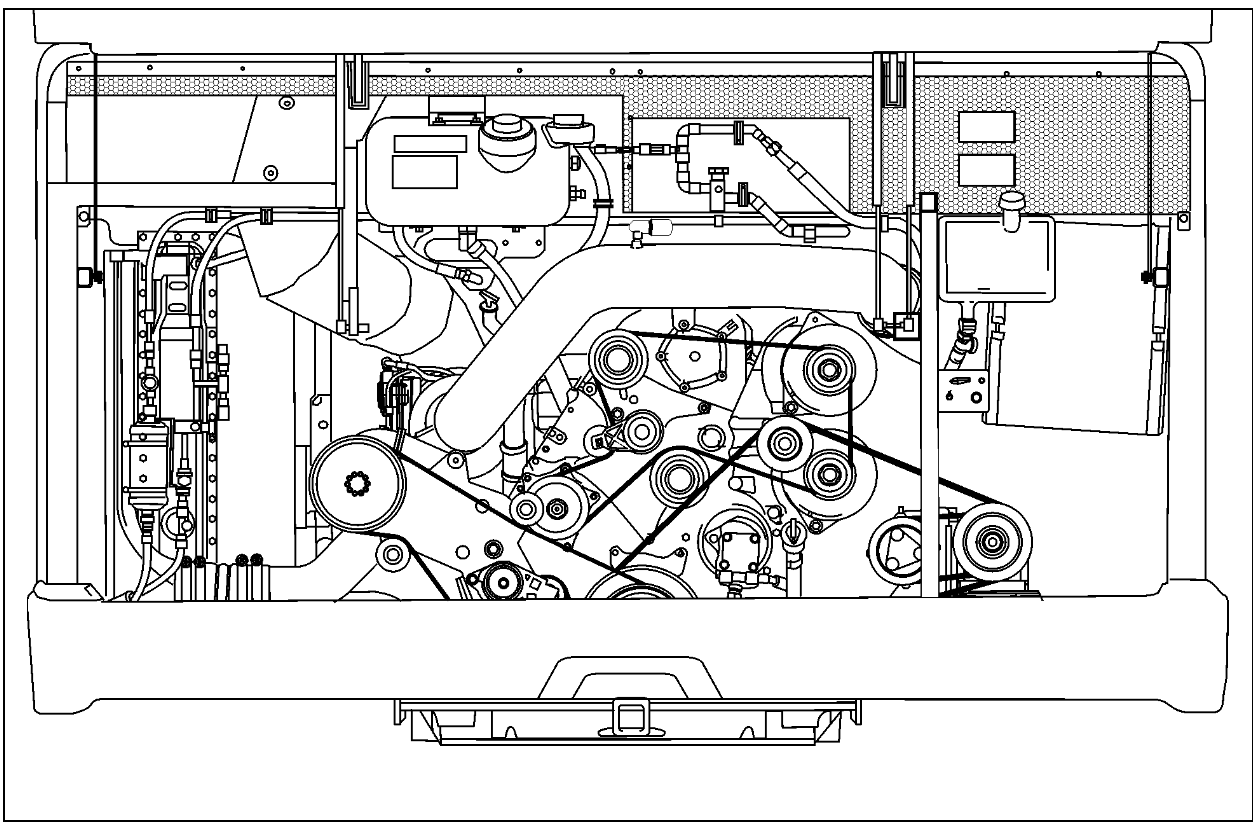


FIGURE 22: ENGINE COMPARTMENT VIP (TYPICAL) 01178

2.16 POWER PLANT ASSY. INSTALLATION

To install a power plant assembly, follow the same procedure as in "Power Plant Assembly Removal" except in reverse order, then proceed with the following:

5. Torque the power plant cradle mounting bolts to 190 lbf-ft (255 Nm).
6. If fan drive has been removed, reinstall and align as per Section 05 COOLING SYSTEM, under "Fan Drive Alignment".
7. Refill cooling system with saved fluid (refer to Section 05 COOLANT SYSTEM).
8. Once engine fuel system has been drained, it will aid restarting if fuel filters are filled with fuel oil (refer to Section 03 FUEL SYSTEM).
9. Start engine for a visual check. Check fuel, oil, cooling, pneumatic and hydraulic system connections for leakage. Test operation of engine controls and accessories.

2.17 JAKE BRAKE

Refer to both "The Jake Brake Troubleshooting and Maintenance Manual" and "Installation Manual for Model 797 Engine Brakes" for troubleshooting and installation procedures. They are annexed at the end of this section.

2.18 ENGINE MOUNTS

The power plant assembly on a vehicle powered with a series 60 engine is mounted to the cradle by means of rubber mounts.

Two rubber mounts are used at the front of the engine while two others are mounted on each side of the flywheel housing (Fig. 23).

It is recommended that new rubber mounts be installed at each major overhaul.

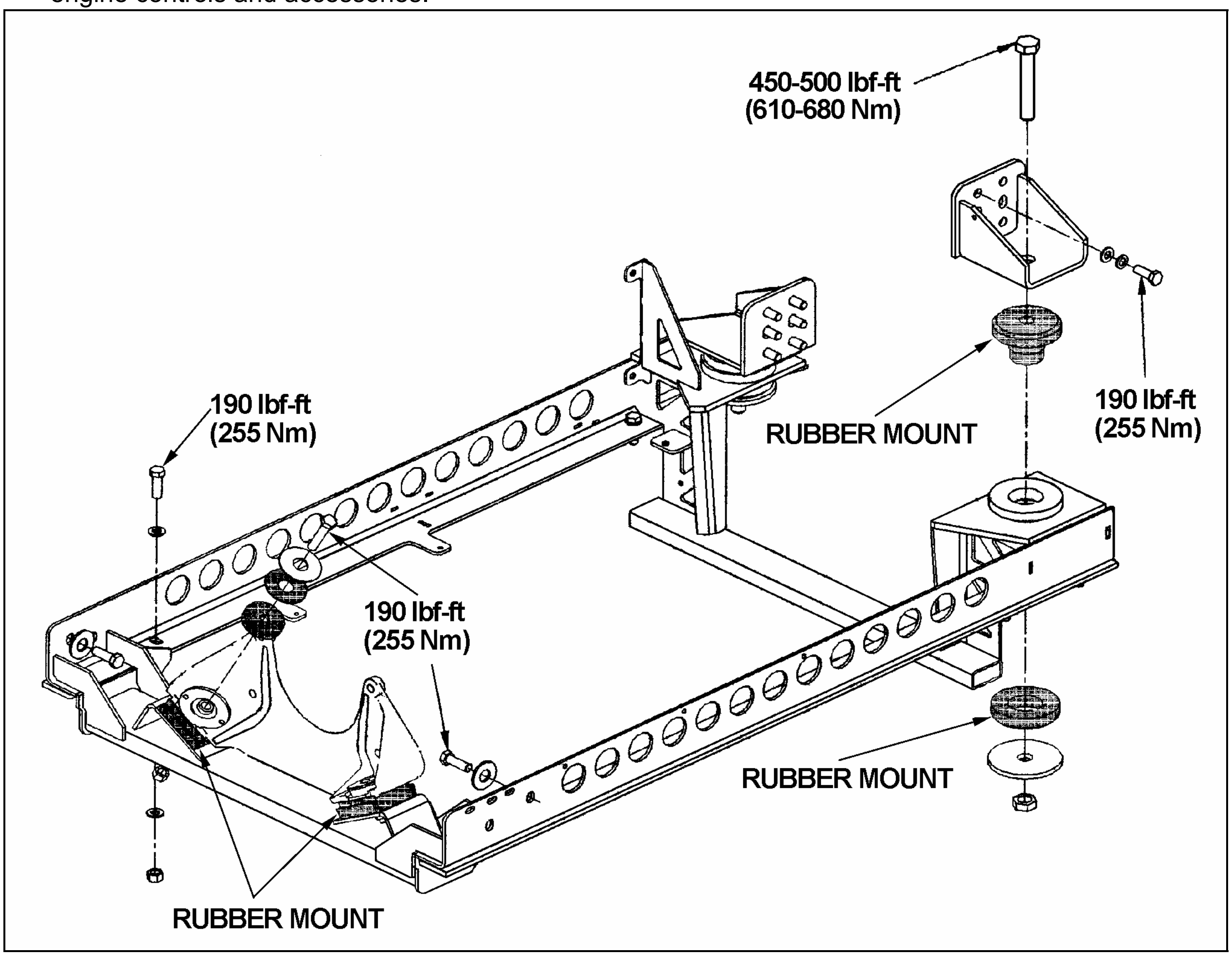


FIGURE 23: POWER PLANT CRADLE INSTALLATION

3. ELECTRONIC FOOT PEDAL ASSEMBLY (EFPA) & THROTTLE POSITION SENSOR

The Electronic Foot Pedal Assembly (EFPA) connects the accelerator pedal to a Throttle Position Sensor (TPS). The (TPS) is a device, which sends an electrical signal to the Motor Control Module (MCM). The TPS varies in voltage depending on how far the pedal is depressed. The system is installed in the space normally occupied by a mechanical foot pedal. The (EFPA) has maximum and minimum stops that are built into the unit during manufacturing (Fig. 24). The (TPS) converts the operator's foot pedal input into a signal for the MCM.

When installed by the equipment manufacturer, the TPS should not require adjustment. If the TPS is suspected of being misadjusted, confirm that the sensor is installed in accordance with the manufacturer's specifications. It is recommended that the idle count be at 50 or higher with a full throttle count of up to 200.

The TPS is self-calibrating and therefore has no optimum closed throttle or wide open throttle count value. If the counts are within the 50 to 200 range, the sensor is properly set.

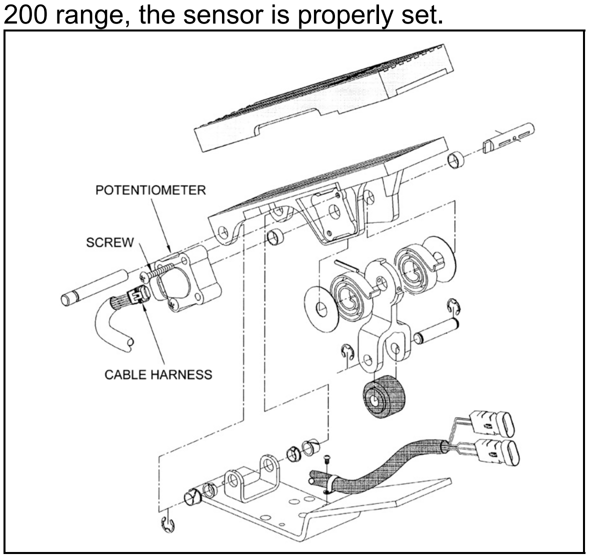
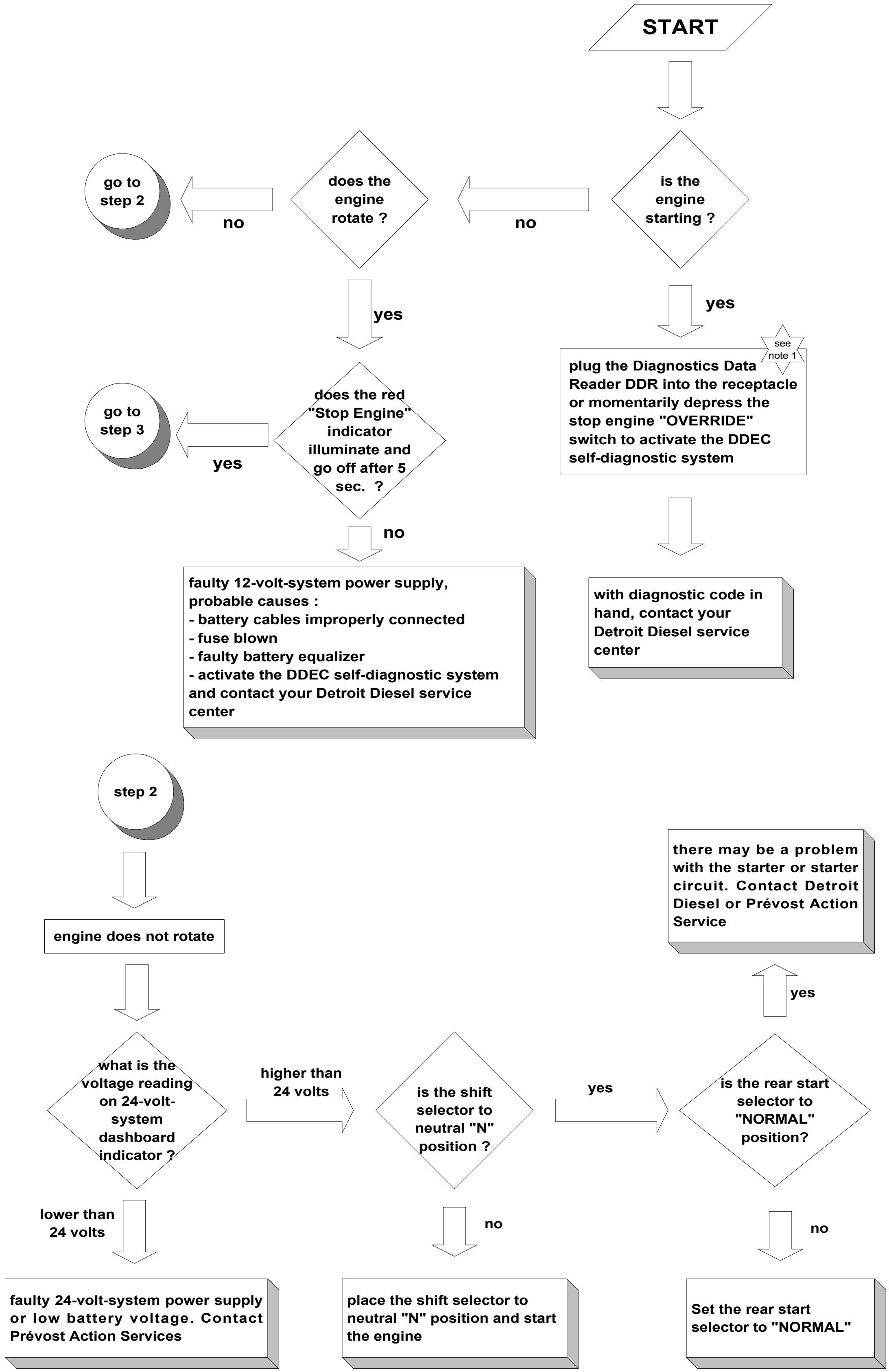
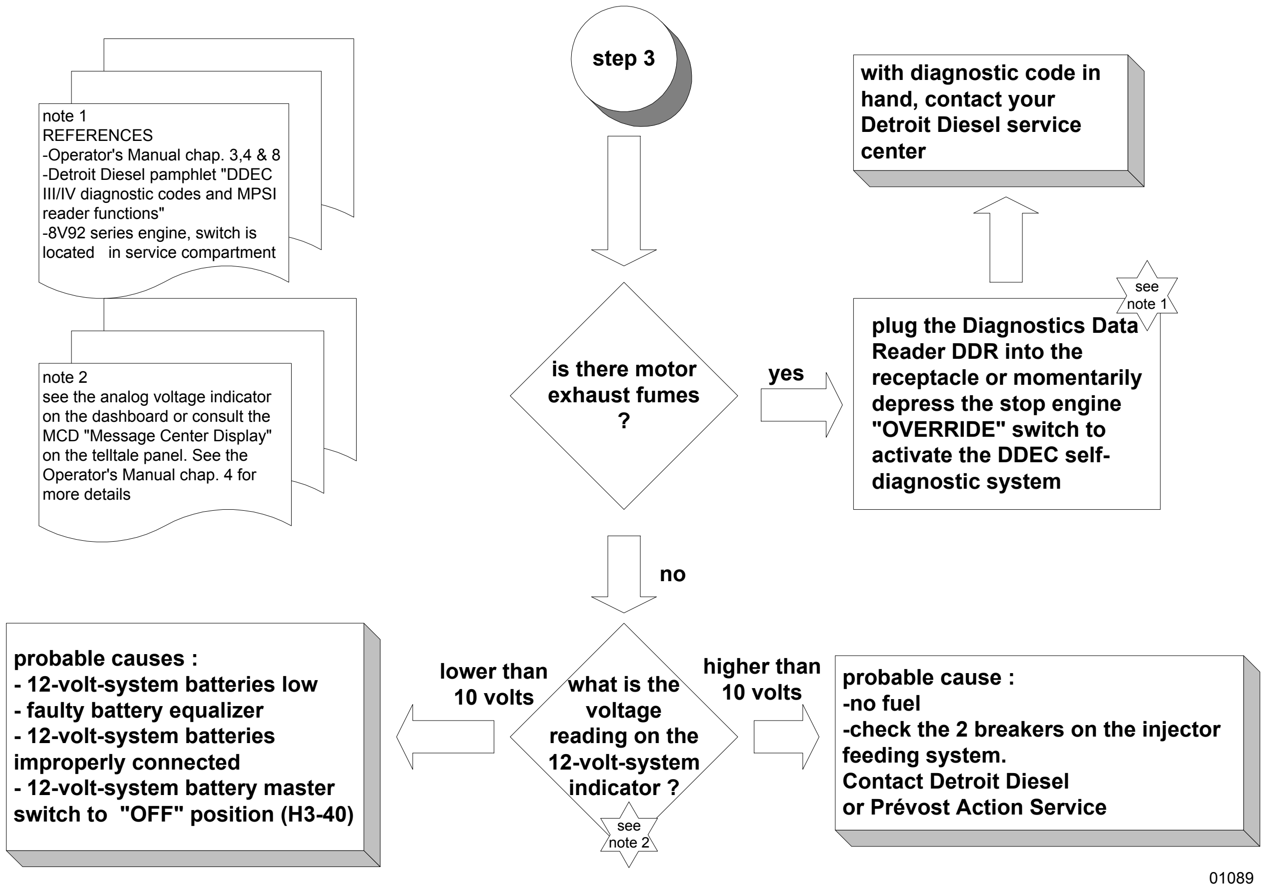


FIGURE 24: ELECTRONIC FOOT PEDAL ASSEMBLY 03035

Monitor the (TPS) at the controls as you move it through its full stroke. Be sure there is no misalignment or obstruction preventing the smooth movement of the TPS through the full stroke. Using a diagnostic data reader, check that the idle and full throttle position counts do not fall within the error zones. The error zones occur when the idle position is less than 14 counts, or when the full throttle position is more than 233 counts. Should these conditions occur, the CPC will signal diagnostic codes of 21-12 for idle error and 21-23 for wide-open throttle error.

4. ENGINE TROUBLESHOOTING GUIDE




step 3
note 1
REFERENCES
-Operator's Manual chap. 3,4 & 8
-Detroit Diesel pamphlet "DDEC III/IV diagnostic codes and MPSI reader functions"
-8V92 series engine, switch is located in service compartment
note 2
see the analog voltage indicator on the dashboard or consult the MCD "Message Center Display" on the telltale panel. See the Operator's Manual chap. 4 for more details
is there motor exhaust fumes ?
yes
plug the Diagnostics Data Reader DDR into the receptacle or momentarily depress the stop engine "OVERRIDE" switch to activate the DDEC self-diagnostic system
see note 1
with diagnostic code in hand, contact your Detroit Diesel service center
no
what is the voltage reading on the 12-volt-system indicator ?
see note 2
lower than 10 volts
probable causes :
- 12-volt-system batteries low
- faulty battery equalizer
- 12-volt-system batteries improperly connected
- 12-volt-system battery master switch to "OFF" position (H3-40)
higher than 10 volts
probable cause :
-no fuel
-check the 2 breakers on the injector feeding system.
Contact Detroit Diesel
or Prévost Action Service
01089

5. SPECIFICATIONS

5.1 SERIES 60 ENGINE

Make .... Detroit Diesel
Type .... Diesel four cycle/in-line engine
Description .... Turbo/Air to air charge cooled
No. of cylinders 6
Operating range .... 1200-2100 RPM
Maximum RPM 2100

CAUTION

To avoid possible engine damage, do not use single grade (Monograde) lubricants in Detroit Diesel four-cycle Series 60 engines, regardless of API classification.

Detroit Diesel Series 60 engine ratings

Series 60 engine ratings used in Prevost Car Models are listed in the following tables. The standard engine ratings are written in bold, customer may easily switch from one rating to another within the same table by having the DDEC VI system reprogrammed.

Coach Engine (14.0L)	
425 HP	@1800 rpm; 1450 lb-ft @1200 rpm
445 HP	**@1800 rpm; 1450 lb-ft @1200 rpm**

Motorhome (14.0L)	
470 HP	@1800 rpm; 1650 lb-ft @1200 rpm
515 HP	**@1800 rpm; 1650 lb-ft @1200 rpm**

Entertainer Engine (14.0L)	
455 HP	**@1800 rpm; 1550 lb-ft @1200 rpm**
490 HP	@1800 rpm; 1550 lb-ft @1200 rpm
515 HP	@1800 rpm; 1550 lb-ft @1200 rpm

Capacity

Oil reserve tank .... 8.4 US qts (8.0 L)

Engine oil level quantity

Oil Pan Capacity; Low Limit .... 26 quarts/25 liters
Oil Pan Capacity; High Limit .... 32 quarts/30 liters
Total Engine Oil Capacity with Filters .... 38 quarts/36 liters

Lubricating oil filter elements

Make .... AC Rochester Div. GMC # 25014505
Make .... A/C Filter # PF-2100
Type .... Full Flow
Prevost number 510458

Torque specification

Engine oil filter.. Tighten 2/3 of a turn after gasket contact

Filters

Engine Air Cleaner Filter

Make .... Nelson # 70337-N

Prevost number 530197

Engine Coolant Filter/Conditioner

Make ....Nalco Chemical Company # DDF3000

Make ....Detroit Diesel # 23507545

Prevost number.. 550630

NOTE
For primary and secondary fuel filters, refer to Specifications in section 03.

5.2 VOLVO D13 ENGINE

Make ....Volvo Powertrain

Type ....Diesel four cycle

Description .... Turbo/Air to air charge cooled

No. of cylinders ....12.8 L inline 6

Recommended cruise speed range ....1300-1500 RPM

Maximum RPM.. 2100

Engine oil level quantity

Oil Pan Capacity; Low Limit ....25 quarts/24 liters

Oil Pan Capacity; High Limit ....34 quarts/32 liters

Total Engine Oil Capacity with Filters ....45 quarts/42.5 liters

Lubricating oil filter elements

Prevost number.. 478736 (Full Flow)

Prevost number..510938 (By-pass)

Torque specification

Engine oil filter.. Tighten 3/4 to 1 turn after gasket contact

Filters

Engine Air Cleaner Filter

Prevost number 530197

Engine Coolant Filter

Make .... Volvo

Number 20458771

NOTE
For primary and secondary fuel filters, refer to Specifications in section 03.

CONTENTS

ILLUTRATIONS

1. FUEL SYSTEM WITH DETROIT DIESEL SERIES 60 ENGINE

1.1 DESCRIPTION

Figure 1 shows a schematic of the fuel system. Fuel is drawn from the fuel tank through a manual shut-off valve, a primary fuel filter (fuel-filter/water-separator) before it enters the MCM and the fuel pump. If the vehicle is equipped with the optional “Davco Fuel Pro 382”, this one replaces the primary fuel filter. Leaving the pump under pressure, the fuel flows through a secondary fuel filter and a shut-off valve, then to the cylinder head. The fuel reaches the injectors in the cylinder head through passages within the head. Excess fuel exits at the rear of the head just above the inlet, through a restrictive return fitting which maintains fuel pressure in the system. Finally, the fuel flows through the check valve and the fuel cooler before it returns to the fuel tank. One preheater is available: 104 000 BTU. If the vehicle is equipped with the 104 000 BTU preheater, the fuel is drawn from the fuel tank through the fuel filter to the preheater. Excess fuel returns to the fuel tank.

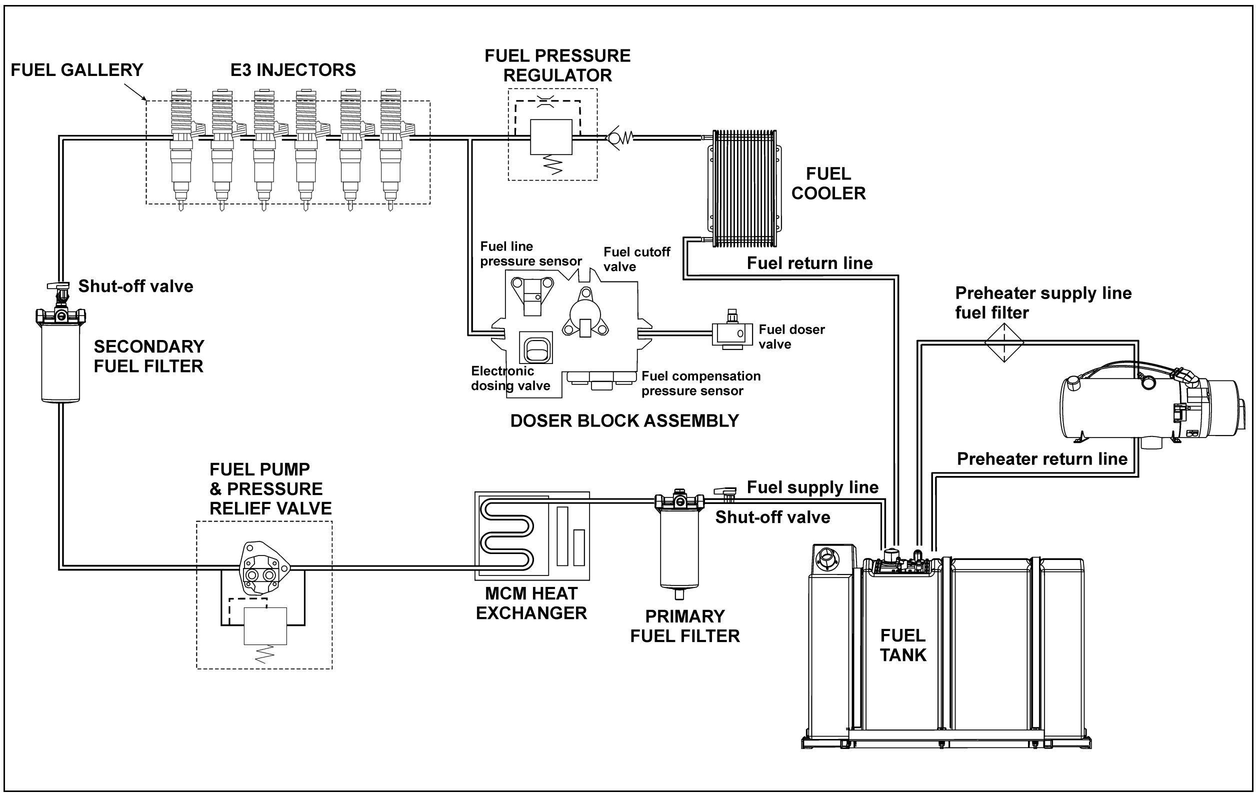


FIGURE 1: FUEL SYSTEM SCHEMATIC (DDC S60 ENGINE) 03075

1.2 FUEL VALVES

Manual shut-off valves on engine fuel-supply line are located on the R.H. side of engine compartment. A manual shut-off valve is located at the inlet side of the primary fuel filter under the starter or at the inlet side of Davco Fuel Pro 382 fuel filter. Another manual shut-off valve is located at the outlet side of the secondary fuel filter. Shut-off valve are designed to prevent loss of fuel prime at time of filter replacement. No manual valve is required on preheater fuel-supply line, since the positive-displacement fuel pump (located close to the fuel tank) prevents fuel flow when not activated.

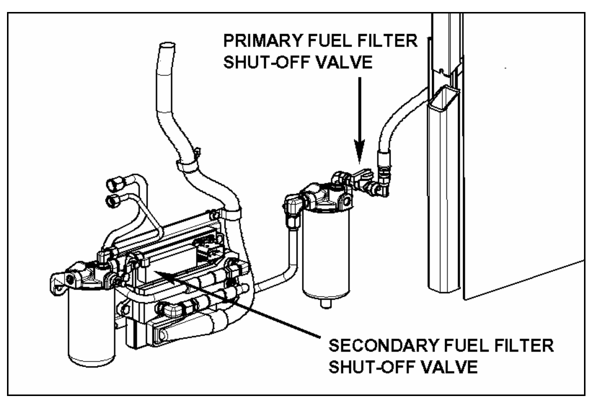


FIGURE 2: MANUAL SHUT-OFF VALVES LOCATION (DDC S60 ENGINE) 03072

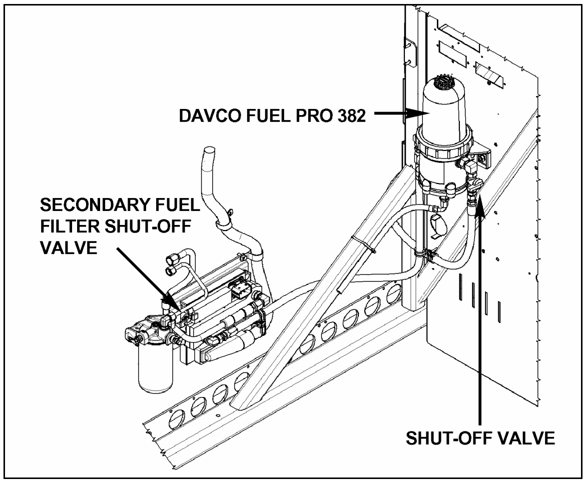


FIGURE 3: MANUAL SHUT-OFF VALVE WITH DAVCO FUEL PRO 382 (DDC S60 ENGINE) 03073

1.3 FUEL FILTERS

The fuel system is equipped with primary (strainer or optional fuel/water separator) and secondary fuel filters for additional protection of the injectors. A Racor fuel/water separator may be installed in primary filter location (Fig. 4).

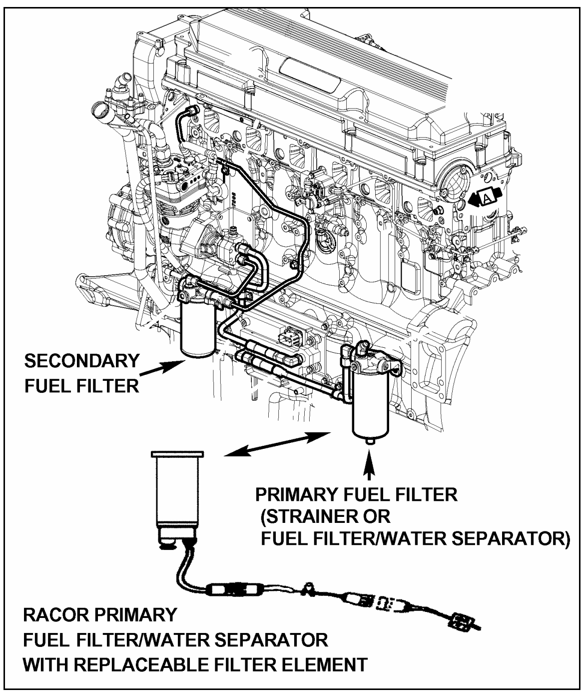


FIGURE 4: ENGINE R.H. SIDE 03069

NOTE

The operating conditions and cleanliness of type of fuel used determine the service intervals of the filter/water separator element and the secondary fuel filter cartridge.

NOTE

For information on the Davco Fuel Pro 382 fuel filter, refer to paragraph 4.3.

1.4 RACOR FUEL/WATER SEPARATOR SERVICING

MAINTENANCE

The Racor fuel/water separator should be drained periodically, or when the water separator telltale light on the dashboard illuminates.

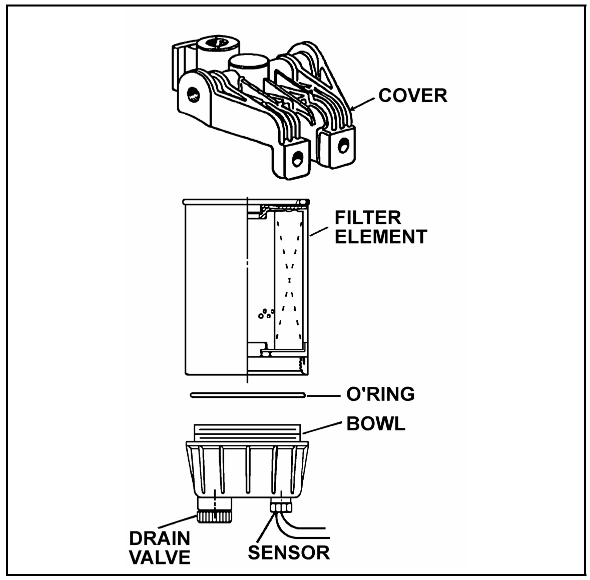


FIGURE 5: RACOR FUEL /WATER SEPARATOR 03025

Replace the fuel/water separator element as follows:

1. Drain the fuel /water separator by opening the drain valve.
2. With engine "OFF" and engine fuel supply line shut-off valves closed; remove the filter cartridge and bowl assembly from cover (for valve location, see *"3. FUEL VALVES"* in this section).
3. Separate bowl from filter cartridge. Clean bowl and O-ring groove.

NOTE

Bowl is reusable, do not discard.

4. Lubricate O-ring with clean diesel fuel or motor oil and place it in bowl groove.
5. Screw bowl onto new filter cartridge snugly by hand.

CAUTION

Do not use tool to tighten. Tighten by hand only.

6. Lubricate filter seal with clean diesel fuel or motor oil.
7. Fill filter cartridge with clean diesel fuel and attach onto cover. Handtighten an additional 1/3 to 1/2 turn after making full seal contact.
8. Open shut-off valves of the engine fuel supply line.
9. Run the engine and check for leaks.

CAUTION

If the fuel/water separator continuously requires draining, it is possible that water or sediment has accumulated in the fuel tank. To correct this situation, open the drain plug under the tank when the fuel gauge indicates tank is 1/4 full in order to drain any contaminant.

1.5 SPIN-ON TYPE FUEL FILTER SERVICING (PRIMARY & SECONDARY)

The primary and secondary fuel filters are located on the R.H. side of the engine. The primary filter is located below the starter, and the secondary fuel filter is below the air compressor. The threaded sleeves that accept the filters body are different sizes to prevent mismatching. Primary filter thread is 1in.X12 while secondary is 13/16in.X12. The word “primary” or “secondary” is cast onto the top of the respective adaptor.

NOTE

The fuel filter adaptors are mounted to the engine block with two bolts each. Torque these bolts to 43-54 lbf•ft (58-73 N•m).

A method of determining when filters are clogged to the extent that they should be changed is based on the fuel pressure at the cylinder head fuel inlet fitting and the inlet restriction at the fuel pump. In a clean system, the maximum pump-inlet restriction should not exceed 6 inches of mercury (20.3 kPa) and must not exceed 12 inches of mercury (41 kPa) with a dirty system.

At normal operating speeds and with the standard fuel pressure regulator, the fuel pressure at the cylinder head inlet is 58-72 psi (400-50 kPa). Change the fuel filters whenever the inlet restriction at the fuel pump reaches 12 inches of mercury (41 kPa) at normal operating speeds. Also, change whenever the fuel pressure at the cylinder head inlet fitting falls to the minimum fuel pressure given above.

MAINTENANCE

The primary and secondary fuel filters are of a spin-on type and must be replaced every 12,500 miles (20 000 km) or once a year, whichever comes first. If the primary fuel filter is a fuel filter/water separator type, it is equipped with a positive seal drain-valve to prevent water infiltration in engine fuel system. To drain, loosen positive seal drain-valve below filter and tighten after water has been flushed out.

Change the filter cartridge(s) as follows:

NOTE

Use a suitable band wrench or filter wrench, such as J22775, to remove the filters.

1. Stop engine, place a suitable container under the filter.
2. Close the secondary and primary filter shut-off valve (for valve location, See paragraph 3. FUEL VALVES").
3. Using a band filter wrench, unscrew and discard filters.
4. Fill new filter cartridge(s) with clean fuel oil. Apply a thin coat of clean fuel oil on gasket.
5. Install new filters. Tighten until filter is snug against the gasket, with no side movement. Rotate an additional 1/2 turn by hand.

CAUTION

Mechanical tightening of the fuel filters is not recommended and may result in seal and/or cartridge damage. Tighten the fuel filters by hand only.

6. Open engine fuel supply line shut-off valves.
7. Start the engine and check for leaks.

NOTE
There is a fuel system shut-off valve on the discharge side of the secondary fuel filter. This check valve is designed to prevent fuel loss at time of filter replacement.

1.6 FUEL PUMP INSTALLATION

The fuel pump is driven off of the rear of the air compressor.

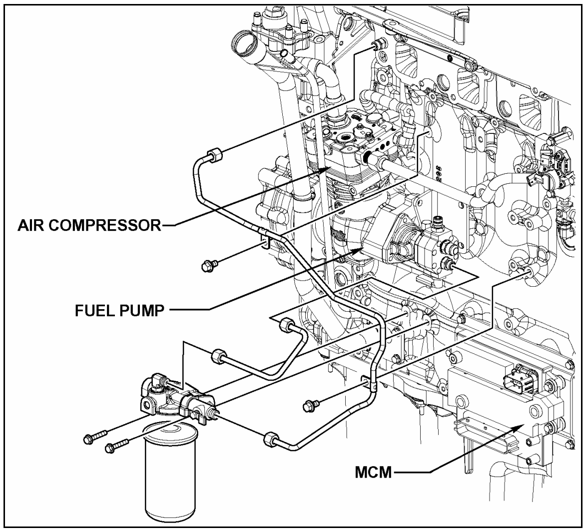


FIGURE 6: FUEL PUMP LOCATION 03070

1. If removed, install inlet and outlet fittings in the cover of the fuel pump.

NOTE
New fittings have sealant already applied. When reusing fittings, coat the threads lightly with Locktite Pipe Sealant, Detroit Diesel number J 26558-92, or equivalent, before installing. To prevent sealant from entering fuel system, do not apply to the first two threads of the fitting. Do not use Teflon tape or paste on the fittings.

Install drive coupling in drive hub of the fuel pump. Install a new gasket to the mounting flange of the pump.

2. Index the drive coupling with the drive hub on the end of the air compressor crankshaft and align the pump mounting bolt holes with those in the air-compressor rear cover.
3. Seat the fuel pump squarely against the air compressor. Pilot the flange on the pump body, in the opening in the rear cover of the compressor. Install three mounting bolts and tighten them to 22-28 lbf-ft (30-38 Nm).

Connect the fuel inlet and outlet lines to the fuel pump and tighten.

2. FUEL SYSTEM WITH VOLVO D13 ENGINE

2.1 DESCRIPTION

NOTE
For additional information concerning Volvo D13 engine components or engine-related components, consult Volvo Trucks Canada or Volvo Trucks North America Web Site under: Parts & Service. On Volvo web site, you will find detailed service procedures for parts replacement, repair and maintenance.

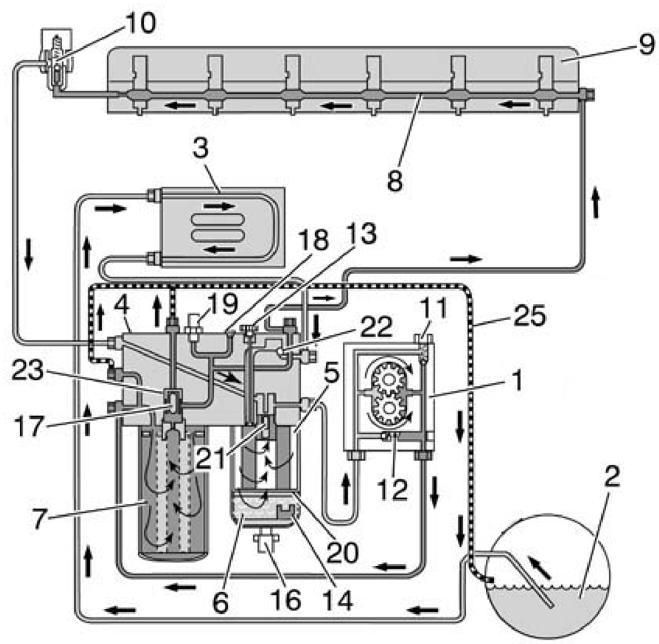


FIGURE 7: FUEL SYSTEM SCHEMATIC (VOLVO D13 ENGINE) **03086**

Fuel is drawn up the fuel lines by the supply pump (1) through the pickup tube in the tank (2) and through the Engine Electronic Control Unit (EECU) cooling coil (3) and into the fuel filter housing (4). The fuel housing is equipped with a primary fuel filter (fuel/water separator) consisting of a filter cartridge and a water separation bowl.

The supply pump (1) forces the fuel into the fuel filter housing through the secondary filter (main) to a cylinder head longitudinal gallery (8). This channel supplies each unit injector (9) with pressurized fuel by a circular groove around each unit injector in the cylinder head. The overflow valve (10) controls the fuel supply pressure to the unit injectors.

The return fuel from the overflow valve (10) is returned back to the fuel filler housing and is mixed with the fuel from the fuel tank in a channel within the fuel filter housing (4).

Supply Pump Valves

Two valves are located in the supply pump (1). The safety valve (11) allows fuel to flow back to the suction side when the pressure becomes too high, e.g., if the fuel filter is blocked or is too restricted. The non-return valve (12) opens when the hand-priming pump is used.

Automatic Bleeding

If air gets into the system, it is bled when the engine starts. During bleeding, air is pressed out through the fuel filter housing over to the fuel tank through the return line (25). Bleeding for the filter replacement is controlled by valves (17) and (23).

Other

The fuel filter housing eliminates the need to drain the fuel when replacing the filter. The valve pegs (17) and (21) close when the fuel filter is removed. It is not necessary to bleed the fuel system after replacing the filter, since this is performed automatically when the engine is started and runs for more than 2 minutes.

The plugged outlet (18) is fitted on the fuel filter housing. This outlet is used when measuring supply pressure after the fuel filter with an external pressure gauge. The pressure sensor (19) on the fuel filter housing monitors the supply pressure after the fuel filter. A fault code is displayed on the instrument cluster if the fuel supply pressure is less than the specified value.

Hand Priming Pump

The hand priming pump (13) is located on the fuel filter housing and is used to pump fuel (when engine is not running) after the fuel system has been drained for repair, etc. The non-return valve (22) for the hand priming pump is also located in the fuel filter housing.

2.2 FUEL VALVES

The manual shut-off valve on engine fuel-supply line is located on the R.H. side of engine compartment. A manual shut-off valve is located at the inlet side of the primary fuel filter or at the inlet side of Davco Fuel Pro 382 fuel filter. Shut-off valve is designed to prevent loss of fuel prime. No manual valve is required on preheater fuel-supply line, since the positive-displacement fuel pump (located close to the fuel tank) prevents fuel flow when not activated.

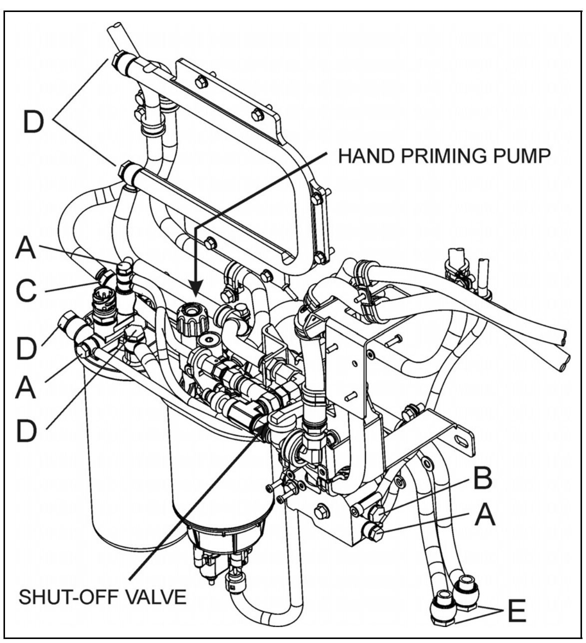


FIGURE 8: MANUAL SHUT-OFF VALVE (VOLVO D13 ENGINE) 03088

FUEL LINE FITTINGS – VOLVO D13 ENGINE	
A	13 ± 2 ft-lb (18 ± 3 Nm)
B	20.5 ± 3 ft-lb (28 ± 4 Nm)
C	22 ± 3 ft-lb (30 ± 4 Nm)
D	26 ± 4 ft-lb (35 ± 5 Nm)
E	29.5 ± 4 ft-lb (40 ± 5 Nm)
F	35 ± 4 ft-lb (48 ± 5 Nm)

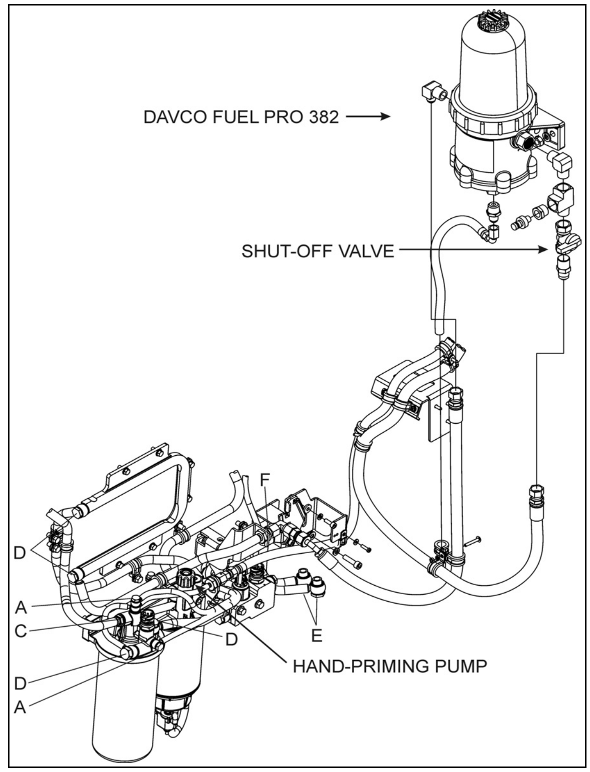


FIGURE 9: MANUAL SHUT-OFF VALVE LOCATION WITH DAVCO FUEL PRO 382 (VOLVO D13 ENGINE) 03087

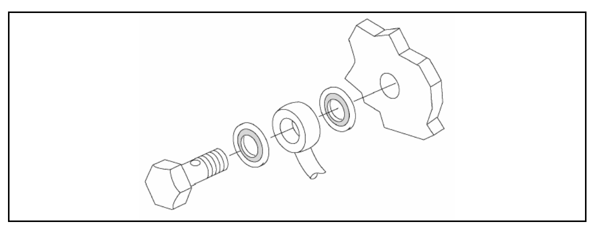


FIGURE 10: FUEL LINE COMPRESSION FITTING - ALWAYS REPLACE THE FUEL LINE COMPRESSION SEALING WASHERS WHEN TROUBLESHOOTING FOR FUEL AERATION OR PERFORMING ANY SERVICE PROCEDURE THAT REQUIRES THE REMOVAL OF ENGINE FUEL LINES

2.3 FUEL FILTERS

A primary fuel filter is installed on the engine. This filter consists of a filter cartridge, a water separation bowl with a drain valve. It is used to prevent water from entering the fuel system.

MAINTENANCE

The primary and secondary fuel filters are of a spin-on type and must be replaced at **every engine oil change**.

The primary fuel filter should be drained periodically or when the telltale light on the dashboard illuminates if equipped with this system. To drain water, loosen the drain valve below the separator. Place an appropriate container under the filter. Close the drain valve when finished.

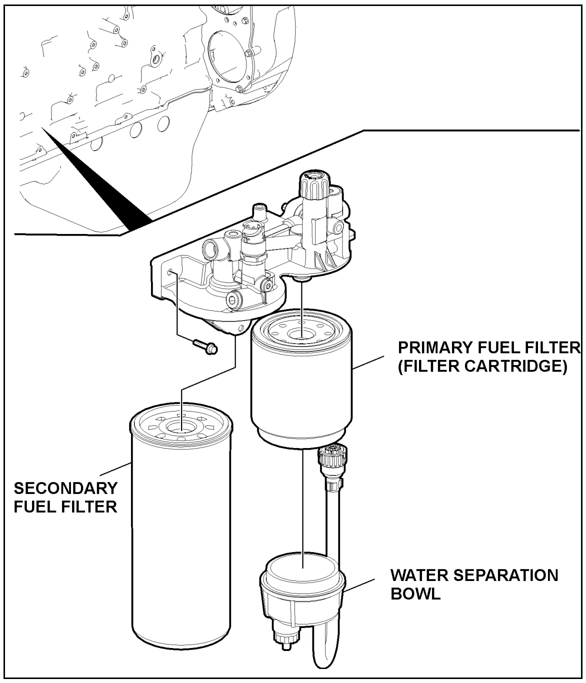
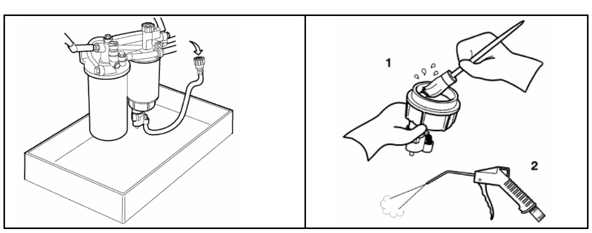


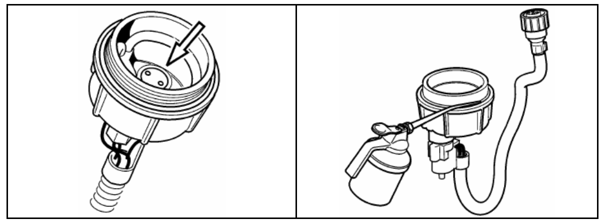
FIGURE 11: FUEL FILTERS WITH VOLVO D13 ENGINE
03085

2.3.1 Primary Fuel Filter Replacement

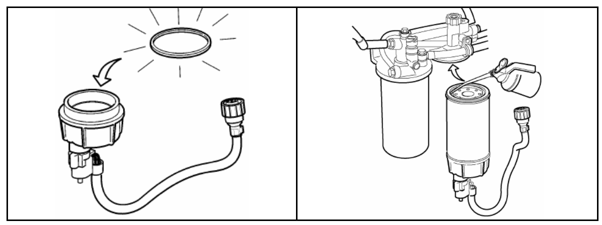
1. Stop engine, close the fuel supply line shut-off valve.
2. Place an appropriate container under the fuel filter housing, then drain the water from the water separation bowl.
3. Disconnect the fuel/water separator indicator electrical connector.



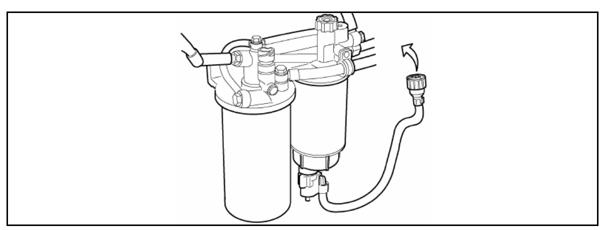
4. Unscrew and remove the primary fuel filter from the fuel filter housing. Drain filter.
5. Unscrew and remove the separation bowl from the filter cartridge.
6. Remove and discard the old gasket from the water separation bowl. Clean the bowl thoroughly and then blow dry with filtered compressed air.



7. Check that the drainage hole in the water separator bowl is not blocked.
8. Apply a thin coating of clean engine oil to the surface of the water separation bowl.



9. Install a new gasket to the water separation bowl and then reinstall the separation bowl to the new primary fuel filter cartridge.
10. Apply a thin coating of clean engine oil to the surface of the primary fuel filter, install the primary fuel filter to the fuel filter housing, then tighten the primary fuel filter 1/2-3/4 turn.

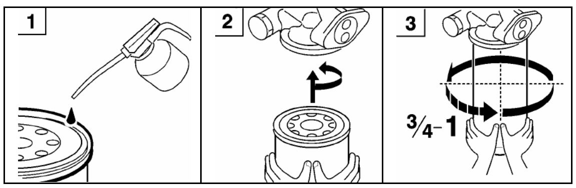


11. Connect the electrical connector for the water/fuel separation bowl indicator.
12. Open the fuel supply line shut-off valve.
13. Purge air from the filter by operating the priming pump to draw fuel and fill the filter. When using the hand priming pump, approximately 100 strokes will be required.
14. Start the engine and carry out a fuel-tightness check. Let the engine run for

about 5 minutes to remove air pockets from the fuel system.

2.3.2 Secondary Fuel Filter Replacement

1. Stop engine, close the fuel supply line shut-off valve. Place an appropriate container under the fuel filter housing.
2. Clean around sealing area on fuel filter and housing.
3. Unscrew and remove the secondary fuel filter from the fuel filter housing.
4. Apply a thin coating of clean engine oil to the gasket of the secondary fuel filter. Screw the fuel filter into position. Tighten the filter ¾ to 1 turn after the gasket makes contact with the fuel filter housing.



CAUTION

Fuel in the old filter **must absolutely not** be poured into the new filter. This kind of contaminated fuel can damage the unit injectors.

5. Prime the fuel system by pumping the hand priming pump on the fuel filter housing until resistance is felt indicating that the system is full of fuel.
6. Start the engine and carry out a fuel-tightness check. Let the engine run for about 5 minutes to remove air pockets from the fuel system.

2.4 PRIMING THE FUEL SYSTEM

The fuel system will need to be bled if:

- The vehicle has run out of fuel.
- The engine has not been running for an extended period of time.
- Service work has been done on the fuel system, (tank, fuel lines, filters, valves, etc.) for example cleaning or replacing fuel filter cartridges.
- The engine is new or rebuilt.

CAUTION

When priming the system, movement of the primer pump should be as up and down as possible. Avoid putting any side load on the pump or causing a binding condition. Failure to follow these instructions could prematurely damage the primer pump.

NOTE

When the fuel system is empty, 200 or more pump strokes may be needed to properly prime system. There are no bleed nipples to be opened to prime the fuel system.

1. Stop engine;
2. Unlock the hand pump by turning the handle counterclockwise.
3. Prime the system by moving the primer pump in an up and down pumping motion. Avoid putting any side load on the pump or causing a binding condition.
4. Lock the hand primer pump by retracting it into the housing and turning it clockwise.
5. Start the engine and run it at an increased idle speed for approximately 5 minutes to remove any remaining air in the system. Check the fuel system for leaks.

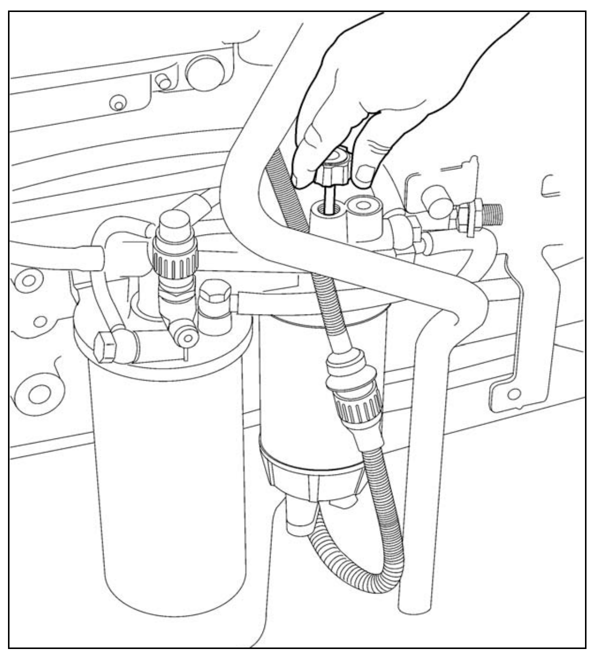


FIGURE 12: HAND PRIMING PUMP

3. DAVCO FUEL PRO 382

The optional Fuel Pro 382 diesel fuel filter system consists of a permanently mounted fuel processor, a replaceable filter element, a filter element cover and collar and a fluid filter base assembly. This system is installed between the fuel tank and the fuel pump. The filter serves as a water separator as well as a fuel filter (Fig. 13).

The filter fibers used in the Davco Fuel Pro 382 element may cause the fuel level to read artificially high when the filter is first installed. Over the first few days, the filter fibers eventually become fully saturated and the fuel level will drop to normal levels. Do not be concerned about an abnormally high fuel level when a new Davco element is installed.

Fuel level rises as dirt collects on the filter from the bottom up. Restriction remains consistently low because fuel always flows through clean, new media.

MAINTENANCE

Replace Fuel Pro 382 filter element when the fuel level in the see-thru filter cover reaches the top of the filter element or after one year of service, whichever comes first.

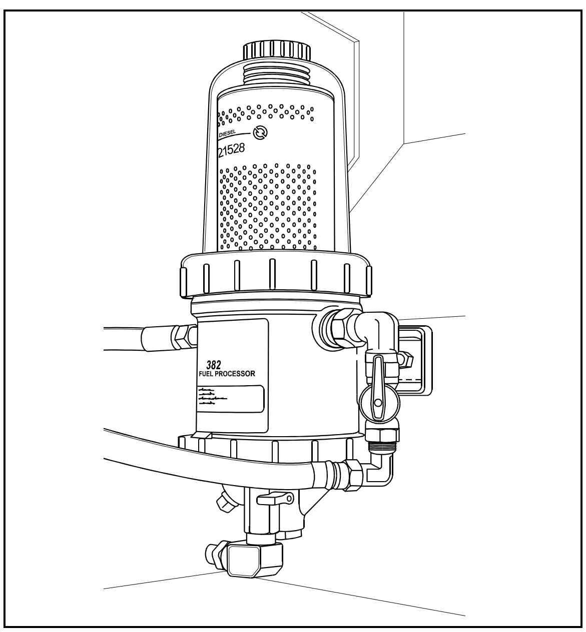


FIGURE 13: DAVCO FUEL PRO 382 INSTALLATION 03032

Filter replacement:

1. Stop engine;
2. Place a suitable container under the fuel processor;
6. Close the shut-off valve on the discharge side of the fuel filter;
7. Open the drain valve at the base of the fuel processor and drain the fuel until it is below the level of the filter;
8. Untighten upper collar, remove cover, filter spring, filter element and cover seal;
9. Dispose of used filter element;
10. Ensure the filter grommet is included in the base of the new filter element and then install the element onto the center stud;
11. Ensure the filter spring is installed at the top of the cover. If missing, the spring must be replaced to insure proper filter operation. Wipe the cover lid and seal clean. After ensuring the seal is properly positioned at the base of the cover, install the cover and collar onto the fuel processor. Tighten the collar by hand until secure;
12. Fill the cover full of clean fuel through spin off cap located on top of cover. Install vent cap seal and then reinstall the cap and tighten by hand only;
13. Open the shut-off valve;
14. Start engine, raise rpm for 2-3 minutes, hand tighten collar again.
15. After the air is purged and with the engine still running, slowly loosen the vent cap on the filter cover. The fuel level in the cover will start falling. When the fuel level falls to the top of the collar, tighten the vent cap quickly by hand.
16. Shut down the engine and hand-tighten the collar again.

NOTE

Fuel Pro 382 also accepts standard secondary spin-on fuel filters.

Environmental Notice*: Diesel fuel is an environmentally hazardous product. Dispose in an environmentally friendly manner.*

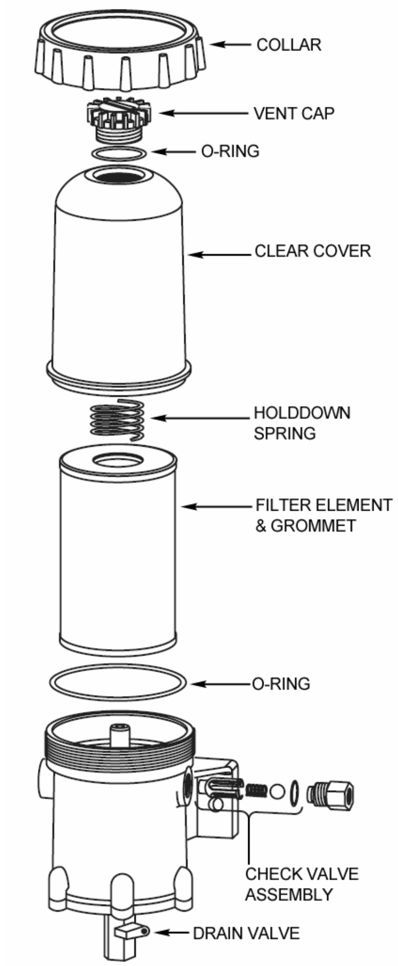


FIGURE 14: DAVCO FUEL PRO 382 EXPLODED VIEW
03076

4. FUEL LINES AND FLEXIBLE HOSES

Make a visual check for fuel leaks at all engine-mounted fuel lines and connections and at the fuel tank suction and return lines. Since fuel tanks are susceptible to road hazards, leaks in this area may best be detected by checking for accumulation of fuel under the tank. Engine performance and auxiliary equipment is greatly dependent on the ability of flexible hoses to transfer lubricating oil, air, coolant and fuel oil. Diligent maintenance of hoses is an important step in ensuring efficient, economical and safe operation of engine and related equipment.

MAINTENANCE

Check hoses daily as part of the pre-start-up inspection. Examine hoses for leaks and check all fittings, clamps and ties carefully. Make sure that the hoses are not resting on or touching shafts, couplings, and heated surfaces, including exhaust manifolds, any sharp edges or other obviously hazardous areas.

Since all machinery vibrates and moves to a certain extent, clamps and ties can fatigue with age. To ensure continued proper support, inspect fasteners frequently and tighten or replace them as necessary. Refer to the schematic diagram of the fuel system (Fig. 1).

CAUTION

Oil level above the dipstick full mark or a decrease in lube oil consumption may indicate internal fuel leaks. Check oil level frequently.

5. PREHEATER FUEL FILTER

The preheater fuel filter is located beside the preheater in the dedicated compartment above the rear wheelhousing, on the L.H. side of vehicle.

MAINTENANCE

Replace preheater fuel filter every 50,000 miles (80 000 km) or once a year, whichever comes first.

6. FUEL TANK

All H3 series vehicles are equipped with a high-density cross-link polyethylene fuel tank with a capacity of 235 US gallons (890 liters). The tank is located just forward of the last baggage compartment, between the A/C condenser and evaporator.

Fuel filling access doors on both sides of vehicle provide direct access to filler necks; offering the added advantage of refueling from either side of vehicle.

A pressure relief valve on the fuel tank connection-panel relieves high-pressure buildup and an overflow tube allows offset air in the tank to escape during filling. For 95% of the tank volume, 5% of tank inside space is kept filled with air with no exit opening, allowing for a fuel expansion safety margin. A drain plug, accessible from under the vehicle, is fitted at the bottom of the tank.

6.1 TANK REMOVAL

WARNING

Park vehicle safely, apply parking brake, stop engine and set battery master switch (es) to the OFF position before working on the vehicle.

Before working under an air-suspended vehicle, it is strongly recommended to support the body at the recommended jacking points.

NOTE

Before removal, the fuel tank should be completely drained by unscrewing the drain plug. Ensure that the container used has a capacity equal to the amount of fuel remaining in the tank.

Open the condenser door and remove the fuel tank access panel. The rear baggage compartment fuel tank access panel may also be removed to facilitate access to components.

1. Unscrew clamps retaining L.H. side filler tube to the fuel tank, then disconnect tube and remove it.
2. Unscrew clamps retaining R.H. side filler tube to fuel tank and filler neck. Disconnect tube and remove it.
3. If applicable, unscrew preheater supply line, preheater return line, auxiliary return line and/or auxiliary return line from fuel tank connection-panel.
4. Unscrew engine supply and return lines from fuel tank connection-panel, identify them for reinstallation.
5. Disconnect electrical wiring from tank on connection plate.

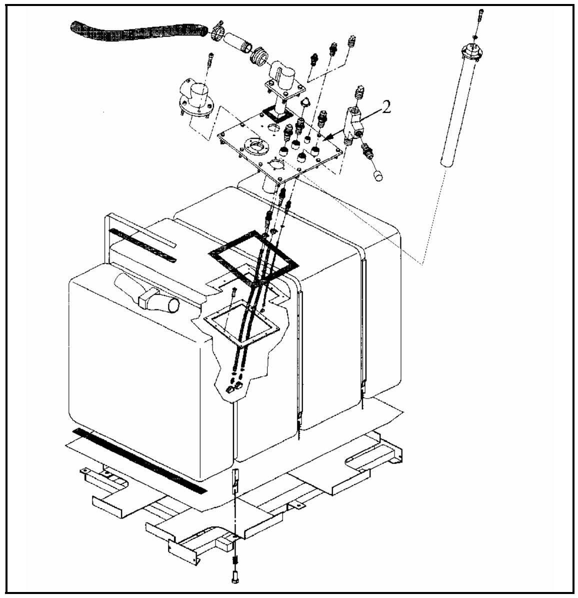


FIGURE 15: FUEL TANK ARRANGEMENT 03048

WARNING

Before removing the bolts securing the tank support to the frame, make sure the tank is supported adequately. Failure to do so could result in injury as well as damage to the tank.

6. From under the vehicle, on R.H. side, unscrew the 4 bolts (2 in front, 2 in back) retaining the tank support to the frame.
7. From under the vehicle, on the L.H. side, unscrew the 2 bolts (1 in front, 1 in back) retaining the tank support to the frame.
8. Carefully remove tank from under the vehicle.

6.2 TANK INSTALLATION

Tank installation is the reverse of removal.

NOTE

Fastening of rubber flap must always be on top, in line with clamp screw.

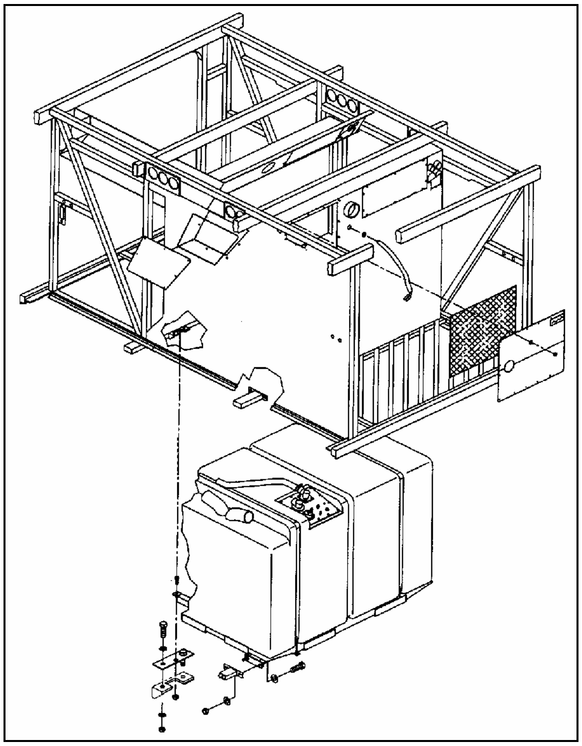


FIGURE 16: FUEL TANK INSTALLATION 03049

NOTE

Insert check valve assembly in right-side filler hose, use hose clamp to fix it. Repeat with left side filler hose.

NOTE

When reinstalling lines, use Locktite 567 type thread sealant on line fittings.

WARNING

For proper assembly, check connections and fasteners for tightness.

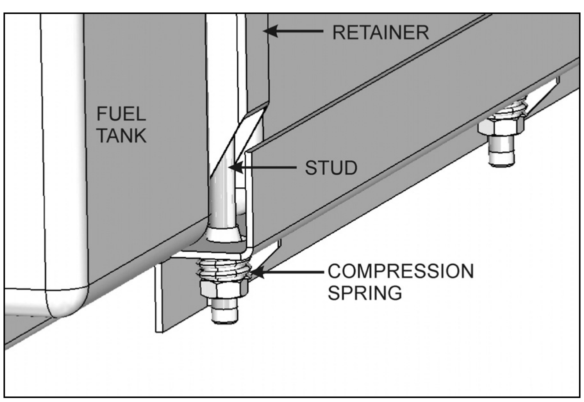


FIGURE 17: **FUEL TANK RETENTION** 03019

For each fuel tank retainers (Fig. 17):

1. Clean nuts and stud threads.
2. Apply a Locktite 242 type thread adhesive on stud threads.

Fix the retainers to the tank platform. Tighten the nuts to compress the spring completely and then loosen 3 turns.

6.3 FUEL TANK VERIFICATION

Inspect fuel tank from under vehicle for leaks or fuel traces. If a leak is detected, repair immediately as per "Polyethylene Fuel Tank Repair" in this section.

WARNING

Park vehicle safely, apply parking brake, stop engine and set battery master switch(es) to the OFF position before working on the vehicle.

Before working under an air-suspended vehicle, it is strongly recommended to support the body at the recommended jacking points.

6.4 POLYETHYLENE FUEL TANK REPAIR

NOTE

Fuel level must be lower than perforation to carry out this procedure.

WARNING

Park vehicle safely, apply parking brake, stop engine and set battery master switches to the OFF position before working on the vehicle.

1. Locate perforation on fuel tank.
2. If necessary, remove fuel tank as per instructions in this section.
3. Drill perforation with a 23/64" bit. Make sure drill hole is perfectly round.
4. Insert a screw (Prevost #500196) and a washer (Prevost #5001244) into anchor nut (Prevost #500331).
5. Place assembly in drill hole. Tighten screw by 10 complete turns. Refer to Fig. 16.
6. Apply sealant on head plug (Prevost #507300) and seal hole with the head plug.

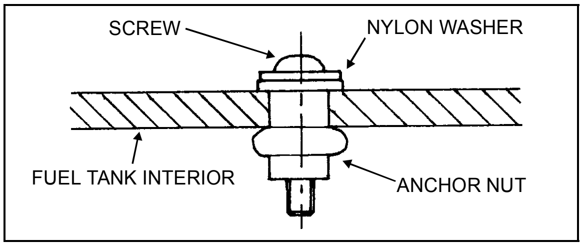


FIGURE 18: FUEL TANK REPAIR 03014

7. FUEL SPECIFICATIONS

The quality of fuel used for high-speed diesel engine operation is a very important factor in obtaining satisfactory engine performance, long engine life and acceptable exhaust emission levels.

The U.S. Environmental Protection Agency (EPA) has issued new standards to improve air quality by significantly reducing emissions through a combination of cleaner-burning diesel engines and vehicles.

To meet EPA standards, the petroleum industry produces **Ultra Low Sulfur Diesel** (ULSD) fuel, also referred to as S15, containing a maximum 15ppm (parts-per-million) sulfur.

On-highway diesel engines meeting 2007 emission regulations are designed to operate **ONLY** with ULSD fuel. ULSD fuel will enable the use of cleaner technology diesel engines and vehicles with advanced emissions control devices, resulting in significantly improved air quality.

7.1 FUEL TYPE

EPA-07 engines like the DDC 2007 Series 60 are designed to run on **Ultra Low Sulfur Diesel** (ULSD) fuel, which can contain no more than 15 ppm sulfur.

Fuel used must meet engine manufacturer's specification. For Detroit Diesel engines refer to "Diesel Fuel Specifications" as stated in DDC publication 7SE270 LUBRICATING OIL, FUEL, AND FILTERS. Similarly for Volvo engine.

⚠ CAUTION

ULSD fuel is necessary to avoid fouling the engine's Aftertreatment Device (ATD). Improper fuel use will reduce the efficiency of the engine's Aftertreatment System and may permanently damage the system.

⚠ CAUTION

Owners of 2007 and later model year on-highway diesel engine must refuel only with ULSD fuel.

NOTE

Burning Low Sulfur Diesel fuel (instead of ULSD fuel) in 2007 and later model year diesel engines is illegal and punishable with civil penalties.

NOTE

Engine and vehicle manufacturers expect ULSD fuel to be fully compatible with the existing fleet, including 2006 and earlier model year vehicles. In some instances, the introduction of ULSD fuel to older vehicles may affect fuel system components or loosen deposits in fuel tanks. As part of a good maintenance program, owners and operators of existing cars, trucks and buses are encouraged to monitor their diesel-powered vehicles closely for potential fuel system leaks or premature fuel filter plugging during the change-over to ULSD fuel.

NOTE

*Like Low Sulfur Diesel fuel, ULSD fuel requires good lubricity and corrosion inhibitors to prevent unacceptable engine wear. As necessary, additives to increase lubricity and to inhibit corrosion will be added to ULSD fuel **prior** to its retail sale.*

7.2 BLENDING

Only ultra low sulfur kerosene – No.1 diesel with no more than 15ppm sulfur may be blended with ULSD fuel to improve cold weather performance. With so many kerosene formulations on the market, care must be taken to select kerosene with a maximum of 15ppm sulfur.

Blend rates remain the same as with Low Sulfur Diesel fuel.

7.3 BIODIESEL FUELS

ULSD-B5 biodiesel may be used. B5 tells you the percentage of biodiesel mixed in with ULSD. B5 is 5% biodiesel and 95% ULSD.

Fuel used must meet engine manufacturer's specification for biodiesel fuel. For Detroit Diesel engines refer to "Diesel Fuel Specifications" as stated in DDC publication 7SE270 LUBRICATING OIL, FUEL, AND FILTERS. Similarly for Volvo engines.

Biodiesel fuels are alkyl esters of long chain fatty acids derived from renewable resources. Detroit Diesel highly recommends biodiesel fuels made from soybean or rapeseed oil through the proper transesterification reaction process. Other feedstock source of biodiesel fuels such as animal fat and used cooking oils are not recommended by Detroit Diesel. Biodiesel fuels meeting ASTM D6751 specification and from BQ-9000 accredited producer, prior to blending can be mixed up to 5% maximum by volume in petroleum diesel fuel. The resulting mixture must meet the fuel properties listed in Table 5-1 (see Detroit Diesel publication 7SE270 LUBRICATING OIL, FUEL, AND FILTERS.) and ASTM D975 specification. Failures attributed to the use of biodiesel fuel will not be covered by Volvo, Detroit Diesel or Prevost product warranty. Also, any engine performance problem related to the use of biodiesel fuel would not be recognized nor considered as Volvo, Detroit Diesel or Prevost's responsibility.

8. AIR CLEANER (DRY TYPE)

The vehicle is equipped with a dry-type replaceable element air cleaner, located in the engine compartment. Access the air cleaner through the engine R.H. side door. Engine air enters the air cleaner through an intake duct on the R.H. side of the rear cap, next to the last window. It then flows through a pre-cleaner and finally through the air cleaner. The pre-cleaner removes dust and moisture by means of a discharge tube at the bottom of the element. It is in series with a replaceable impregnated paper filter element (air cleaner).

8.1 PRE-CLEANER SERVICING

MAINTENANCE

The pre-cleaner is designed to be self-cleaning; however, it should be inspected and any accumulated foreign material removed during the periodic replacement of the impregnated paper filter element.

8.2 AIR CLEANER SERVICING

Stop the engine, open the R.H. side engine compartment door, and loosen the wing nut retaining the air cleaner element to the air cleaner. Remove the element by pulling on the handle in the center of the air cleaner element.

Install cleaner element as follows:

1. Inspect the gasket-sealing surface inside the air cleaner. It must be smooth, flat and clean;
2. Install the air cleaner element;
3. Make sure that the element seals securely;
4. Inspect element cover gasket and replace if necessary.

Whenever it becomes necessary to remove the air cleaner assembly (dry type) for maintenance or other repair in this area, great care should be taken when installing air cleaner assembly.

The pre-filter should be installed snugly in the air duct and clamped tightly to the air cleaner inlet to prevent any dust infiltration into the air cleaner.

8.3 GENERAL RECOMMENDATIONS

The following maintenance procedures will ensure efficient air cleaner operation:

1. Keep the air cleaner housing tight on the air intake pipe;
2. Make sure the correct filters are used for replacement;
3. Keep the air cleaner properly assembled so the joints are air-tight;
4. Immediately repair any damage to the air cleaner or related parts;
5. Inspect, clean or replace the air cleaner or elements as operating conditions warrant. Whenever an element has been removed from the air cleaner housing the inside surface of the housing must be cleaned with a soft clean cloth;
6. Periodically inspect the entire system. Dust-laden air can pass through an almost invisible crack or opening which may eventually cause damage to an engine;
7. Never operate the engine without an element in the air cleaner assembly;

⚠ CAUTION

Do not ignore the Warning given by the air restriction indicator. This could result in serious engine damage.

8. Store new elements in a closed area free from dust and possible damage.

8.4 AIR CLEANER RESTRICTION INDICATOR

A resettable restriction indicator may be installed on the engine air-intake duct, clearly visible from the rear engine compartment. The indicator monitors the vacuum level between the air filter and the engine. A red marker is displayed when the air filter is clogged and must be replaced. Reset by pressing on the indicator's extremity.

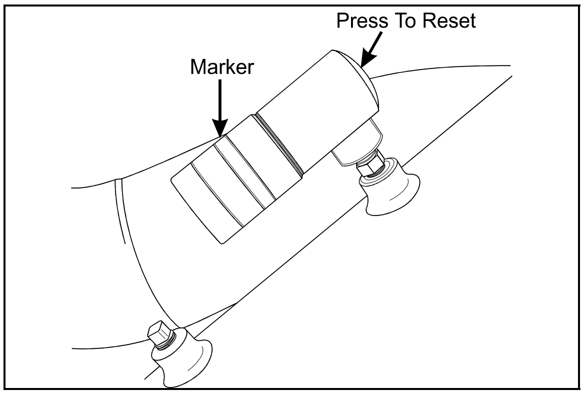


FIGURE 19: RESTRICTION INDICATOR 01052

9. FUEL COOLER – DETROIT DIESEL SERIES 60 ONLY

The fuel cooler serves to cool the surplus diesel fuel after it has exited the cylinder head, on its way back to the fuel tank. It is accessible through the engine radiator door and is located just in front of the Charge Air Cooler (Fig.19).

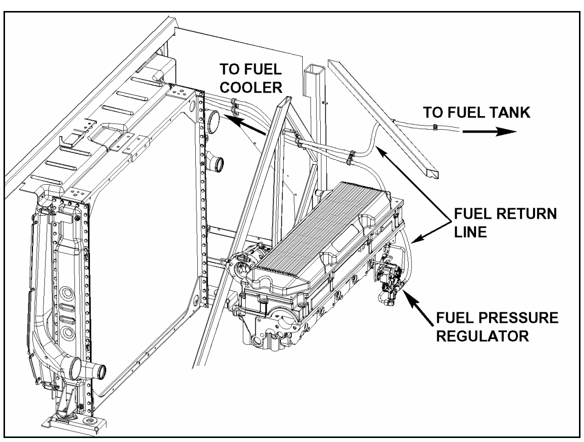


FIGURE 20: FUEL RETURN LINE 03074

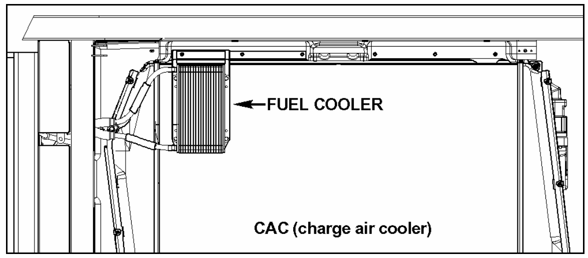


FIGURE 21: FUEL COOLER LOCATION 03071

10. FUEL PEDAL

The EFPA (Electronic Foot Pedal Assembly) connects the accelerator pedal to a potentiometer (a device that sends an electrical signal to the CPC, which varies in voltage, depending on how far down the pedal is depressed). The EFPA is installed in the space normally occupied by a mechanical foot pedal. It has maximum and minimum stops that are built into the unit during manufacturing.

10.1FUEL PEDAL ADJUSTMENT

The EFPA contains a throttle position sensor that varies the electrical signal sent to the CPC. The sensor must be adjusted whenever an EFPA is serviced. In addition, the sensor should be adjusted any time codes 21 and 22 are flashed.

With the ignition "ON" and the proper diagnostic tool (DDR) (for information regarding the DDR, see *"01 ENGINE"* in this manual), check the throttle counts at idle and full throttle positions. Proper pedal output should be 20/30 counts at idle and 200/235 at full throttle. If adjustment is necessary, remove the potentiometer retaining screws and rotate the potentiometer clockwise to increase counts or counterclockwise to decrease. When correct output is confirmed, tighten retaining screws.

10.2POTENTIOMETER REPLACEMENT

1. Disconnect cable harness connector.

⚠ CAUTION

Note the routing and clamping locations of the cable before disassembly. Proper cable routing and fastening is critical to the operation of this system. Marking the foot pedal assembly to record cable routing is recommended.

2. Loosen the two screws and remove potentiometer. Retain for re-assembly.
3. Discard potentiometer (Fig. 20).
4. Position new potentiometer. Press potentiometer onto the potentiometer shaft, matching cutouts in shaft to drive tangs of potentiometer. Apply hand pressure until potentiometer has bottomed out in housing. Reinstall screws (Fig. 20) and tighten just enough to secure potentiometer lightly. Tighten screws to 10 - 20 lbf-in (1.5 - .2 Nm).
5. Reconnect electronic foot pedal assembly's cable harness to the CPC connector. If potentiometer calibration is necessary (see *"FUEL PEDAL ADJUSTMENT"* in this section).

CAUTION

Make sure the cable harness is routed correctly, and securely installed so that it does not become pinched, stretched, or otherwise damaged during vehicle operation.

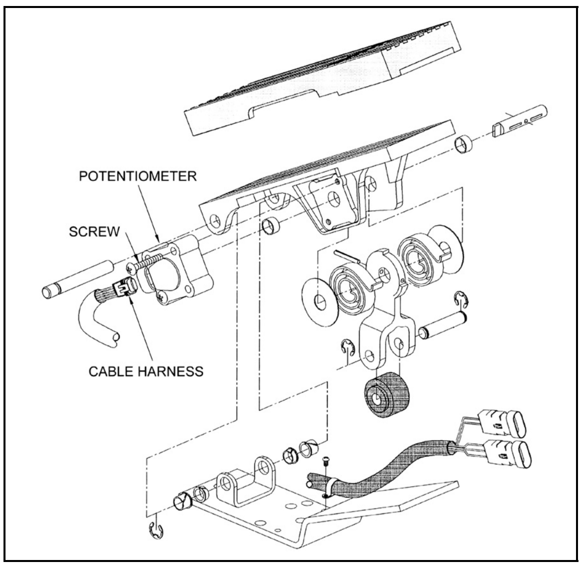


FIGURE 22: ELECTRONIC FOOT PEDAL ASSEMBLY 03035

11. SPECIFICATIONS

Davco Fuel Pro 382 Fuel Filter / Water Separator Element

Prevost number 510795

Racor Primary Fuel Filter / Water Separator (optional)

(May be used instead of regular spin-on primary filter).

Make ....Racor

Type .... Replaceable element filter

ELEMENT

Prevost number 531390

RECOVERY BOWL

Prevost number 531389

DRAIN VALVE AND SEAL

Prevost number 531397

O-RING

Prevost number 531398

PROBE/WATER SENSOR

Prevost number 531391

Primary Fuel Filter (Fuel/Water Separator) With Detroit Diesel Series 60 Engine

Make ....AC

Type ....Spin-on

Filter No. T-915D

Prevost number 032700

Filter torque... 1/2 turn after gasket contact

Primary Fuel Filter (Fuel/Water Separator) With Volvo D13 Engine

Part number 20879806

Filter torque.. ½-3/4 turn after gasket contact

Secondary Fuel Filter With Detroit Diesel Series 60 Engine

Make ....AC

Type ....Spin-on

Filter No. T-916D

Prevost number 510794

Filter torque... 1/2 turn after gasket contact

Secondary Fuel Filter With Volvo D13 Engine

Part number 20405160

Filter torque.. ¾- 1 turn after gasket contact

Fuel tank

Capacity .... 235 US gal (890 liters)

Air Cleaner

Make .... Nelson
Prevost Number 530206
Service Part No 7182 8N
Prevost number (element cartridge) 530197

Air Cleaner Restriction Indicator

Make .... Donaldson
Model RBX00-2220
Indicates .... at 20" (508 mm) of water
Prevost number 530161

Preheater Fuel Filter

Make .... Webasto
Prevost number 871037

Fuel Cooler

Make .... Long Manufacturing
Prevost number 531422

1. EXHAUST AND AFTERTREATMENT SYSTEM OVERVIEW

The technology behind clean emissions technology is an exhaust **Aftertreatment Device (ATD)**, which replaces today's muffler. The ATD primary function is to capture and oxidize (regenerate) the particulate matter (soot) in the engine exhaust gases. The ATD splits into two main sections. The exhaust gases first enter the **Diesel Oxidation Catalyst (DOC)** and then flow through the **Diesel Particulate Filter (DPF)**; together they capture and regenerate the soot on a regular or passive basis. Through constant monitoring of the exhaust gas temperature and the system backpressure, DDEC VI (Detroit Diesel) or EMS (Volvo) are able to manage regeneration.

The ATD is rubber mounted to the vehicle structure. This feature reduces the transmission of vibrations to the ATD thus resulting in extended life of ATD, brackets and noise reduction.

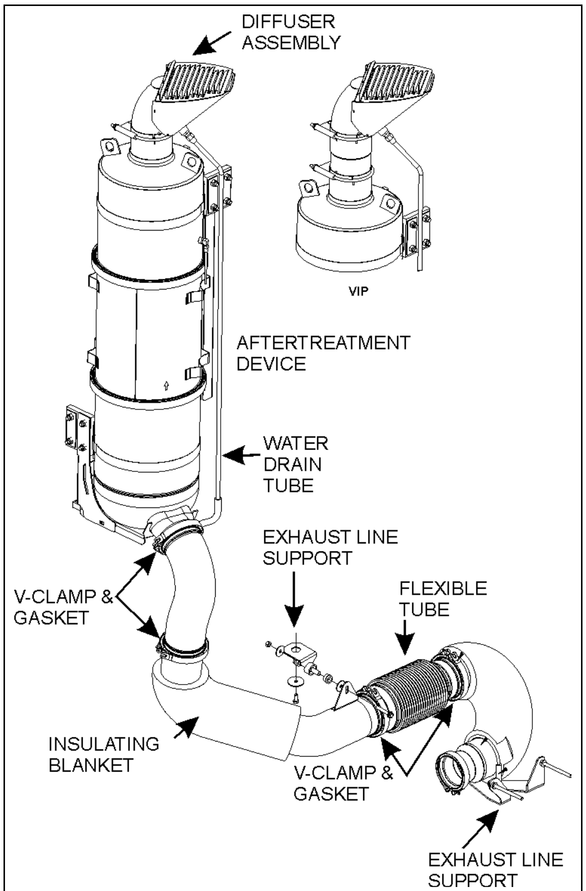


FIGURE 1: EXHAUST SYSTEM (DDC S60 SYSTEM SHOWN, VOLVO D13 SIMILAR) 04017

1.1 MAINTENANCE

Inspect the exhaust system periodically for restrictions and leaks. Figure 1 presents the major components of the exhaust system. Exhaust leaks are commonly the result of loose clamp bolts, corroded or punctured pipes. In addition to excessive noise, a leaking exhaust system could allow toxic gases to enter the vehicle. Damage to surrounding components from hot gases could result as well. Replace damaged or corroded exhaust components immediately.

Inspect the exhaust system as follows:

- At vehicle inspection intervals;
- Whenever a change is noticed to the sound the exhaust system makes;
- When components close to the exhaust system get unnaturally dirty.

When operating the engine in a closed area such as a service garage, vent exhaust gases to the outside by means of a shop vent hose placed over the exhaust outlet pipe.

WARNING

Avoid breathing exhaust gases. Exhaust gases are poisonous and contain carbon monoxide, an odorless and colorless gas that can cause unconsciousness or death. If exhaust gases of enter the vehicle, the cause(s) must be located and corrected immediately.

NOTE

The key to successful regeneration is high exhaust temperature for an extended period. For this reason, insulating blankets must remain permanently on the exhaust system.

If insulating blankets are removed from the system, the exhaust gases temperature may not be high enough to permit efficient particulate oxidation during passive regeneration, resulting in increased fuel consumption due to overuse of active or stationary regeneration.

1.2 FLEXIBLE COUPLING INSTALLATION

The flexible coupling contains a rigid interior pipe (Fig. 2). To allow appropriate flexibility once installed, be sure interior pipe is concentric to flexible part and that the flexible coupling is straight when installed. This piece of equipment handles vibration and thermal expansion.

CAUTION

Adequately support the exhaust system line. **Do not** transfer the load of the exhaust line to the turbocharger.

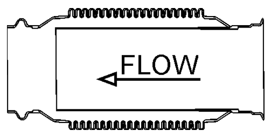


FIGURE 2: FLEXIBLE COUPLING 04022

2. AFTERTREATMENT DEVICE (ATD)

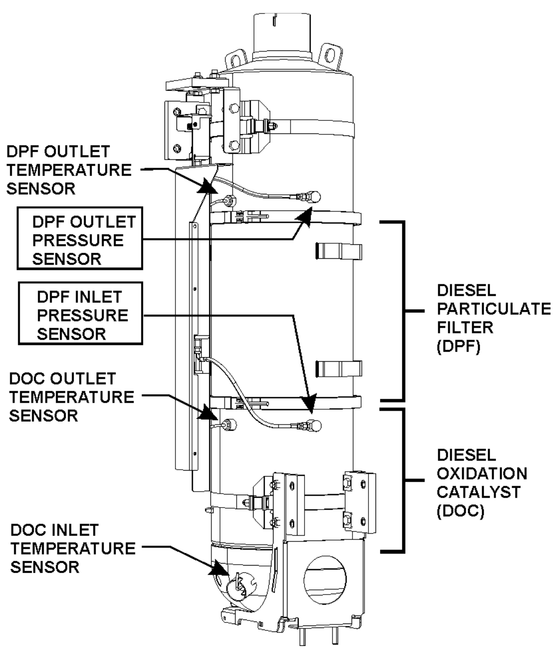


FIGURE 3: AFTERTREATMENT DEVICE (ATD USED WITH DDC S60 ENGINE SHOWN, ATD USED VOLVO D13 ENGINE IS SLIGHTLY DIFFERENT) 04016

Besides trapping soot, the **DPF** (**Diesel Particulate Filter**) also traps the ash generated during burning of additives in engine oil. However, unlike soot, ash cannot oxidize. The ash that accumulates in the filter will eventually cause an increase in exhaust backpressure. DDEC VI or EMS will constantly monitor the ash accumulation and forecast the approximate time until DPF ash cleaning is required. This allows you the opportunity to plan for the DPF ash-cleaning interval. If ash cleaning is not performed proactively, and the backpressure increases beyond the system limit, DDEC VI or EMS will flag the amber warning light on the telltale panel, notifying the operator that an ash cleaning is required. Clean remanufactured DPF cartridge will be available on an exchange basis. For most vehicle applications and duty cycle, this will occur after approximately 200,000-400,000 miles (320,000-640,000 km) of operation.

WARNING

HOT SURFACES

Keep yourself clear of hot Aftertreatment Device surfaces, particularly during and after active or stationary regeneration. Hot surfaces can cause serious burns.

Make sure Aftertreatment System components are cold before handling.

WARNING

HOT EXHAUST

During stationary regeneration, exhaust gases temperature may reach up to 1200°F (650°C) at the DPF outlet. Do not direct at combustible materials. Before initiating stationary regeneration, make sure that the DPF outlet diffuser is clear of objects and that no one is working near the DPF outlet diffuser. Stationary regenerations must be undertaken outdoors only.

Never initiate regeneration when exhaust gas collection system is in place.

WARNING

TOXICITY

Do not initiate a stationary regeneration in a closed area like a garage. **Stationary regeneration must be undertaken outdoors only.**

2.1 DIESEL PARTICULATE FILTER (DPF) REMOVAL – BOTH ENGINES

To remove the DPF, proceed as follow:

CAUTION
External and internal temperatures remain hot long after engine has been shutdown. Allow the Aftertreatment Device and DPF to cool before handling. Wear protective clothing and glove while servicing.

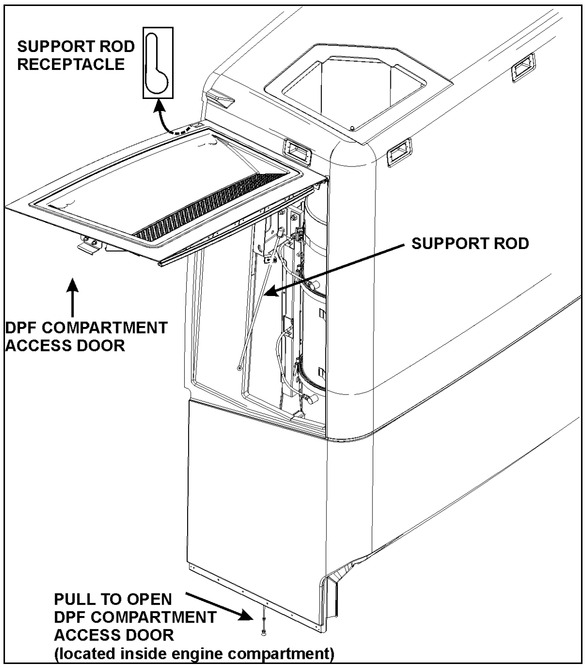


FIGURE 4: OPENING DPF COMPARTMENT ACCESS DOOR 04018

1. First, open the engine compartment door;
2. Under the ATD (Aftertreatment Device), on the left wall, pull the catch connecting rod to unlock the DPF compartment access door and lift the door open.
3. Hold the door open by inserting the support rod's free end into the receptacle located on the left side of the door;

CAUTION
After inserting the support rod into the receptacle, make sure the rod supports the door securely from falling down on to your head or body.

4. From under the ATD, loosen the water drain tube's hose clamp to set free the tube, as it will move up with the ATD later in this procedure.
5. To ease proper positioning of the ATD and the diffuser at the time of reinstallation, using a marker, draw a line along the support strap bracket on the ATD. This will be helpful to reposition the ATD exactly as it was before removal (figure 5).

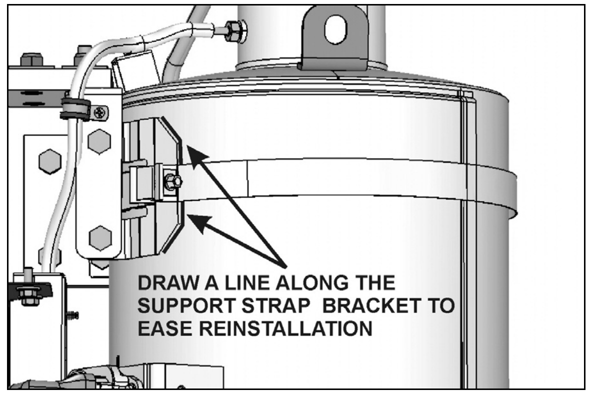


FIGURE 5: MARKING THE SUPPORT STRAP BRACKET
04024

6. **With Volvo D13 engine**: Disconnect the DPF inlet pressure pick-up tube, this will help to clear the way off for removal of the DPF cartridge from the compartment (figure 6).

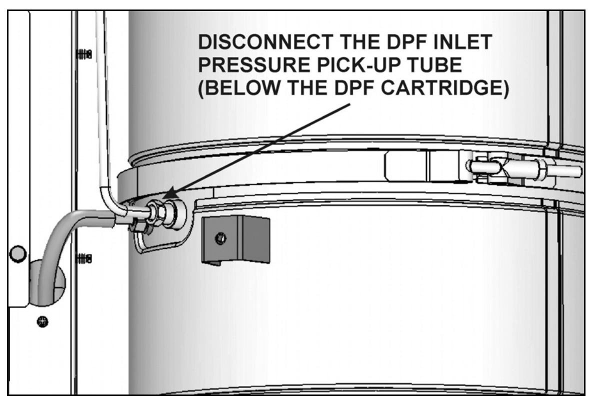


FIGURE 6: DISCONNECTING THE LOWER PRESSURE PICK-UP TUBE (VOLVO D13 ONLY) 04025

7. **With Volvo D13 engine**; Dismount the differential pressure sensor and detach the two hoses from the differential pressure sensor. Detach the two pressure pick-up tubes from the support bracket. This will help to clear the way off for removal of the DPF cartridge from the compartment (figure 7).

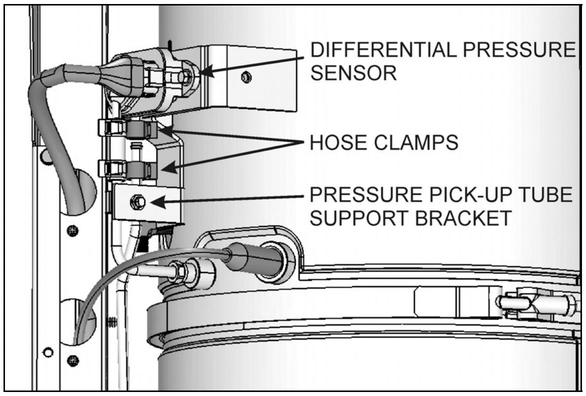


FIGURE 7: PRESSURE DIFFERENTIAL SENSOR AND TAKE UP TUBES (VOLVO D13 ONLY) 04026

8. Loosen the support strap surrounding the upper part of the Aftertreatment Device (ATD).
9. Loosen the upper V-band clamp joining the DPF to the upper part of the ATD. Slide the V-band clamp out of the way.

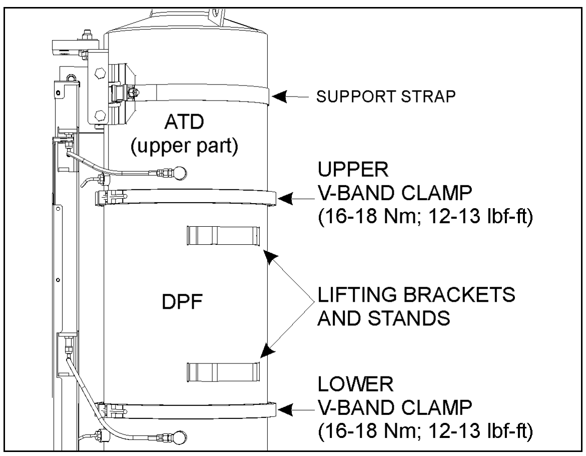


FIGURE 8: DPF REMOVAL 04019

10. Lift up the upper part of the ATD about 1" to 1 ½" and then tighten the strap to maintain it in that raised position;

NOTE
On vehicles equipped with Volvo D13 engines, you can use the vehicle's hydraulic jack to lift the upper part of the ATD. Install the jack on a wood block inside the DPF compartment and lift the upper part at the differential sensor bracket. Use a 1 ½"X1 ½" angle to reach the bracket after having fixed it with a C-clamp on the bracket.

11. Loosen the lower V-band clamp and slide it out of the way;
12. Set the pressure pick-up tubes aside and pull the DPF cartridge out of the compartment. Use appropriate handling equipment.

CAUTION
HEAVY DEVICE
A suitable lifting or holding device is required. Properly support and attach lifting equipment to prevent the DPF from falling when servicing. The DPF cartridge weighs between 50 to 54 lbs.

CAUTION
FRAGILE - HANDLE WITH CARE
Use extreme care when handling DPF cartridge as it could be damaged or destroyed by dropping or sudden impact.
Clean remanufactured DPF cartridge will be available through Detroit Diesel on an exchange basis. For this reason, it is very important to maintain the cartridge in perfect condition. Damaged cartridge may not be refunded.

NOTE
When replacing the DPF cartridge, refer to the specifications on the DPF attached tag for proper replacement DPF selection.

Installation of the DPF is the same as removal, but in reverse order. However, take note of the following points:

1. To prevent exhaust losses, make sure to align the DPF section with the DOC and the upper part of the ATD before tightening the V-band clamps.
2. **On Volvo D13 equipped vehicles**, the DPF cartridge uses two gaskets. Before reinstalling the DPF cartridge, maintain the gaskets in position using masking tape. Place the masking tape outside the DPF cartridge shoulder in order to avoid tape residue inside the filtering cells. Take note that the definite DPF cartridge positioning is done by the use of pins and receptacles on the DPF cartridge and ATD upper and lower sections.
3. Properly tighten all fasteners.
4. Be sure to return the support rod to its clip before closing the door, this prevents rattles.

3. DIFFUSER ASSEMBLY

During stationary regeneration, exhaust gases temperature may reach up to 1200°F (650°C) at the DPF outlet. The diffuser decreases the exhaust gasses temperature to 475°F (246°C) approximately, at 6 inches above the diffuser. The diffuser is an important component of the exhaust system and must remain on the vehicle at all times. Operating the vehicle without the diffuser may seriously damage the vehicle.

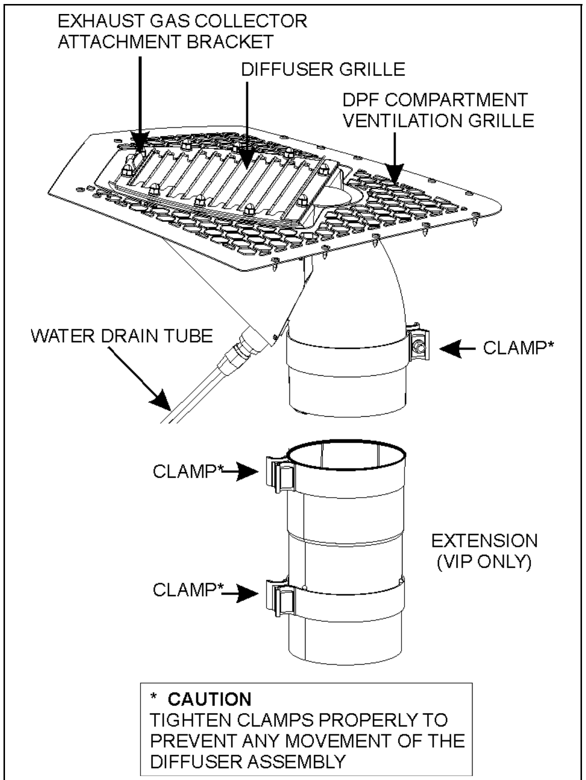


FIGURE 9: DIFFUSER ASSEMBLY OVERVIEW 04014

3.1 DIFFUSER ADJUSTMENT

Should an adjustment of the diffuser position be necessary, first remove the DPF compartment ventilation grille.

CAUTION
To prevent paint damage and fiberglass overheating caused by hot exhaust gases, the diffuser grille must be flush with the roof surface or may not exceed the roof surface more than 1/4in (6mm).

CAUTION
Tighten clamps properly in order to prevent any movement of the diffuser assembly. An impact wrench is necessary.

1. Loosen the clamp securing the diffuser assembly to the ATD.
2. For proper angular position, make sure that the two edges shown on figure 7 are parallel with each other.

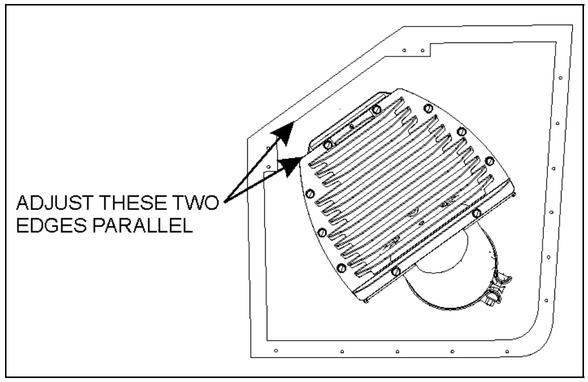


FIGURE 10: DIFFUSER POSITION ADJUSTMENT 04015_1

3. Using a straightedge, adjust the diffuser assembly level. The top surface of the tag fixed on the diffuser grille must be flush with the roof surface (fig.8). It may exceed about 1/4in (6mm). Place the straightedge as shown on figure 8.

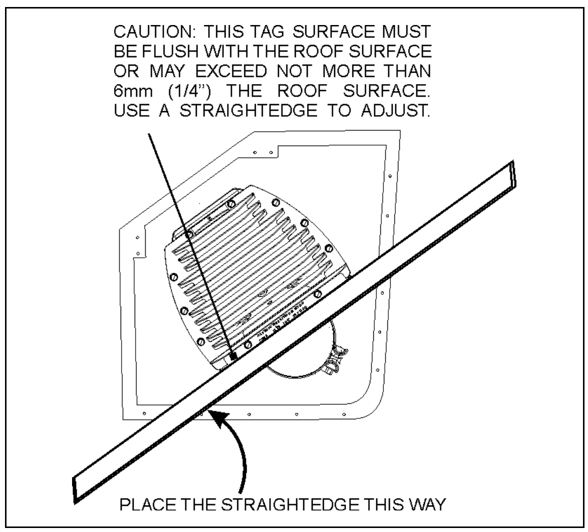


FIGURE 11: DIFFUSER POSITION ADJUSTMENT 04015_2

4. Tighten the clamp securing the diffuser assembly to the ATD.
5. Reinstall the DPF compartment grille. Put a small quantity of Sika 221 on screws (fig.9).

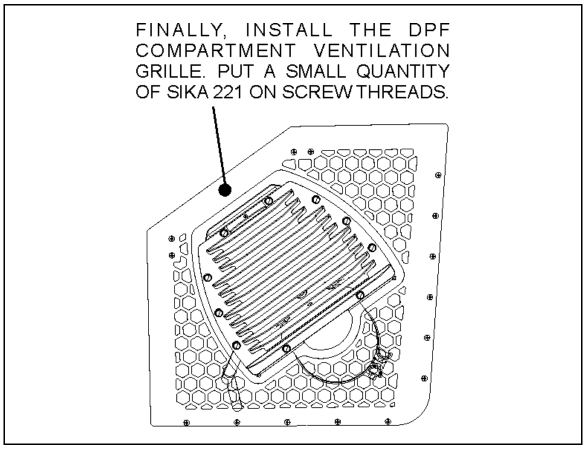


FIGURE 12: DIFFUSER POSITION ADJUSTMENT 04015_3

3.2 MAINTENANCE

At vehicle inspection intervals, inspect the diffuser assembly as follows:

- Inspect diffuser grille for stress cracking;
- Check for presence of foreign matter and debris inside the diffuser housing, remove and clean if applicable;
- Check for proper functioning of the rain cap inside the diffuser housing, make sure that it moves freely;
- Make sure that the water drain tube is not clogged. Pour a cup of water into the diffuser housing and assure that all the water drains at once at the other end of the drain tube. If tube is clogged, remove tube and blow compressed air inside, in reverse flow;
- Check that the warning plate "this diffuser surface must be flush with the roof surface" is still in place.

3.3 DIFFUSER EXTENSION - VIP

A diffuser extension is available for converters. To install:

1. Remove the existing diffuser grille;
2. Mount the extension on the diffuser housing. Secure with the 10 existing cap nuts;
3. Slide the heat shield over the extension;
4. Place the diffuser grille over the assembly and secure with a second set of 10 identical cap nuts.

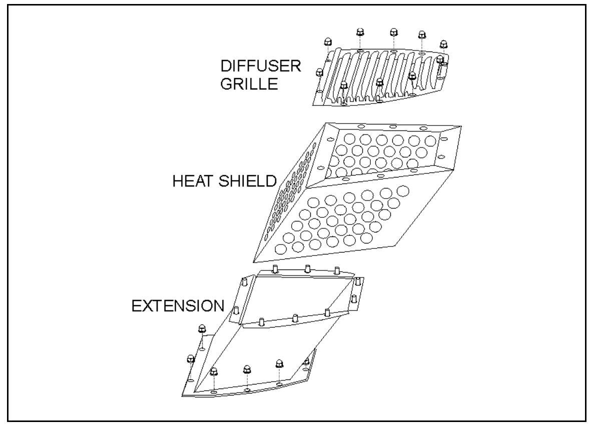


FIGURE 13: DIFFUSER EXTENSION 04021

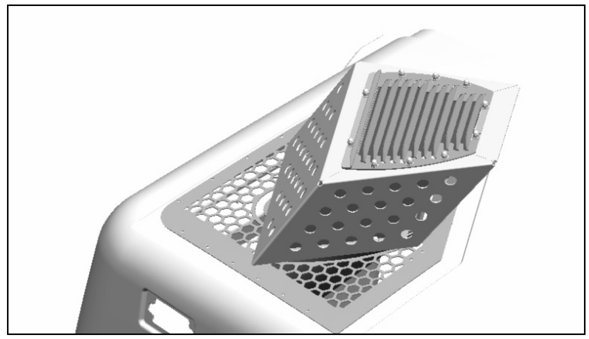


FIGURE 14: DIFFUSER EXTENSION FOR MOTORHOMES

3.4 EXHAUST GAS COLLECTION ADAPTER

A diffuser adapter (Prevost #040710) is available through Prevost Parts to permit connection with current exhaust gas collecting system.

CAUTION
To prevent paint damage and fiberglass overheating caused by hot exhaust leaks or back drafts that other collection device may produce, always use Prevost adapter #040710.

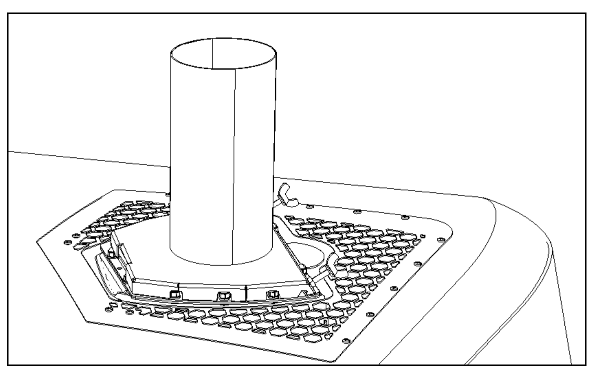


FIGURE 15: EXHAUST GAS COLLECTION ADAPTER #040710 04020

CONTENTS

ILLUSTRATIONS

CONTENTS

ILLUSTRATIONS

1. DESCRIPTION

A radiator and thermo-modulated fan are used to effectively dissipate the heat generated by the engine. A centrifugal-type water pump is used to circulate the engine coolant (Fig. 1).

Two full blocking-type thermostats are used in the water outlet passage to control the flow of coolant, providing fast engine warm-up and regulating coolant temperature.

The engine coolant is drawn from the lower portion of the radiator by the water pump and is forced through the transmission oil cooler before going through the oil cooler and the cylinder block.

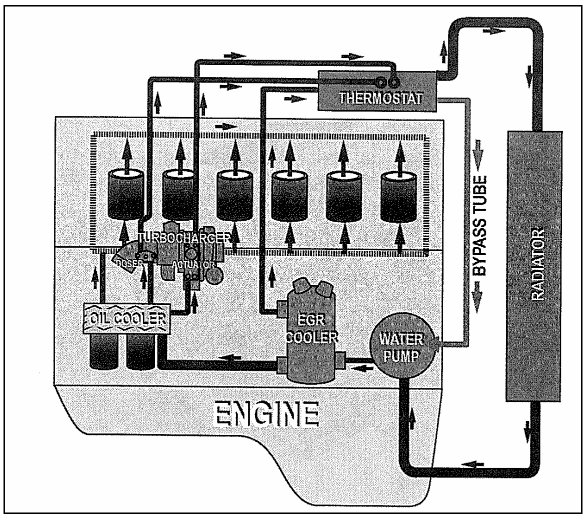


FIGURE 1: COOLANT FLOW SCHEMATIC **(IMAGE DDC)**

From the cylinder block, the coolant passes up through the cylinder head and, when the engine is at normal operating temperature, it goes through the thermostat housing and into the upper portion of the radiator. The coolant then passes through a series of tubes where its heat is dissipated by air streams created by the revolving fan and the motion of the vehicle.

Upon starting a cold engine or when the coolant is below normal operating temperature, the closed thermostats direct coolant flow from the thermostat housing through the by-pass tube to the water pump. Coolant is recirculated through the engine to aid engine warm up.

When the thermostat opening temperature is reached, coolant flow is divided between the radiator inlet and the by-pass tube. When the thermostats are completely open, all of the coolant flow is to the radiator inlet.

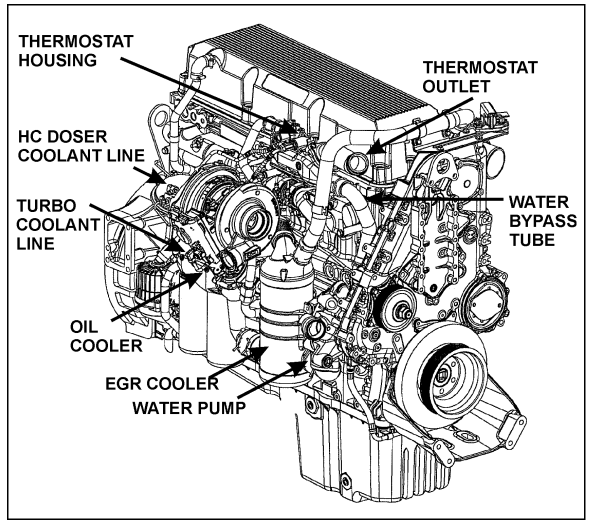


FIGURE 2: COOLING SYSTEM COMPONENTS (DDC S60 ENGINE)

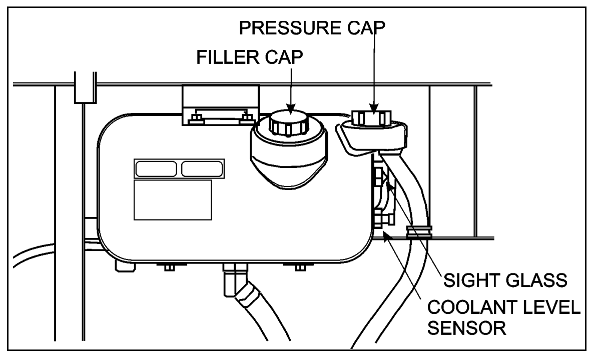


FIGURE 3: SURGE TANK - ENGINE COMPART. 05113

The cooling system is filled through a filler cap on the surge tank (Fig. 3). A pressure cap on top of surge tank is used to maintain pressure within the system. When system exceeds normal pressure rating (14 psi - 96.53 kPa), the cap releases air and if necessary, coolant through the overflow tube (Fig. 4). Two thermostats are located in the housing attached to the right side of the cylinder head (Fig. 2). Furthermore, a water temperature sensor mounted on the cylinder head (radiator side) is also supplied for engine protection purposes (DDC S60).

The engine cooling system also provides hot coolant fluid for the vehicle heating system. Refer to section 22, *"HEATING AND AIR CONDITIONING"* in this manual for information relating to heating system water circulation.

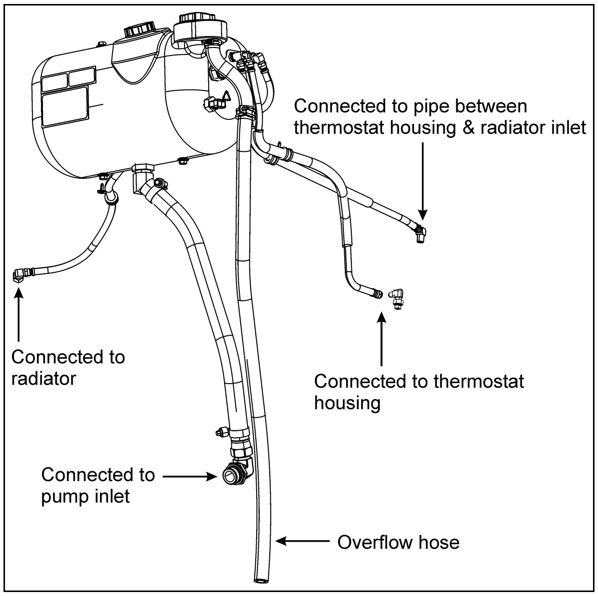


FIGURE 4: SURGE TANK (WITH DDC S60) 05115

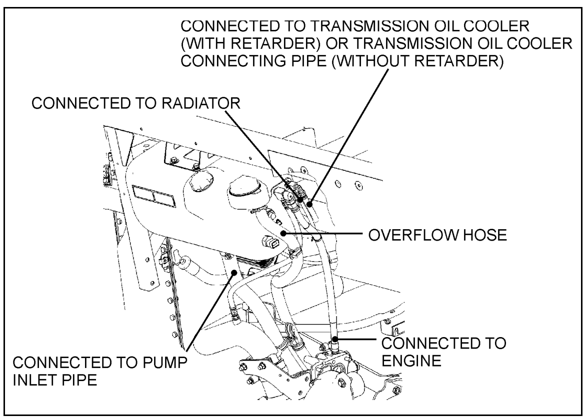


FIGURE 5: SURGE TANK (WITH VOLVO D13) 05143

2. MAINTENANCE

2.1 GENERAL RECOMMENDATIONS

A systematic routine inspection of cooling system components is essential to ensure maximum engine and heating system efficiency.

- Check coolant level in the surge tank daily, and correct if required. Test antifreeze strength.
- Check belts for proper tension; adjust as necessary and replace any frayed or badly worn belts.
- Check radiator cores for leaks and make sure the cores are not clogged with dirt or insects. To avoid damaging the fins, clean cores with a low-pressure air hose. Steam clean if required.
- Inspect the water pump operation. A leaky pump sucks in air, increasing corrosion.
- Repair all leaks promptly. Unrepaired leaks can lead to trouble. Inspect and tighten radiator mounts periodically. Test and replace thermostats regularly.

NOTE

In order to ensure the integrity of the system, it is recommended that a periodic cooling system pressure check be made. Pressurize the cooling system to 103-138 kPa (15-20 psi) using Radiator and Cooling System Tester, J24460-1. Do not exceed 138 kPa (20 psi).

Any measurable drop in pressure may indicate a leak. Whenever the oil pan is removed, the cooling system should be pressure checked as a means of identifying any incipient coolant leaks. Make sure the cause of the internal leak has been corrected before flushing the contaminated system.

Leaks at the thermostat housing hose connections may be caused by deformation of connections or by rough surfaces on the castings of the hose mounting surfaces. It is recommended that *"Dow Corning RTV-102 Compound"* or any equivalent product be applied on cast surfaces prior to hose installation.

CAUTION

Castings should be clean and free of oil and grease before applying compound. No other sealer should be used with RTV-102 compound.

2.2 WITH DETROIT DIESEL SERIES 60

MAINTENANCE

Maintain the prescribed inhibitor strength levels as required. Coolant and inhibitor concentration must be checked at each engine oil change, every 12,500 miles (20 000 km) or once a year, whichever comes first to ensure inhibitor strength. For vehicles equipped with coolant filters replace precharge element filter with a maintenance element filter as per *"SPIN-ON COOLANT FILTER"* in this section. If the vehicle is not equipped with a filter, add the recommended inhibitor concentration to the antifreeze/water solution.

MAINTENANCE

Drain, flush, thoroughly clean and refill the system every two years or every 200,000 miles (320 000 km), whichever comes first. For vehicle equipped with coolant filters, change the precharge element filter or the existing maintenance element filter for a new precharge element filter. If the vehicle is not equipped with filters add the recommended inhibitor concentration to the antifreeze/water solution.

NOTE

Do not add inhibitors to the antifreeze / water solution if vehicle is equipped with a coolant filter containing Supplemental Coolant Additives (SCA).

Coolant must be discarded in an environmentally safe manner.

2.2.1 Vehicles without coolant filters

Refer to Nalcool 3000 with Stabil-Aid bulletin annexed to the end of this section for preventive maintenance (at each oil change) and initial treatment instructions (each time the cooling system is drained and flushed).

2.2.2 Vehicles with coolant filters

Replace the coolant precharge element filter with a maintenance element filter at initial oil change (see *"Specifications"* at the end of this section) and replace existing maintenance element filter with a new one as per *"SPIN-ON COOLANT FILTER"* in this section. A precharge element filter must be installed each time the cooling system is drained and flushed prior to installing a maintenance element filter.

NOTE

The precharge coolant filter contains inhibitors.

2.3 WITH VOLVO D13 ENGINE

NOTE

For additional information concerning Volvo D13 engine components or engine-related components, consult Volvo Trucks Canada or Volvo Trucks North America Web Site under: Parts & Service. On Volvo web site, you will find detailed service procedures for parts replacement, repair and maintenance.

MAINTENANCE

Drain, flush, thoroughly clean and refill the system with Extended Life Coolant (ELC) every four years or every 600,000 miles (1 000 000 km), whichever comes first. Change the coolant filter once a year or every 150,000 miles (240 000 km), whichever comes first. When using ELC, **do not** use a filter that contains Supplemental Coolant Additives (SCA).

3. HOSES

Rotten, swollen, and worn out hoses or loose connections are frequent causes of cooling system problems.

Serious overheating is often caused by an old hose collapsing or from rotten rubber shedding from hoses and clogging the coolant passages.

Connections should be inspected periodically and hose clamps tightened. Replace any hose found to be cracked or swollen.

When installing a new hose, clean pipe connections and apply a thin layer of a non-hardening sealing compound. Replace worn out clamps or clamps that pinch hoses.

3.1 CONSTANT-TORQUE HOSE CLAMPS ON COOLANT LINES - DDC S60 & VOLVO D13

All hose clamps of 1 3/8" ID (Fig. 6) and over, used on the heating and cooling systems, are of the *"Constant-torque"* type. These two types of clamps are worm-driven, made of stainless steel, supplied with a spring or with a series of Belleville spring washers.

These clamps are designed to automatically adjust their diameter to compensate for the normal expansion/contraction of a hose and metal connection that occurs during vehicle operation and shutdown. The constant-torque clamp virtually eliminates coolant losses due to *"Cold flow"* leakage and greatly minimizes clamp maintenance.

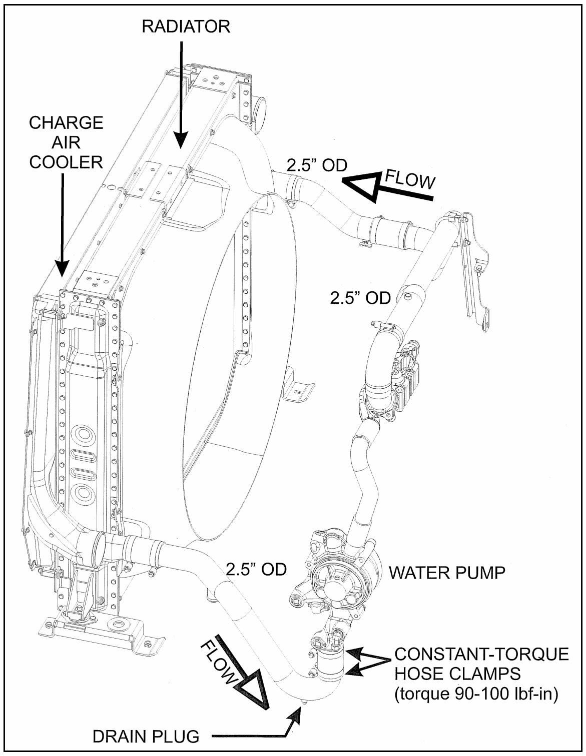


FIGURE 6: COOLANT FLOW TO RADIATOR 05119

Installation

A torque wrench should be used for proper installation. The recommended torque is 90 to 100 lbf-in. (10 to 11 Nm). The Belleville spring washer stacks should be nearly collapsed flat and the screw tip should extend ¼" (6 mm) beyond the housing (Fig. 7).

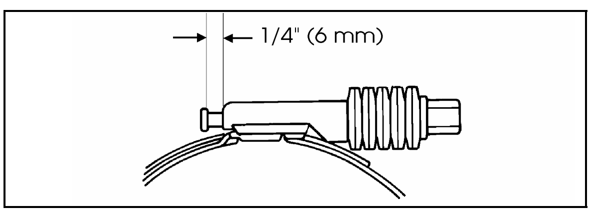


FIGURE 7: CONSTANT-TORQUE CLAMP 05037

> **⚠ CAUTION**
>
> The hose clamps will break if over-tighten. Do not over-tighten, especially during cold weather when hose has contracted.

Maintenance

The constant-torque clamps contain a *"Visual torque check" feature.* When the tip of the screw is extending ¼" (6 mm) out of the housing, the clamp is properly installed and maintains a leak-proof connection. Since the constant-torque clamp automatically adjusts to keep a consistent sealing pressure, there is no need to retorque hose clamps on a regular basis. During vehicle operation and shutdown, the screw tip will adjust according to the temperature and pressure changes.

Checking for proper torque should be done at room temperature.

3.2 CONSTANT-TORQUE HOSE CLAMPS ON CHARGE AIR COOLER (CAC) SYSTEM

If for any reason such as an accident, hose clamps need to be changed; install and tighten hose clamps to 10±1 lbf-ft (dry) (Fig. 8).

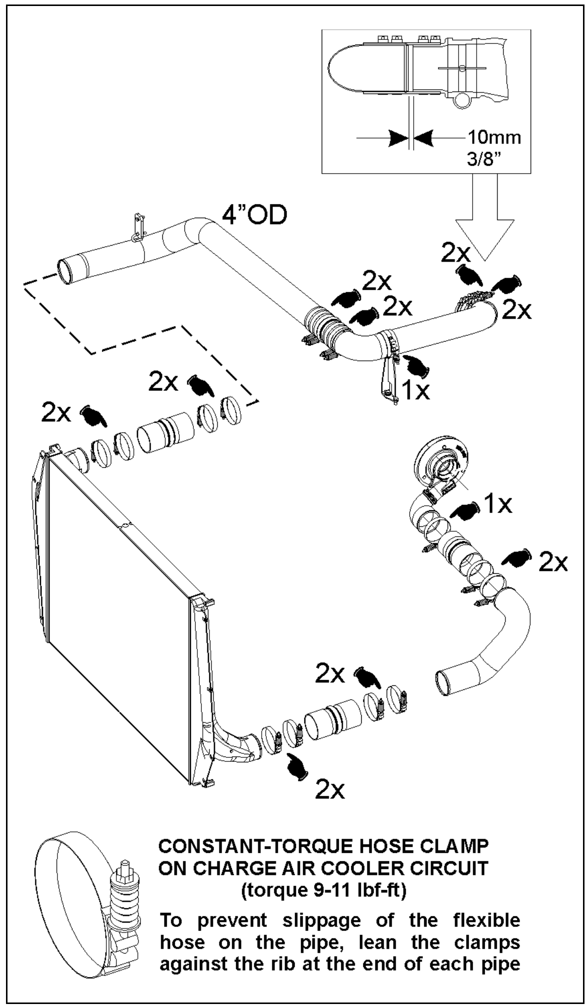


FIGURE 8: CHARGE AIR COOLER HOSE CLAMPS 05120

> *NOTE*
>
> *Detroit Diesel Series 60 and Volvo D13 engines have similar CAC piping designs and they use the same constant-torque hose clamps. Tighten hose clamps as specified above.*

⚠ CAUTION

The hose clamps will break if over-tighten. Do not over-tighten, especially during cold weather when hose has contracted.

Maintenance

Since the constant-torque clamp automatically adjusts to keep a consistent sealing pressure, there is no need to retorque hose clamps on a regular basis. During vehicle operation and shutdown, the screw tip will adjust according to the temperature and pressure changes.

Checking for proper torque should be done at room temperature.

4. THERMOSTAT OPERATION

4.1 WITH DETROIT DIESEL SERIES 60

Coolant temperature is controlled by two blocking-type thermostats located in a housing attached to the cylinder head, on the turbo side of the engine (Fig. 9).

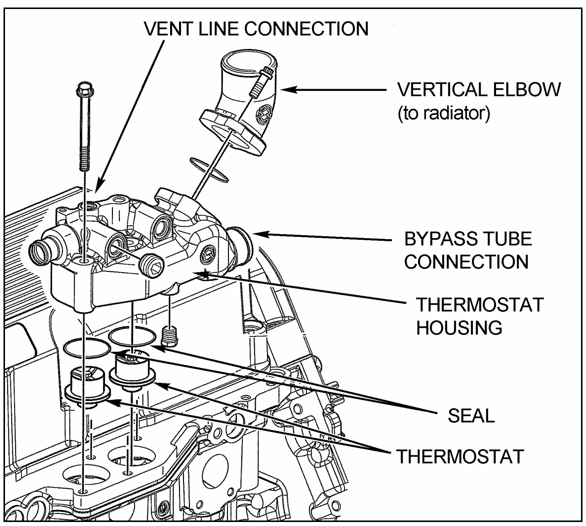


FIGURE 9: THERMOSTAT HOUSING (DDC S60 ENGINE)
05117

At coolant temperature below approximately 182°F -188°F (83°C-86°C), the thermostat valves remain closed and block the flow of coolant from the engine to the radiator. During this period, all of the coolant in the system is recirculated through the engine and directed back to the suction side of the water pump via a bypass tube. As the coolant temperature rises above 182°F -188°F (83°C-86°C) the thermostat valves start to open, restricting the bypass system, and allowing a portion of the coolant to recirculate through the radiator. When the coolant temperature reaches approximately 202°F (95°C) thermostat valves are fully open, the bypass system is blocked off and the coolant is directed through the radiator.

4.2 WITH VOLVO D13 ENGINE

1. Drain the cooling system.
2. Remove the bolts, the thermostat housing and the thermostat. Carefully clean the thermostat seat and all cylinder head-to-thermostat housing mating surfaces.

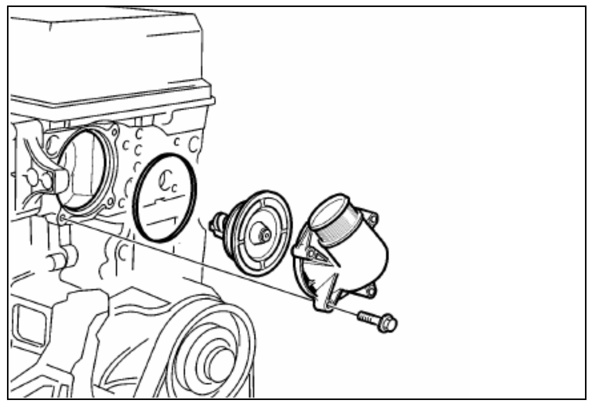


FIGURE 10: THERMOSTAT HOUSING (VOLVO D13 ENGINE)

3. Install the new thermostat. Make sure that the rubber seal remains properly seated.
4. Position the thermostat housing to the cylinder head, install the bolts and torque-tighten to 24 ± 4 Nm (18 ±3 ft-lb).
5. Install the rubber radiator hose to the thermostat housing. Position the clamp and tighten to secure.
6. Fill the system with the recommended coolant.
7. Start the engine, check for leaks and proper operation. After shutdown, replenish fluids as necessary.

4.2.1 Thermostat Checking

A function check must be carried out before installing a new thermostat.

NOTE

Check to be sure that the thermostat closes fully. This can be done by holding it up to the light to check that there is no visible gap at the opening point. If the thermostat does not close properly, replace it.

1. Warm up water in a receptacle to 75°C (167°F) and immerse the thermostat in the water. Use a piece of wire attached to the thermostat.
2. After at least 30 seconds, check that the thermostat is still closed.
3. Now warm the water to 100°C (212°F). After at least 30 seconds at the boiling point, check that the thermostat has opened at least 7mm (9/32in). If the thermostat has not opened, it must be replaced. A good thermostat starts to close at 95°C (203°F) and is fully closed at approximately 85°C (185°F).

5. COOLANT

5.1 COOLANT LEVEL VERIFICATION

Coolant level is correct when cold coolant is visible through the surge tank sight glass (Fig. 11). If coolant level is low, fill cooling system.

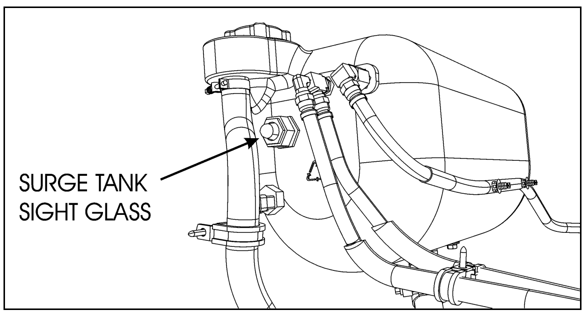


FIGURE 11: SURGE TANK SIGHT GLASS 05114

5.2 COOLANT LEVEL SENSOR

This warning device consists of a fluid level probe mounted on the surge tank. The probe sends a signal to the engine control module to indicate coolant level. If the coolant level drops below the probe, the *"Check Engine"* light flashes and a diagnostic code is registered (see section 01*" ENGINE"*).

> ⚠ **CAUTION**
>
> Do not run engine with the "Check Engine" light flashing.

The level probe is mounted on the R.H. side of the surge tank.

5.3 THAWING COOLING SYSTEM

If the cooling system becomes frozen solid, place the coach in a warm area until the ice is completely thawed. Under no circumstances should the engine be operated when the cooling system is frozen, as it will result in engine overheating due to insufficient coolant.

Once thawed, check engine, radiator and related components for damage caused by expansion of frozen coolant fluid.

5.4 COOLING SYSTEM RECOMMENDATIONS

Always maintain cooling system at the proper coolant level. Check daily.

The cooling system must be pressurized to prevent localized boiling of coolant. The system must be kept clean and leak-free. The filler and pressure caps must be checked periodically for proper operation.

The coolant provides a medium for heat transfer and controls the internal temperature of the engine during operation. In an engine having proper coolant flow, some of the combustion heat is conveyed through the cylinder walls and the cylinder head into the coolant. Without adequate coolant, normal heat transfer cannot take place within the engine, and engine temperature rapidly rises. Coolant must therefore be carefully selected and properly maintained.

Select and maintain coolant in order to meet the following basic requirements:

- Provide for adequate heat transfer.
- Provide protection from cavitation damage.
- Provide a corrosion and erosion resistant environment within the cooling system.
- Prevent formation of scale or sludge deposits in the cooling system.
- Be compatible with the cooling system hose and seal materials.
- Provide adequate freeze protection during cold weather operation.

When freeze protection is required, a mixture of suitable water and antifreeze containing adequate inhibitors will provide a satisfactory coolant fluid.

Freeze protection down to:	percentage of antifreeze in mixture
-13°F (-25°C)	40%
-22°F (-30°C)	46%
-36°F (-385°C)	54%
-51°F (-46°C)	60%

5.5 COOLANT RECOMMENDATIONS FOR DETROIT DIESEL SERIES 60 ENGINE

A decal (052635) located on the surge tank provides information on recommended coolants.

Recommended phosphate free coolants for Detroit Diesel S60 engine:

- Prevost #685125;
- Detroit Diesel “DDC Power Cool” (P/N 23512138);
- Prestone AF977 (bulk), 72702 (3.78 L), 70119 (205L), 70102 (4L).

Combining suitable water with reliable inhibitors satisfies the first five requirements. When freeze protection is required, a solution of suitable water and antifreeze containing adequate inhibitors will provide a satisfactory coolant fluid. Ethylene glycol-based antifreeze is recommended for use in Series 60 engines. The cooling system capacity is 24 US gal (91 liters).

NOTE

In general, antifreeze does not contain adequate inhibitors. For this reason, supplemental coolant additives are required.

For a complete overview of engine coolants used with Detroit Diesel Engines, refer to *"Coolant Selections"* For Engine Cooling Systems Guide at the end of this section (#7se298).

1. Always use recommended antifreeze, inhibitor and water at proper concentration levels. A 50% coolant/water solution is normally used as factory fill. Antifreeze concentration over 70% is not recommended because of poor heat transfer capability, adverse freeze protection and silicate dropout. Antifreeze concentration below 30% offers little freeze, boilover or corrosion protection.
2. Use only ethylene glycol antifreeze meeting the Detroit Diesel #7se298 or TMC RP-329 “Type A” formulation.
3. Use an antifreeze solution year-round for freeze and boil-over protection. Seasonal changing of coolant from an antifreeze solution to an inhibitor/water solution is recommended.
4. Pre-mix coolant makeup solutions at proper concentrations before adding to the cooling system.
5. Maintain the prescribed inhibitor strength levels as required.
6. Do not mix different base inhibitor packages.
7. Always maintain proper coolant level.

CAUTION

Always test the solution before adding water or antifreeze.

8. If cooling system is not at the proper protection level. Mix coolant/water solution to the proper concentration before adding to the cooling system
9. Use only non-chromate inhibitors.
10. Distilled water is recommended.

5.5.1 Coolant Not Recommended

- All antifreeze and coolant containing phosphorous;
- Automotive type coolants;
- Methoxy propanol-base antifreeze;
- Methyl alcohol-base antifreeze;
- Sealer additives or antifreezes containing sealer additives;

5.5.2 Inhibitors

A coolant solution, which has insufficient inhibitors or no inhibitors at all, invites the formation of rust, scale, sludge and mineral deposits within the cooling system. These deposits can cause water pump seal wear and coat the interior of coolant system passages. Heat transfer is reduced as deposits build up, leading to an overheating condition. Continued operation with this condition can lead to serious engine damage: liner scuffing, scoring, piston seizure and cylinder head cracking. These damages can occur quickly or over a longer period of time, depending of location and amount of deposits. Improperly inhibited coolants can become corrosive enough to "eat away" coolant passages and seal ring grooves and cause leaks to develop. Hydrostatic lock can occur if leak is internal and accumulates on top of a piston. The result may be a bent connecting rod. Cavitation erosion may occur in improperly inhibited coolants. Cavitation erosion is caused by the implosion of tiny bubbles against localized surfaces of the system. Such implosion causes pinpoint pressures high enough to erode pump impellers, cylinder liners and cylinder blocks. In extreme cases, their surfaces are so deeply pitted that they appear to be spongy, and holes can develop completely through them.

5.5.3 Inhibitor Test Procedures

Test Kits are commercially available to check engine coolant for nitrite concentration. Nitrite concentration is an indication of Supplemental Coolant Additive (SCA) level. Nitrite must be maintained within recommended levels. Coolant must be tested at each oil change to insure that inhibitor levels are maintained within the ranges shown below:

DDC Fully Formulated Glycol Coolant Limits	
-30 — 50(°F)	Freeze Point (°F)
125 — 500 ppm	Boron (ppm)
800 — 3200 ppm	Nitrite (ppm)
200 — 750 ppm	Nitrate (ppm)
50 — 250 ppm	Silicon (ppm)
0 ppm MAX	Phosphorus (ppm)
8.0 — 11.0	pH
40 ppm MAX	Chlorides (ppm)
100 ppm MAX	Sulfates (ppm)

NOTE

Above SCA values with Detroit Diesel #7se298 or TMC RP-329 “Type A”. Use Nalco Chemical Company nitrite test kits (CO-318). A factory coolant analysis program is available through Detroit Diesel distributors under part number 23508774.

5.5.4 Additives Not Recommended

- Soluble Oils;
- Chromates.

WARNING

Never remove filler cap while coolant is hot. When coolant is at ambient temperature, release pressure from system by turning the pressure cap counterclockwise ¼ turn; then remove filler cap slowly. A sudden release of pressure from the heated cooling system can result in severe burns from the expulsion of hot coolant fluid.

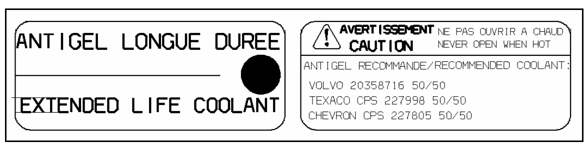
5.6 COOLANT RECOMMENDATIONS FOR VOLVO D13 ENGINE

Coolant mixture consisting of 50/50 antifreeze and deionized water solution should be used year-round to provide freeze and boil-over protection as well as providing a stable environment for seals and hoses.

When topping up coolant, use the same coolant mixture type as the mixture already in the cooling system. Do not mix two different types of coolant.

Do not use antifreeze formulated for automobile gasoline engines, these have a very high silicate content that will clog the radiator and leave unwanted deposits in the engine.

A decal (053487) located on the surge tank provides information on recommended coolants.



Recommended coolants for Volvo D13 engine:

- Prevost #685241 (pre-diluted 50/50 mixture);
- Texaco CPS#227998 (pre-diluted 50/50 mixture);
- Chevron CPS#2227805 (pre-diluted 50/50 mixture);
- Volvo 20358716 (pre-diluted 50/50 mixture);

> **⚠ CAUTION**
>
> On Volvo D13 engine, use **only** Extended Life Coolant (ELC). **Do not** add supplemental coolant additives (SCA) to extended life coolant. **Do not** use a coolant filter containing Supplemental Coolant Additives (SCA).

> **⚠ CAUTION**
>
> Extended Life Coolant (ELC) will test as out of additives (SCA), but SCA should not be added. Shortened engine life may be the result of adding SCA.

6. DRAINING COOLING SYSTEM

Use the following procedures to drain the cooling system partially or completely.

To drain engine and related components:

1. Stop engine and allow engine to cool. Close both heater line shut-off valves. One valve is located in the engine compartment near the water pump (Fig. 12). Another valve is located behind rear fender, above the L.H. rear wheelhousing near the optional coolant heater.

> *NOTE*
>
> *Refer to section 22 under "Preheating System" for information about preheater access and heater line shutoff valve.*

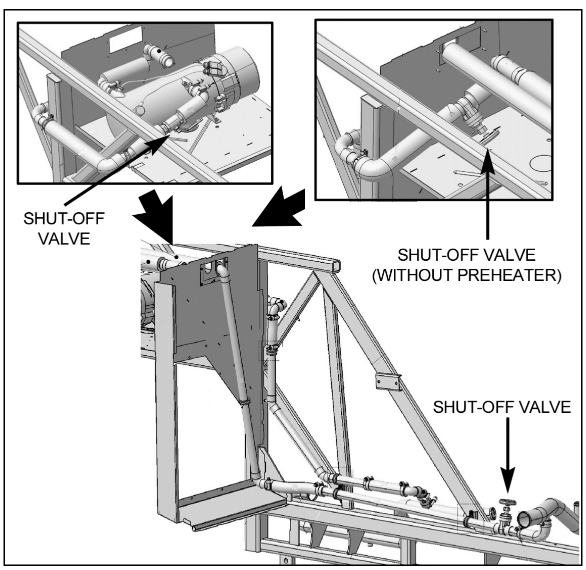


FIGURE 12: HEATER LINE SHUTOFF VALVES 05144

> **⚠ WARNING**
>
> Before proceeding with the following steps, make sure the coolant has cooled down. The sudden release of pressure from a heated cooling system can result in loss of coolant and possible personal injury (scalding) from the hot liquid.

2. Close the shut-off valves on the coolant filter mounting head (if applicable) and remove filter (perform only if filter as to be replaced).
3. Open the shut-off valves on the coolant filter mounting head (if applicable) and drain the coolant into a suitable container. Close the shut-off valves.
4. Unscrew the surge tank pressure cap counterclockwise, ¼ turn to let air enter the system and permit the coolant to drain completely from system.
3. Remove the water pump inlet pipe drain plug, plus the transmission oil cooler delivery line drain plug (Fig. 13). Drain the coolant into an approved container.

> *NOTE*
>
> *On Volvo D13 engine, the regular drain plugs are replaced by quick connect fittings to ease draining and filling of coolant system.*

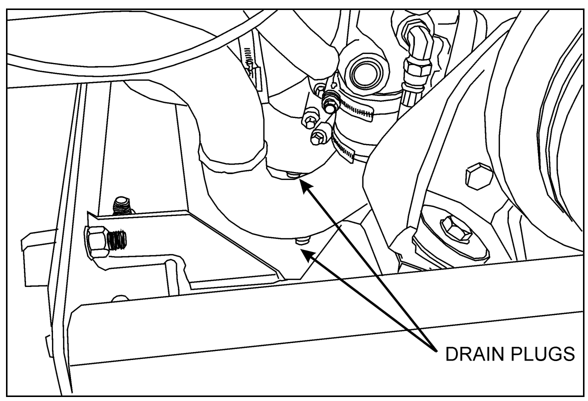


FIGURE 13: DRAIN PLUGS 05093

4. Unscrew drain plug at bottom of thermostat housing (if applicable) to drain coolant trapped above the thermostats (Fig. 9).
5. Unscrew the transmission oil cooler drain plug (if applicable). Remove oil cooler, flush and inspect. Refer to Section 7, “TRANSMISSION” for oil cooler maintenance or preventive replacement.

CAUTION

If freezing weather is anticipated and the engine is not protected with antifreeze, drain the cooling system completely when vehicle is not in use. Trapped water in the cylinder block, radiator or other components may freeze and expand resulting in damages. Leave the drain plugs open until the cooling system can be filled with coolant fluid. Do not run engine with cooling system empty.

NOTE

To drain the entire system, do the previous steps while maintaining the shutoff valves in the open position; then follow the procedure under *"Draining Heating System"* in Section 22.

7. FILLING COOLING SYSTEM

If only the engine and related components were drained, maintain the two heater line shutoff valves in their closed position, then proceed as follows:

1. Close all drain cocks. Reinstall the drain plugs with new seals. Refer to draining procedure for the location of draining points.
2. Open the shut-off valves on the coolant filter mounting head (if applicable).
3. Refill cooling system from the surge tank filler cap inlet with the recommended ethylene glycol-based antifreeze and water solution of the required concentration.

NOTE

On Volvo D13 engine, the regular drain plugs are replaced by quick connect fittings to ease draining and filling of coolant system. Coolant system may be refilled by the use of the quick connect fittings.

NOTE

Make sure the purge lines are properly connected and not obstructed. The purge lines (thermostat housing dome, radiator top tank, transmission oil cooler or delivery line) are required to ensure complete engine fill and proper purging of air in the system.

NOTE

The coolant level should remain within two inches of the surge tank filler neck.

4. Install the filler and pressure caps, then start the engine and run it at fast idle until reaching normal operating temperature. Check for leaks.

NOTE

If for any reason, the coolant level drops below the surge tank level probe, the Check Engine warning light will illuminate.

5. Stop engine and allow cooling.
6. Open the two heater line shutoff valves, check the coolant level in the surge tank, and then add as required.

CAUTION

Never pour cold coolant into a hot engine. The sudden change in temperature may crack the cylinder head or block.

If the entire system has been drained, redo the previous steps while maintaining the two heater line shutoff valves in the "Open" position. With engine running, activate the driver's and central heating systems to permit coolant circulation. If the vehicle is equipped with a windshield upper section defroster, momentarily pinch the hose located between the recirculating pump suction and the defroster outlet connector to ensure windshield upper section defroster complete filling. Complete the procedure by bleeding the heater cores as explained in Section 22, under *"9.4 Bleeding Heating System".*

8. FLUSHING

If the cooling system is contaminated, flush the cooling system as follows:

1. Drain the coolant from the engine.
2. Refill with clean water.

CAUTION

If the engine is hot, fill slowly to prevent rapid cooling and distortion of the engine castings.

3. To thoroughly circulate the water, start and run the engine for 15 minutes after the thermostats have opened.

4. Fully drain system.
5. Refill with clean water and operate for 15 minutes after the thermostats have opened.
6. Stop engine and allow cooling.
7. Fully drain system.

Vehicles without coolant filters:

Fill with a 50/50-antifreeze/water solution and add required inhibitors.

Vehicles with coolant filters (DDC Series 60 engine):

Replace the coolant filter with a precharge element filter; in this case do not mix inhibitors with antifreeze/water solution.

Vehicles with coolant filters (Volvo D13 engine):

Fill with a 50/50-antifreeze/water solution. Replace coolant filter as per the Lubrication And Servicing Schedule in section 24 if required.

Dispose of spent fluids in an environmentally responsible manner according to regulations in effect in your area.

COOLING SYSTEM CAPACITY (approximation)
Includes heating system: 24 US gal (91 liters)

8.1 COOLING SYSTEM DESCALERS

If the engine overheats and the fan belt tension, coolant level and thermostat operation have been found to be satisfactory, it may be necessary to de-scale and flush the entire cooling system.

Remove scale formation by using a reputable and safe de-scaling solvent. Immediately after using the de-scaling solvent, neutralize with a neutralizing agent. It is important that product directions be thoroughly read and followed.

After using the solvent and neutralizer, fully drain the system, and then reverse flush the engine and radiator (see *"Reverse Flushing" in this section)* before filling the system with coolant solution.

8.2 REVERSE FLUSHING

After the engine and radiator have been thoroughly de-scaled, they should be reverse-flushed. The water pump should be removed and the radiator and engine reverse-flushed separately to prevent dirt and scale deposits from clogging the radiator tubes or being forced through the pump. Reverse flushing is accomplished by hot water, under pressure, being forced through the cooling system in a direction opposite to the normal flow of coolant, loosening and forcing deposits out.

The radiator is reverse flushed as follows:

1. Remove the radiator inlet and outlet hoses and replace existing radiator cap with a new one.
2. Attach a hose to the top of the radiator to lead water away from the engine.
3. Attach a hose at the bottom of the radiator and insert a flushing gun in the hose.
4. Connect the water hose of the gun to the water outlet and the air hose to the compressed air outlet.
5. Turn on the water and when the radiator is full, turn on the air in short blasts, allowing the radiator to fill between blasts.

NOTE
Apply air gradually. Do not exert more than 138 kPa (20 psi) air pressure. Too great a pressure may rupture a radiator tube.

6. Continue flushing until only clean water is expelled from the radiator.

The cylinder block and cylinder head water passages are reverse flushed as follows:

1. Remove the thermostats and the water pump.
2. Attach a hose to the water inlet of oil cooler housing to drain water away from engine.
3. Attach a hose to the water outlet at the top of the cylinder head (thermostat housing) and insert the flushing gun in the hose.
4. Turn on the water until the jackets are filled, and then turn on the air in short blasts. Allow jackets to fill with water between air blasts.
5. Continue flushing until the water from the engine runs clean.

If scale deposits in the radiator cannot be removed by chemical cleaners or reverse flushing as outlined above, it may be necessary to remove the upper tank and rod out the individual radiator tubes with flat steel rods. Circulate the water through the radiator core from the bottom to the top during this operation.

9. SPIN-ON COOLANT FILTER

The optional engine cooling system filter is used to filter out impurities such as scale or sand from the coolant. On Detroit Diesel S60 engines it also eliminates the process of adding inhibitors to the antifreeze/water solution. The filter is mounted onto the cooling fan drive mechanism aluminum casting (Fig. 14).

To replace a filter:

1. Close the filter shut-off valves (two on DDC S60, one on Volvo D13) on the filter mounting head (if applicable) and unscrew the old filter from mounting.

WARNING

Failure to relieve cooling system pressure may result in personal injury.

2. Remove and discard the filter. Recover the coolant remaining in the filter with a suitable container.
3. Clean the filter adapter with a clean, lint-free cloth.
4. Coat surface of gasket with clean antifreeze, tighten 2/3 to 1 turn after gasket makes contact with head.
5. Open the filter shut-off valves.
6. Start engine and check for leaks. After shutdown, replenish fluid as necessary.

CAUTION

Do not exceed recommended service intervals.

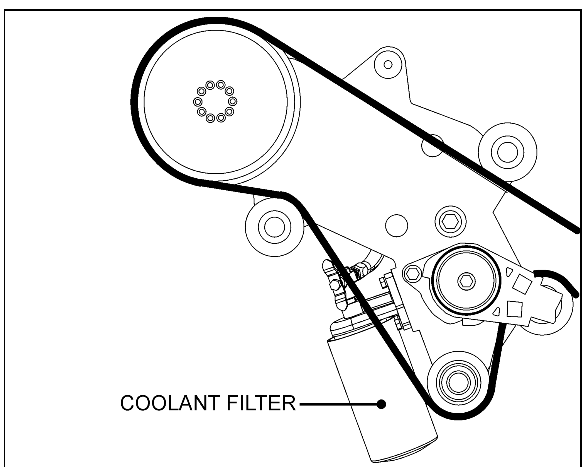


FIGURE 14: COOLANT FILTER (DDC S60 ENGINE) 05122

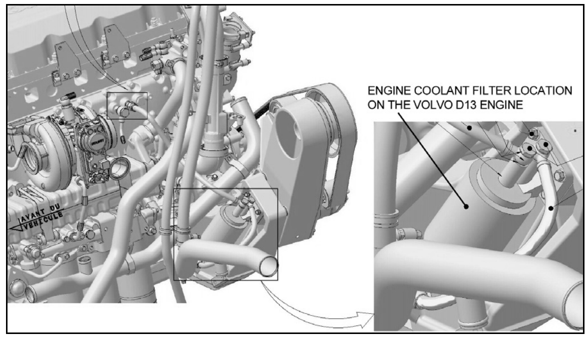


FIGURE 15: COOLANT FILTER (VOLVO D13) 05145

MAINTENANCE

VOLVO D13 ENGINE

Replace the coolant filter cartridge after 150,000 miles (240 000 km) or one year to prevent external rust damage to the filter walls. **Do not** use a coolant filter containing Supplemental Coolant Additives (SCA).

Coolant filter cartridge (Volvo D13): #20458771

MAINTENANCE

DETROIT DIESEL S60 ENGINE

The precharge element filter lasts for 12,500 miles (20 000 km) or one year, whichever comes first. Replace the precharge element filter with a maintenance element filter, which lasts for 200,000 miles (320 000 km) or two years, whichever comes first. Each time the coolant is renewed, a precharge element filter must be installed before installing a maintenance element filter.

PRECHARGE ELEMENT FILTER

Prevost number: 550629

MAINTENANCE ELEMENT FILTER

Prevost number: 550630

CORROSION INHIBITOR & COOLANT STABILIZER

Make: Detroit Diesel Number: 23507857

Make: Nalco Number: DD3000-15

NOTE

If a coolant filter is to be installed on an engine already in service, drain and flush the cooling system before installing the filter.

10. RADIATOR

The radiator is mounted at the L.H. side of engine compartment. It is designed to reduce the temperature of the coolant under all operating conditions. It is essential that the radiator core be kept clean and free from corrosion and scale at all times.

10.1 MAINTENANCE

MAINTENANCE

Inspect the exterior of the radiator core every 25,000 miles (40 000 km) or once a year, whichever comes first. Clean with a quality grease solvent, such as a mineral spirits and dry with compressed air. Do not use fuel oil, kerosene, gasoline, or any caustic material. It may be necessary to clean the radiator more frequently if the vehicle is operated in extremely dusty or dirty areas. Refer to coolant system flushing and reverse flushing in this section for maintenance of radiator interior.

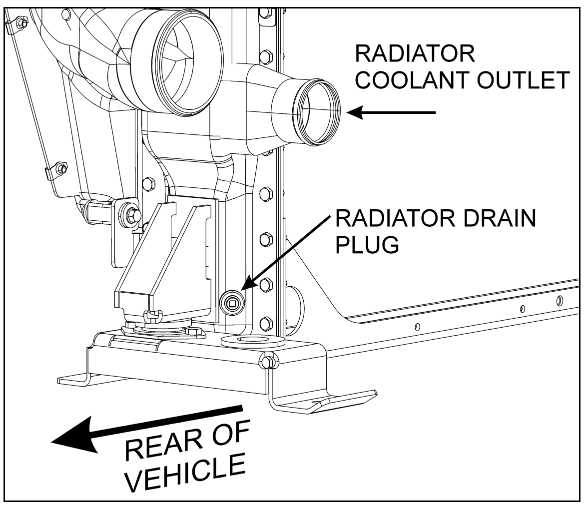


FIGURE 16: RADIATOR DRAIN PLUG 05129

11. CHARGE AIR COOLER (CAC) LEAKAGE

Spec for CAC acceptable leakage: The CAC is considered acceptable if it can hold 30 psi (206 kPa) gauge pressure with not more than 5 psi (34 kPa) loss in 15 seconds after turning off the hand valve.

NOTE

This spec does not apply if there is any evidence that the leak was caused by a foreign object impact.

12. RADIATOR & CHARGE AIR COOLER REMOVAL

WARNING

Potential Accident Risk. Always use extreme caution when working in the vicinity of hot, rotating or moving parts.

WARNING

Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.

1. Remove the left rear fender. Refer to paragraph REAR FENDER REMOVAL in section 18 of this manual for the complete procedure. Remove the panel giving access to the radiator & charge air cooler. This panel is located just next to the left tag axle wheel.

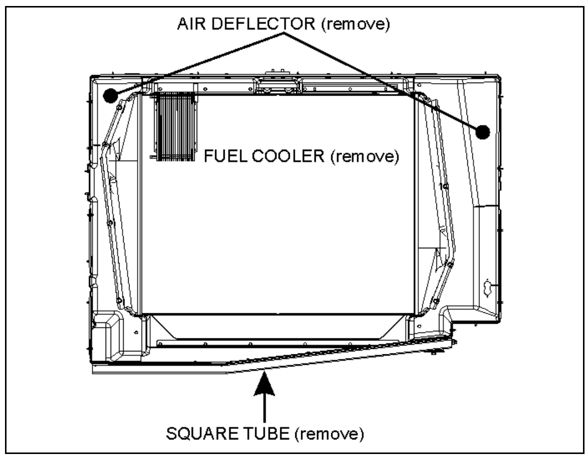


FIGURE 17: LOCATION OF SQUARE TUBE 05131

2. Close the heater line shutoff valves. One valve is located in the engine compartment near the water pump (Fig. 12). The other valve is located behind rear fender, above the L.H. rear wheelhousing near the optional coolant heater.
3. Disconnect the radiator overflow line at the top of it.
4. Drain the radiator. To do so, unscrew and remove the drain plug located under the coolant line elbow, at the water pump inlet (see fig. 6).

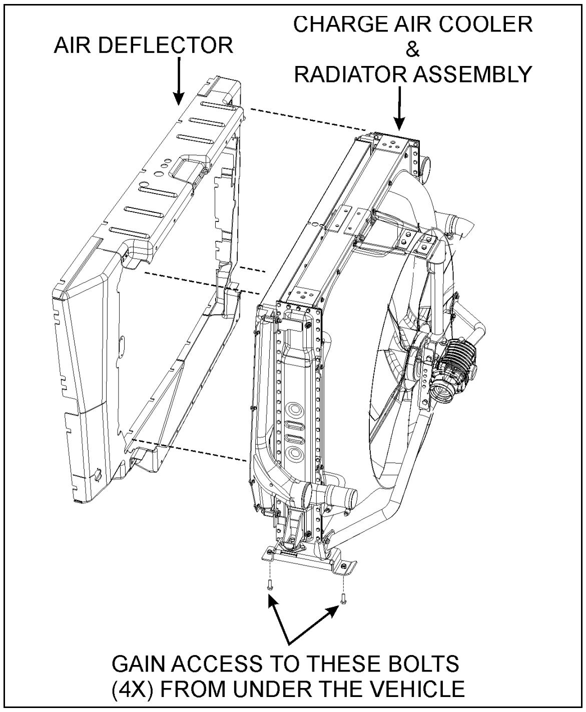


FIGURE 18: REMOVAL OF THE RADIATOR & THE CHARGE AIR COOLER 05130

5. Open the radiator door and remove the door auxiliary arm (not the hinges) and lower square tube (see fig. 17).
6. Remove the air deflector (4 pieces).
7. Dismount the fuel cooler without disconnecting the fuel lines from the cooler.
8. Remove the blue flexible hose connections at the inlet and outlet of the charge air cooler and radiator. Place a plastic bag around the inlet and outlet tubes to prevent foreign matter from entering inside these components.
9. Disconnect the universal joint shaft at the right angle gearbox and dismount the drive pulley (refer to paragraph DRIVE PULLEY AND UNIVERSAL JOINT SHAFT in this section).
10. Unplug the magnetic fan clutch connector.
11. From under the vehicle, unscrew bolts securing the radiator & charge air cooler assembly to the vehicle (see fig. 18).
12. Dismount the bracket securing the upper part of the radiator & charge air cooler assembly.
13. With the help of a fork lift truck, take out the radiator & charge air cooler assembly from the vehicle.

13. COOLING FAN DRIVE MECHANISM

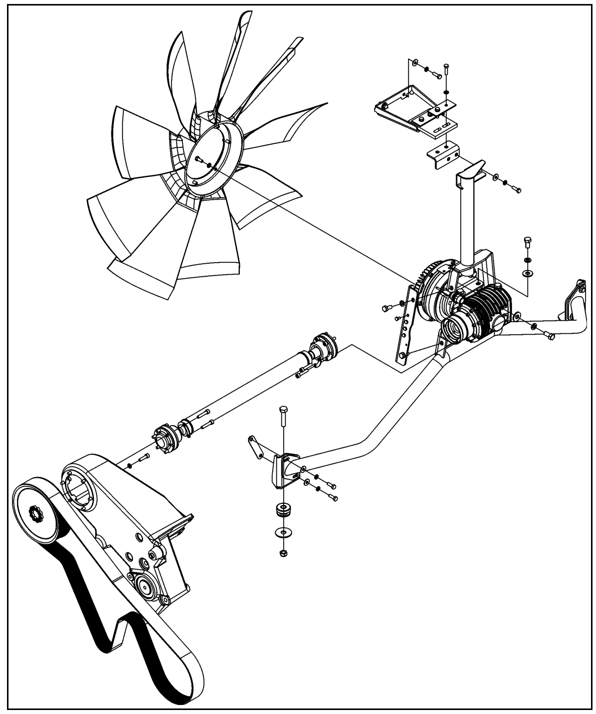


FIGURE 19: COOLING FAN DRIVE MECHANISM

13.1 DRIVE PULLEY AND UNIVERSAL JOINT SHAFT

To disconnect the universal shaft, proceed as follow:

> **WARNING**
>
> Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.

1. Unwrap the drive belt from around the pulley (see paragraph MOUNTING THE DRIVE BELT).
2. Dismount the drive pulley. Gain access to the 6 mounting bolts from behind the pulley, through the opening in the cast aluminum support (Fig. 19).
3. Unscrew and remove the universal joint shaft mounting bolts (6) at the right angle gearbox.
4. Slowly, move the shaft toward the rear of the vehicle.
5. Finally, dismount the universal joint shaft from the drive pulley (6 bolts).

Installation of the universal joint shaft is the same as removal, but in reverse order.

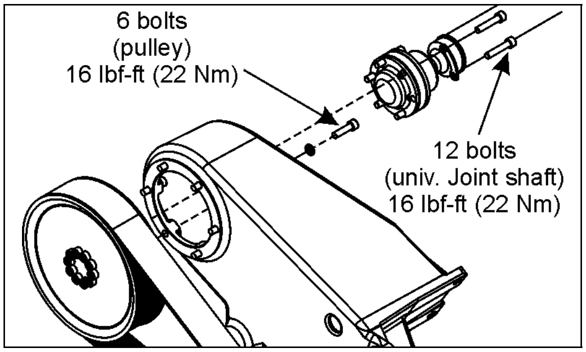


FIGURE 20: TIGHTENING SPECIFICATION 05123A

13.2 IDLER REPLACEMENT

If an idler is defective, replace as follow:

> **WARNING**
>
> Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.

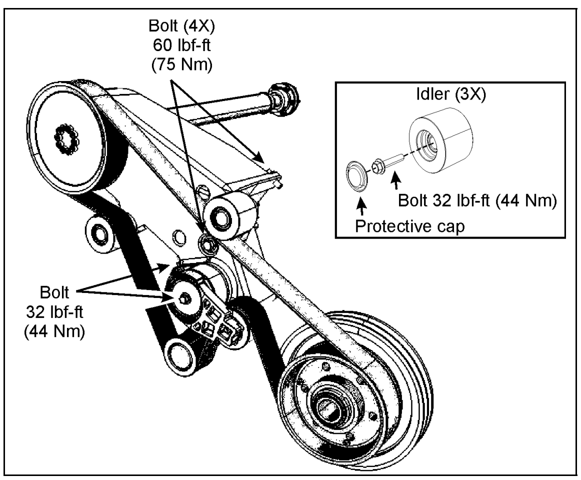


FIGURE 21: TIGHTENING SPECIFICATION (DDC S60 ENGINE) 05128

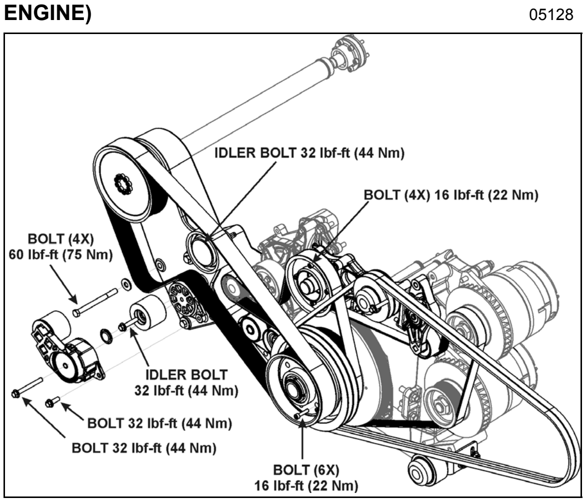


FIGURE 22: TIGHTENING SPECIFICATION (VOLVO D13 ENGINE) 05146

1. Remove the protective cap (replace with a new one).
2. Unscrew the idler mounting bolt.
3. Replace idler with a new one.

> **CAUTION**
>
> When installing the idler, make sure it rests perfectly against the bearing surface on the cast aluminum support. If not, the drive belt may slip out of the idler. See figure below.

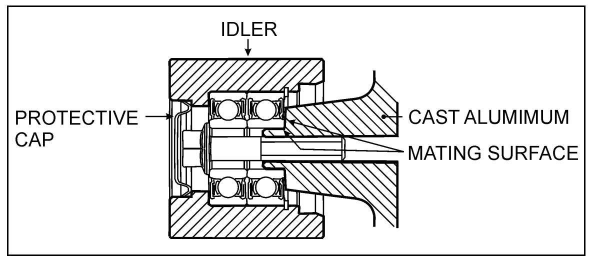


FIGURE 23: IDLER MOUNTED ON THE CAST ALUMINUM SUPPORT

4. Bolt the new idler on the cast aluminum support. Tighten to 32 lbf-ft (44 Nm).
5. Place a new protective cap.

14. VARIABLE SPEED COOLING FAN

The cooling fan clutch has two thermostatically controlled speeds, plus a neutral (clutch disengaged). The engine control module controls the speed by comparing data from engine coolant temperature, charge air temperature, Allison transmission oil temperature and small A/C High side pressure to a set of calibration data. The fan drive clutch is electromagnetic; the engine control module sends an electric current to regulate speed by activating one magnetic coil for the first speed and two magnetic coils for the second speed.

The settings are (values below are for DDC S60 engine):

	Engine coolant temp.	Air intake temp.	Allison trans. oil temp.
temperature rising	208°F: fan engages in HIGH SPEED	194°F: fan engages in HIGH SPEED	230°F: fan engages in HIGH SPEED
	203°F: fan engages in LOW SPEED	176°F: fan engages in LOW SPEED	216°F: fan engages in LOW SPEED
temperature dropping	203°F: fan HIGH SPEED disengages	189°F: fan HIGH SPEED disengages	225°F: fan HIGH SPEED disengages
	198°F: fan LOW SPEED disengages	170°F: fan LOW SPEED disengages	210°F: fan LOW SPEED disengages

	Small A/C high side pressure
pressure rising	170 psi: fan engages in HIGH SPEED
	120 psi: fan engages in LOW SPEED
pressure dropping	130 psi: fan HIGH SPEED disengages
	90 psi: fan LOW SPEED disengages

WARNING

DO NOT work near the fan with the engine running or the ignition in the ON position. The engine fan can engage at any time without warning. Anyone near the fan when it turns on could be seriously injured.

14.1 LOCKING RADIATOR FAN FOR EMERGENCY OPERATION

14.1.1 Electrical Locking

If the cooling fan clutch does not function due to an electrical control system malfunction and the engine is overheating, execute the following procedure:

1. Set the ignition key to the ON position.
2. Activate the dashboard Telltale Light Test switch 3 times within 4 seconds.
3. In the engine compartment, set the starter selector switch to REAR START and then start the engine from the rear.

WARNING

Potential Accident Risk. Always use extreme caution when working in the vicinity of hot, rotating or moving parts.

While in this mode, the rear start push-button can be used to manually engage the fan clutch. The multiplex system knows when the engine is already running, and it will not activate the starter.

4. Press the push-button one time to engage the clutch to 1^{st} speed, press a second time to engage to 2^{nd} speed, press a third time to stop the fan, press once again to return to 1^{st} speed.

NOTE

If the fan clutch does not engage using this procedure then the clutch is faulty or the wiring between the multiplex module and the clutch is faulty. Mechanically lock the fan as described in section 14.1.2.

14.1.2 Mechanical Locking

Once mechanically locked, the fan is rigidly connected to the drive mechanism and will rotate continuously, with no considerations for the cooling needs. This is an emergency situation and the vehicle shall not be operated in that situation for an extended period.

In case of a magnetic clutch malfunction:

1. Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.
2. Disconnect the fan clutch electrical connector.
3. Unscrew and remove the 4 spare bolts screwed to the angle on the fan gearbox mounting support.
4. Turn the fan blades in order to position the locking plate bores over the rotor's threaded sockets.
5. Screw in and tighten the spare bolts (Fig. 24).
6. Using the automatic belt tensioner, release tension on the drive belt in order to be able to

rotate the fan clutch drive mechanism by hand.

7. Rotate the shaft to get access to the second locking plate and rotor threaded sockets.
8. Screw in and tighten the spare bolts.

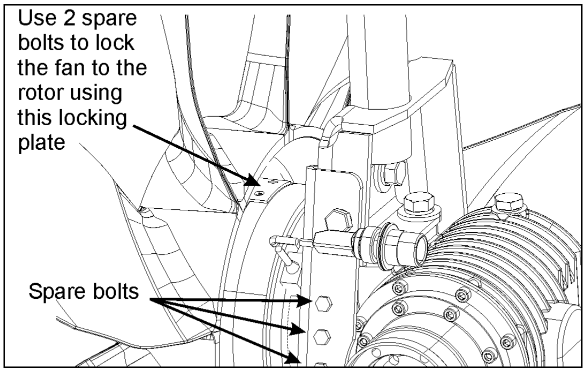


FIGURE 24: MECHANICAL LOCKING 05124

14.2 MAINTENANCE

1. Clean the fan and related parts with clean fuel oil and dry them with compressed air. Do not clean with steam or high-pressure jet.
2. Check the fan blades for cracks or other damage. Replace the fan if the blades are cracked or deformed.
3. Remove any rust or rough spots in the grooves of the fan pulley. If the grooves are damaged or severely worn, replace the pulley.
4. Do not restrict fan rotation during engine operation for any reason.
5. Do not operate fan driving mechanism with a damaged fan assembly. Replace a damaged fan as soon as the fault is noted.
6. Immediately investigate and correct any operator complaint involving driving mechanism or cooling system performance.
7. When questions arise, obtain answers before proceeding. Assistance is available through the Prevost After-Sales Service support serving your area.

14.3 INSPECTION

WARNING

Set the starter selector switch in engine compartment to the "OFF" position to prevent accidental starting of the engine.

- Check security of fasteners securing fan blade assembly to fan clutch.
- Visually inspect fan driving mechanism, fan blade assembly, shroud, radiator, and surrounding area for evidence of contact between rotating and non-rotating parts.
- Check drive belt for fraying, cracking, and proper tension.
- Turn fan through at least 360° of rotation. It should turn smoothly with no resistance.

14.4 FAN REMOVAL / INSTALLATION

The fan is bolted to the magnetic clutch. To remove the fan:

1. Unscrew and remove the mounting bolts and washers.

To reinstall the fan:

1. If the fan is still in the radiator fan shroud, place 2 of the mounting bolts on the opposite side of the clutch, in reverse direction, in order to use them as guide pins to position the fan.
2. Once properly positioned, screw the 4 remaining bolts back in and tighten properly (16 lbf-ft; 22 Nm).
3. Finally, take the 2 bolts that were used as guide pins and screw them back in on the proper side of the clutch and tighten properly.

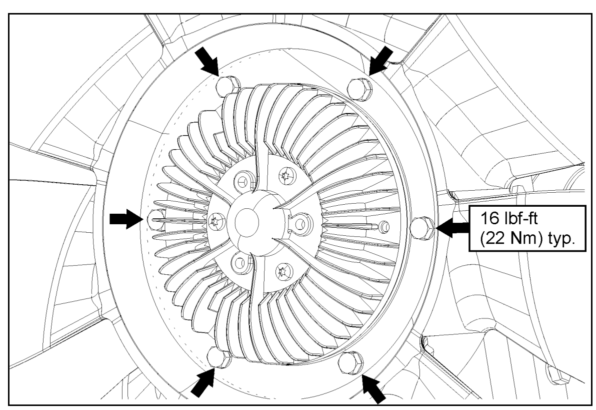


FIGURE 25: RADIATOR FAN MOUNTING BOLTS 05125

15. FAN RIGHT ANGLE GEARBOX

The radiator fan is belt driven from the engine crankshaft pulley through a drive belt, a universal joint shaft, a right angle gear and clutch assembly.

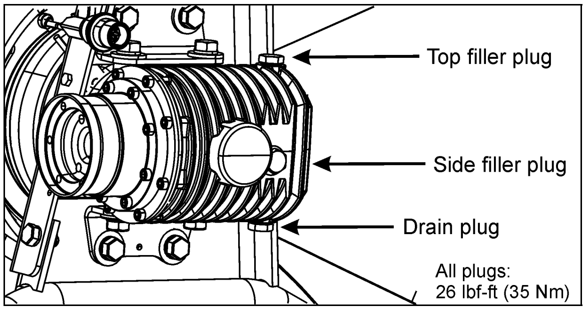


FIGURE 26: RIGHT ANGLE GEARBOX 05118

15.1 MAINTENANCE

MAINTENANCE

Change the right angle gearbox oil every 50,000 miles (80,000-km) or once a year, whichever comes first.

Use **Synthetic Gear Lubricant SAE 75W-90**.

15.2 OIL CHANGE

1. Stop engine and make sure that all engine safety precautions have been observed.
2. Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine or set the rear start panel selector switch to the OFF position.
3. Remove the drain plug located underneath the right angle gearbox case and allow the oil to drain into a suitable container.
4. Replace the seal and screw the drain plug back in (torque: 26 lbf-ft).
5. Unscrew and remove the side filler plug.
6. Unscrew and remove the top filler plug.
7. Add gear lubricant. The oil level is correct once the top of the oil has reached the bottom of the side filling point.
8. Replace the seals and screw side and top filler plug back in (torque: 26 lbf-ft).
9. Clean gear case carefully.
10. Start the engine and allow running a few minutes. Stop the engine and check for leaks.

15.3 REMOVAL / INSTALLATION

To remove the right angle gearbox, proceed as follow:

1. Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.
2. Disconnect the fan clutch electrical connector.
3. Dismount the fan and lean it against the radiator (refer to previous paragraph).
4. Disconnect the universal joint shaft.

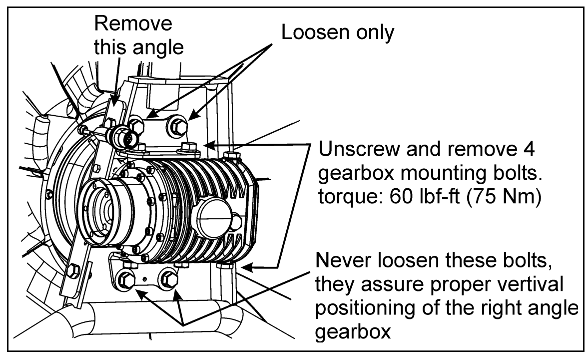


FIGURE 27: RIGHT ANGLE GEARBOX MOUNTING 05126

5. Dismount the angle (see fig. 27).
6. Loosen the gearbox support bracket top bolts.
7. Unscrew and remove 4 gearbox mounting bolts.
8. Slide the gearbox out of the support assembly.

Installation procedure is the same as removal but in reverse order. Tighten the 4 mounting bolts as specified.

16. COOLING FAN DRIVE BELT

16.1 MOUNTING THE DRIVE BELT

To install the cooling fan drive belt, proceed as follow:

WARNING

Set the ignition to the OFF position and remove the key from the contact switch to prevent accidental starting of the engine.

> **⚠ WARNING**
>
> Potential Accident Risk. Always use extreme caution when working in the vicinity of hot, rotating or moving parts.

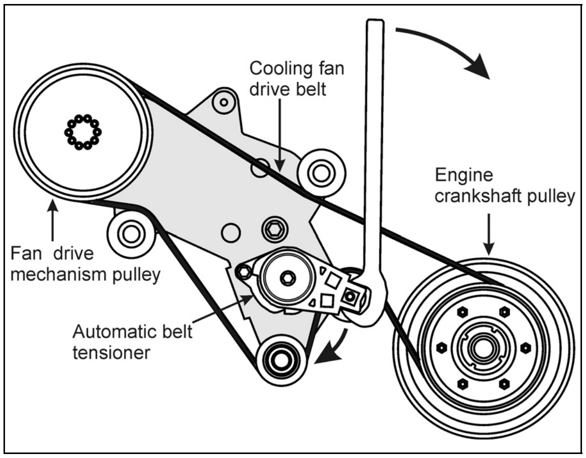


FIGURE 28: DRIVE BELT ROUTING (DDC S60 ENGINE)
05127

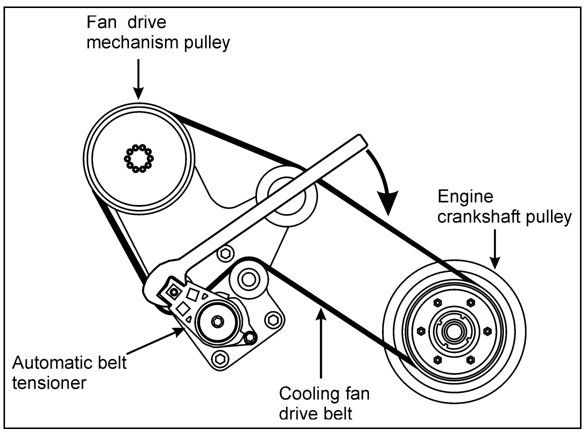


FIGURE 29: DRIVE BELT ROUTING (VOLVO D13 ENGINE)
05127

1. Wrap the new drive belt around the fan drive mechanism pulley, the idlers and the automatic tensioner idler as shown on figure 28 & 29.
2. Using the special tool included with your vehicle (see inside the Warning Reflectors box located in the first curb-side baggage bay), rotate the automatic tensioner in clockwise direction to relieve tension on the belt and hold the tensioner in that position (Fig. 28 & 29).
3. Finally, place the drive belt around the engine crankshaft pulley.
4. Release the tensioner slowly and let it return to its natural position.

COOLING FAN DRIVE BELT
With Detroit Diesel Series 60 engine
Type: 14PK2310
Prevost number: 550921
With Volvo D13 engine
Type: 14PK2172
Prevost number: 5060096

17. SPECIFICATIONS

Cooling System Capacity (Approximation)
Includes heating system.. 24 US gal (91 liters)

Thermostat - Detroit Diesel Series 60 Engine
Number used.. 2
Start to open.. 182-188°F (83-86°C)
Fully open.. 202°F (95°C)

Thermostat - Volvo D13 Engine
Number used.. 1
Start to close.. 203°F (95°C)
Fully closed.. 185°F (85°C)

Cooling Fan Drive Belt - Detroit Diesel Series 60 Engine
Type.. Poly-Rib 14PK2310
Qty.. 1
Prevost number.. 550921

Cooling Fan Drive Belt – Volvo D13 Engine
Type.. Poly-Rib 14PK2172
Qty.. 1
Prevost number.. 5060096

Coolant - Detroit Diesel Series 60 Engine
Prevost Number.. 685125
DDC (Power Cool).. 23512138
Prestone (Heavy Duty).. AF977 (bulk), 72702 (3.78 L), 70119 (205L), 70102 (4L)

Coolant - Volvo D13 Engine
Prevost Number.. 685241
Texaco CPS.. 227998
Chevron CPS.. 2227805

Corrosion Inhibitor and Coolant Stabilizer - Detroit Diesel Series 60 Engine
Supplier number.......Detroit Diesel.. 23507857
Supplier number.......Nalco.. DD3000-15

Coolant Filter - Detroit Diesel Series 60 Engine
Number used.. 1
Make.. Nalco
Type.. Spin-on

MAINTENANCE ELEMENT FILTER

Supplier number. ....Detroit Diesel.. 23507545
Supplier number......Nalco.. DDF3000
Prevost number.. 550630

PRECHARGE ELEMENT FILTER

Supplier number.....Detroit Diesel.. 23507189
Supplier number......Nalco.. DDF60
Prevost number.. 550629

Coolant Filter Cartridge – Volvo D13 Engine

Number used 1
Type .... Spin-on
Prevost number 20458771

CONTENTS

ILLUSTRATIONS

1. GENERAL DESCRIPTION

This vehicle uses a dual voltage system to obtain two different voltages (12 and 24-volt) for various electrical controls and accessories. The main power source incorporates four maintenance-free “Delco” model 1150 batteries connected in a parallel-series configuration. All batteries are kept uniformly charged by means of a 100 amp battery equalizer (standard), giving a maximum possible output supply of 100 amps on the 12-volt system. Both the 12 and 24-volt systems are controlled through individual main battery relays. One or two 24-volt self-rectified alternators are belt driven from the engine, and can be reached through the engine compartment door.

1.1 WIRING DIAGRAMS

A master wiring diagram of the electric circuits, covering standard and optional accessories and systems, is located in the technical publications box. Usually, a separate wiring diagram page is provided for each major function or system. In some cases, more than one circuit may appear on one wiring diagram page; when this occurs, each circuit covered in this page is listed in the wiring diagram index. Moreover, a circuit may appear on several pages; in such case, the number(s) at the extremity of the diagram title will indicate the sheet reference number. Refer to the *"Wiring Diagram Index"* to ensure that the correct diagram is being used to trace the circuit in question. In addition to the major functions page reference, the wiring diagram index contains the following information pages.

- The Multiplexed Device Index,
- The Arrangement-Harness drawing showing the harnesses arrangement and harness number on the vehicle,
- Glossary,
- Circuit number listing,
- Circuit breaker code,
- Connector code,
- Diode number code,
- Resistor number code,
- Fuse code.

1.1.1 Using Wiring Diagrams

Three methods are used to *"work"* with electric wiring diagrams.

Situation: You have identified the defective part (breaker, diode, relay, etc.), and you wish to locate its corresponding circuit.

Problem: Circuit breaker CB12 is released (open circuit) and you don't know which circuit is affected.

a) Refer to wiring diagram index, and look for *"Circuit breaker code"*, pages **F**.

b) At item CB12, you will find the location, the Prevost number, the breaker function, the breaker ampere rating and the page on which to find the corresponding diagram.

c) Refer to page 3.1.

d) When you have located CB12, follow the wiring up to the end and find the diagram page number and function on which the circuit continues.

Situation: You have a problem with a specific system and you want to find the corresponding diagram.

Problem: The last three (3) speakers on the R.H. side of vehicle are inoperative and you must trace the electric circuit.

a) Refer to wiring diagram index and look for *“Sound system”.*

b) You will find on page 35.1 & 35.2 the components as well as the electric wiring, thus providing you with a complete understanding of this circuit.

Situation: Using the message center display (MCD), you check on arrival if there are active errors in the vehicle electrical system. With the SYSTEM DIAGNOSTIC menu, highlight FAULT DIAGNOSTIC, highlight ELECTRICAL SYSTEM to request a diagnostic of the electrical system and then press the enter key. If applicable, the MCD shows the fault messages or fault codes recorded. When more than one fault is recorded, an arrow pointing down appears on the right of the display. Use the down to see all the fault messages.

Problem: MCD displays the fault "Elec. Horn SW61 SW62; shorted to ground" as being active.

a) Refer to wiring diagram index, and look for *"Multiplexed Device Index"*, pages B1-B8.

b) In first column DEVICE ID, look for device SW61, SW62.

c) At device SW61,SW62, find the fault message, the minimum condition to activate, other inputs involved in logic, the multiplex module related to switch 61 and switch 62, the connector and pin number on the module and the page on which to find the corresponding diagram.

d) Once the problem corrected, the MCD still shows the fault as being active. You have to leave the FAULT DIAGNOSTIC menu, wait approximately 20 to 30 seconds and then return to FAULT DIAGNOSTIC to request a new diagnostic of the ELECTRICAL SYSTEM from the CECM. The MCD should display the fault as being inactive.

1.1.2 Testing Circuits

A careful study of the wiring diagrams should be made to determine the source and flow of current through each circuit. When a circuit is thoroughly understood, a point-to-point check can be made with the aid of the applicable wiring diagrams. Any circuit can be tested for continuity or short circuits with a multimeter or a suitable voltmeter. Refer to paragraph 4.2 PROBING VOLTAGE ON THE MULTIPLEX CIRCUITS.

All electrical connections must always be kept clean and adequately tight. Loose or corroded connections can result in discharged batteries, difficult starting, dim lights and improper functioning of other electric circuits. Inspect all wiring connections at regular intervals. Make sure knurled nuts on all amphenol-type plugs are securely tightened. Knurled nuts on the plastic amphenol-type connectors will click into a detent when properly tightened. Line connectors, who have the side locking tabs, must have the locks latched in place to ensure a proper electrical connection.

1.2 WIRE SIZES AND COLORS

Each wire in the electrical system has a specific size as designated on the wiring diagram. When replacing a wire, the correct size must be used. Never replace a wire with one of a smaller size.

The vehicle electrical system is provided with different voltages. The insulation on each wire is distinctly colored in order to determine visually the wiring voltage and to assist in making connectors. The wires are color coded as follows:

Yellow	Multiplex modules communication CAN-H (twisted with green)
Green	Multiplex modules communication CAN-L (twisted with yellow)
Orange	Connected to multiplex outputs
White	Connected to multiplex inputs
Red	24-volt system
Yellow	12-volt system
Black	grounded wire
Black	110 V ac system (live)
White	110 V ac system (neutral)
Green	110 V ac system (ground)
Orange	speakers (+)
Brown	speakers (-)
Grey	spare wire

NOTE

Wires are identified at each 2-4 inch (5-10 cm) intervals by a printed number.

Each wire on a diagram is patterned to assist in tracing and testing circuits. The wire number identifies the voltage rating, the wire identification number and the basic wire gauge as illustrated in Figure 1.

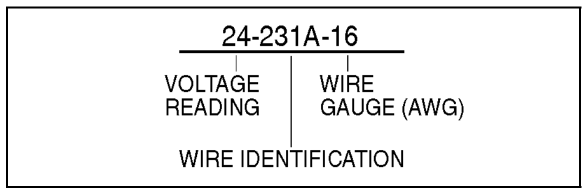


FIGURE 1: WIRE NUMBER 06048

1.3 SPARE WIRES

When the vehicle leaves the factory, and even in the case of a fully-equipped vehicle, an important number of unconnected spare wires are routed between the junction boxes to serve as replacement wires if regular wires are damaged. Refer to page 8.1 *"Spare wires"* and page E "*Circuit number listing*" to determine the number and location of these wires.

⚠ CAUTION ⚠

Wire size is calibrated according to the breaker or fuse that protects it. When using a spare wire to replace a damaged wire, assure that the spare wire size is equal or larger than the wire being replaced. Using a wire too small for the breaker or fuse amperage might cause overheating of the wire.

NOTE
Spare wires are identified by the word "SPARE" followed by the wire identification number.

1.4 CLEANING CONNECTORS

When the pins and sockets of connectors become dirty, clean them with a good quality solvent containing HFC 134A refrigerant as its active ingredient. HFC 134A has two qualities that recommend it. First, it does not conduct electricity and therefore, will not cause shorting between connector pins and sockets. Second, it evaporates quickly, eliminating the possibility of condensation within the connectors.

Always shake out or gently blow out any excess HFC 134A before assembling a connector to its mating connector or hardware. HFC 134A trapped in the connector can affect the connector seal.

⚠ WARNING ⚠
HFC 134A is toxic. HFC 134A bases compounds should always be used in a well-ventilated area, never in a confined space. Use outdoor whenever possible.

1.5 CIRCUIT BREAKERS

Most electric circuits are protected by manually switchable circuit breakers. The main circuit breakers, as well as those protecting the A/C system, are located in the main power compartment, on R.H. side of the vehicle (Fig. 2).

This type of circuit breaker allows to de-energizes the circuit without disconnecting any wire. Simply push the red button on breaker to open the circuit, repair defective circuit, and afterwards lift the black tab of breaker to its original position to close the circuit.

CIRCUIT BREAKERS (VIP)			
CB1	Front distibution	24 VI	90 amps
CB2	Front distibution	12 VD	90 amps
CB3	HVAC - evaporator	24 VI	90 amps
CB4	Rear distribution	12 VD	70 amps
CB5	Rear distribution	24 VI	150 amps
CB6	Rear Distribution	24 VD	70 amps
CB7	HVAC - condenser	24 VI	70 amps
CB8	Rear Junction Box	12 VI	40 amps
CB9	Slide-out	24VI	40 amps
CB10	Front distribution	12 VI	70 amps
CB11	Slide-out	24 VI	35 amps
CB12	HVAC - condenser	12 VI	40 amps

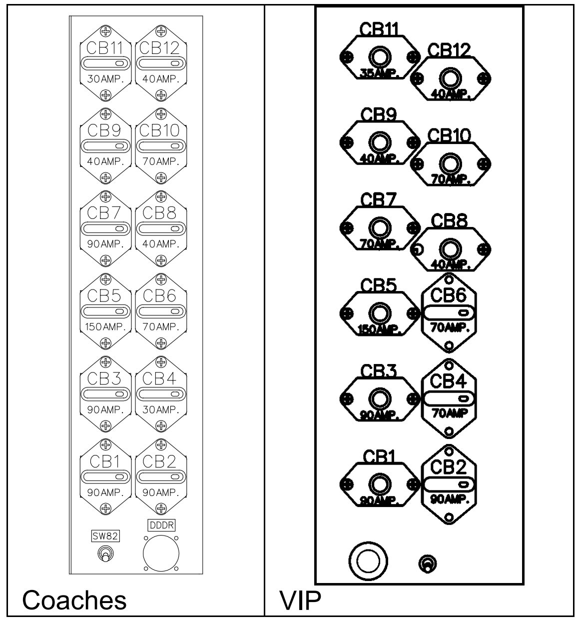


FIGURE 2: MAIN BREAKERS 06473, 06605

CIRCUIT BREAKERS (coaches)			
CB1	Front distribution	24 VI	90 amps
CB2	Distribution	12 VD	90 amps
CB3	HVAC - evaporator	24 VI	90 amps
CB4	Sound system	12 VD	30 amps
CB5	Rear distribution	24 VI	150 amps
CB6	Distribution	24 VD	70 amps
CB7	HVAC - condenser	24 VI	70 amps
CB8	Rear distribution	12 VI	40 amps
CB9	WCL or other options	24VD	40 amps
CB10	Front distribution	12 VI	70 amps
CB11	Sound system	24 VD	30 amps
CB12	HVAC - condenser	12 VI	40 amps

VD= volts direct. The electrical components connected to these circuit breakers are direct-connected to the battery.

VI= volts indirect. Electrical power is supplied via master relay R1 which engages when ignition key is in the ON or ACC position and battery master switch is set to ON.

1.6 MULTIPLEX FUSES

The multiplex outputs are protected in current by an internal “soft-fuse”. Each output has programmed specific maximum amperage. When an output is shorted, the current gets above the limit and the soft-fuse intervenes to turn the output OFF. The output stays OFF until the "soft-fuse" is reset.

Turn the ignition key to the OFF position and turn to the ON position again. This resets all "soft-fuses".

There is also hardware fuses used to protect the incoming power to the multiplex modules. These fuses are located inside the VECF (Vehicle Electrical Center Front) and VECR (Vehicle Electrical Center Rear).

1.7 RELAYS

Relays are used to automatically energize or de-energize a circuit from a remote location. The relay draws a very low current to energize its coil. Once the coil is energized, it develops a magnetic field that pulls a switch arm closed or open, to either energize or de-energize a given component. As the control current required for the coil is very low, the relay allows a remote station to control a high energy circuit without running great lengths of costly high capacity cable, and also eliminates the need for high amperage switches and heavy connectors.

NOTE

Each relay is identified with "12 V" or "24 V" printed on its casing in order to identify the coil operating voltage.

⚠ CAUTION ⚠

The Multiplex vehicle uses a VF4 relay designed specially for Volvo that has different internal characteristics than the current VF4 relay. It is important to use only the new part marked Volvo as a replacement in Multiplex vehicles. Regular relays have an inadequate lifespan for Multiplex vehicles.

1.8 PRECAUTIONS

⚠ WARNING ⚠

Prior to working on a system inside vehicle, make sure to cut electrical power and air supply. A component could be supplied with electricity even if the ignition switch is set to the OFF position and/or a component could be pressurized even if air tanks are emptied. Always refer to the appropriate wiring and pneumatic diagrams prior to working on electrical and/or pneumatic systems.

NOTE

When the ignition switch is set to the OFF position, the electrical components are not energized except for the CECM (Chassis Electronic Control Module), engine MCM, transmission TCM, instrument cluster module, the battery equalizer, the preheater system, the wheelchair lift system and some Multiplex modules which are energized during 15 minutes after the ignition has been set to the OFF position. Prior to working on one of these electrical components, set the battery master switch in the main power compartment to the OFF position. If the vehicle will not be operated for a long period (more than 2 weeks), it is recommended, in order to prevent the batteries from discharging, to trip the main circuit breakers located in the main power compartment to stop the small current drawn by the radio preset station memory, the CECM memory and the instrument cluster clock. Note that the radio station presets will be erased, same thing for the diagnostic codes history and the instrument cluster clock will have to be reset.

⚠ CAUTION ⚠

Prior to arc welding on the vehicle, refer to "Multiplex Modules Disconnection Procedure Prior To Welding" in section 00 GENERAL of this manual to avoid serious damage to the vehicle components.

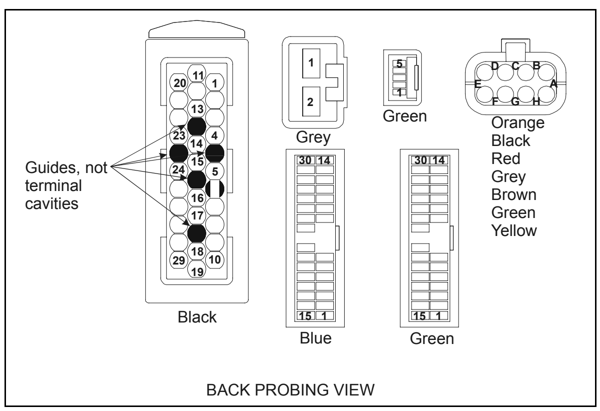
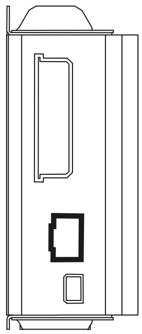
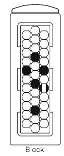
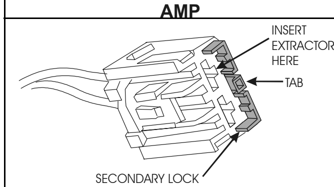
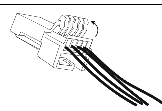
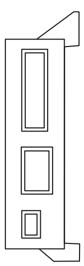
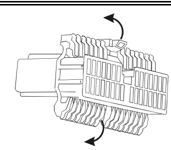
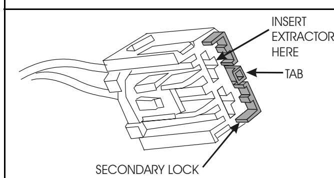
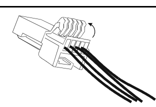
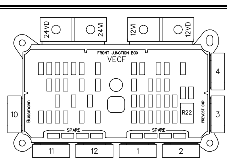
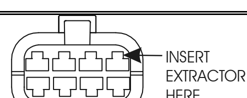


FIGURE 3: MULTIPLEX MODULE CONNECTORS PIN-OUT

Multiplex modules	Connector type	Terminal removal
 IO-B	 **AMP**	EXTRACTOR/TOOL: Prevost #683594 Insert the extractor on the front of the connector. Remove the terminal by disengaging the flexible lock tabs on the terminal. Gently remove the terminal from the connector by pulling on the wire.
	 grey **YAZAKI**	EXTRACTOR/TOOL: Packard #12094430 or small flat blade screwdriver Using a small flat blade screwdriver, pull up the secondary lock tab and then pull out the secondary lock partially. Insert the extractor over the terminal cavity to lift the connector housing plastic primary lock. Gently remove the terminal from the connector by pulling on the wire.
	 green **JAE**	EXTRACTOR/TOOL: Prevost #683766 Using a small flat blade screwdriver, open the hinged secondary lock. Insert the extractor on the front of the connector, over the terminal cavity. Remove the terminal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.
 IO-A	 green, blue (CECM) **JAE**	EXTRACTOR/TOOL: Prevost #683766 Using a small flat blade screwdriver, open both hinged secondary locks. Insert the extractor on the front of the connector, over the terminal cavity. Remove the terminal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.
	 grey **YAZAKI**	See above
	 green **JAE**	See above
 **VECF**	 Orange Black Red Grey Brown Green Yellow **BUSSMAN**	EXTRACTOR/TOOL: Prevost #682256 (Packard 12094429) Remove the terminal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.

2. H3 SERIES VEHICLES ELECTRICAL COMPARTMENTS

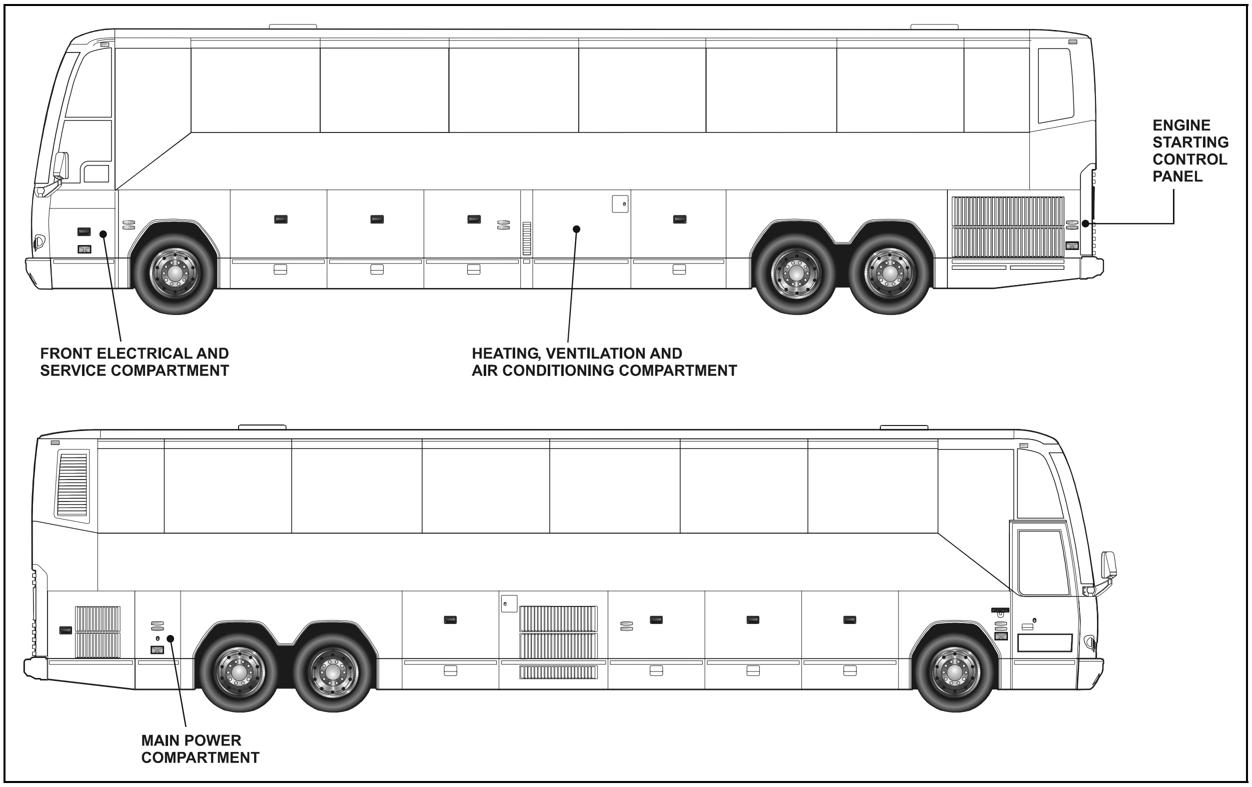


FIGURE 4: ELECTRICAL COMPARTMENTS

2.1 MAINTENANCE

A Cortec VCI-238 corrosion inhibitor has been sprayed in all electrical compartments to protect components from corrosion. The life expectancy of this product is five years, so it is recommended to reapply it every five years. It is also recommended to spray it on new components when added or replaced.

⚠ WARNING ⚠

Use VCI-238 in a well ventilated area. Do not smoke. Avoid prolonged contact with skin and breathing of spray mist. Harmful or fatal if swallowed. Do not induce vomiting. Call physician immediately.

⚠ CAUTION ⚠

Never put grease, Cortec VCI-238 or other product on the multiplex modules connector terminals.

2.2 MAIN POWER COMPARTMENT

The main power compartment is located on rear R.H. side of vehicle behind the rear wheelhousing. This compartment contains the following components (Fig. 5 & 6):

- Four 12-volt batteries;
- Main circuit breakers for 12-volt and 24-volt electrical system;
- Voltage regulator (if applicable);
- Battery equalizer;
- Battery Charger (optional);
- Battery master relay (R1) & battery master switch;
- TCM (Transmission Control Module) for Allison Transmission or ZF-Astronic transmission ECU;
- Secondary circuit breakers;
- Relays;
- Rear fuse box known as VECR (Vehicle Electrical Center Rear);
- Multiplex modules: I/O-A, I/O-B;
- Electronic ground stud.

Main Power Compartment (coaches)			
Multiplex Modules			
A49	I/O-A	A52	I/O-B
A50	I/O-B	A53	I/O-B
A51	I/O-B		
Relays			
R1	Master relay	R14	Reading lamps
R3	12V IGN & A/C	R15	Option
R6	Fluorescent (direct lighting)	R17	12V Rr wake-up mode
R8	Service brakes	R21	Emergency cut-out
R13	Fluorescent (indirect lighting)	R25	Option
Fuses			
F50	Pre-heating	F69	Overhead storage compartment lighting RH & LH
F51	Pre-heating	F70	Free/customer
F52	Spare fuse	F71	Spare fuse
F53	A54 multiplex module	F72	A50 multiplex module
F54	Free/customer	F73	Spare fuse
F55	Center aisle fluorescent & emergency lighting	F74	MCM engine IGN
F56	Fluorescent (indirect lighting)	F75	ECU trans IGN
F57	Fluorescent (indirect lighting)	F76	Free/customer
F58	Fluorescent (direct lighting)	F77	ECU transmission wake-up
F59	Fluorescent (direct lighting)	F78	MCM engine wake-up
F60	Reading lamps RH	F79	MCM engine wake-up
F61	Reading lamps RH	F80	A51 multiplex module
F62	Lavatory night light	F81	Alternators excitation resistor
F63	Pre-heater	F85	Spare fuse
F64	Wheelchair lift	F86	Spare fuse
F65	Multiplex modules main power compartment	F87	Spare fuse
F66	Radiator fan clutch	F88	Spare fuse
F67	A54 multiplex module	F89	Spare fuse
F68	A54 multiplex module		
Resistors			
RES13	Excit. res. ALT-1	RES14	Excit. res. ALT-2
Diodes			
D6	Master relay	D31	A/C compressor clutch
D8	Passenger liquid valve	D33	Toilet flush pump
D15	Wake-up mode	D36	Radiator fan clutch 2
D28	A/C compressor unloader RH	D37	Radiator fan clutch 1
D29	A/C compressor unloader LH	DXX	Not used

Main Power Compartment (VIP)			
Multiplex Modules			
A49	I/O-A	A52	I/O-B
A50	I/O-B	A53	I/O-B
A51	I/O-B		
Relays			
R1	24V Master relay	R30	24V Door lock LH
R3	12V IGN & A/C	R31	24V Door lock RH
R17	12V Rr wake-up mode	R32	24V Door unlock LH
R21	24V Emergency cut-out	R33	24V Door unlock RH
R25	24V MCM ignition	CH57	Slide-out Trans inhibit
Fuses			
F50	Regulator	F69	Service brake relay
F51	Awning window	F70	Customer 24VI
	Luggage doors lock		Battery cmpt lighting
F52	relay	F71	
F53	Refrigerant fill up valve	F72	PWR A50 multiplex module
F54	Customer 24VD	F73	Spare fuse
F55	Spare	F74	MCM engine IGN
F56	Spare	F75	ECU trans IGN
F57	Spare	F76	Ccustomer12VI
F58	Spare	F77	ECU transmission wake-up
F59	Spare	F78	MCM engine wake-up
F60	Luggage door locks	F79	MCM engine wake-up
F61	Luggage door locks	F80	PWR A51 multiplex module
F62	Spare	F81	Alternators excitation resistor
F63	Prime pump	F85	Spare fuse
F64	Spare	F86	Spare fuse
F65	PWR MUX modules main power cmpt	F87	Trailer PWR
F66	Radiator fan clutch	F88	Backup camera
F67	PWR A54 multiplex module	F89	Spare fuse
F68	PWR A54 multiplex module		
Resistors			
RES13	Excit. res. ALT-1	RES14	Excit. res. ALT-2
Diodes			
D6	Master relay	D31	A/C compressor clutch
D15	Wake-up mode	D36	Radiator fan clutch 2
D28	A/C compressor unloader RH	D37	Radiator fan clutch 1
D29	A/C compressor unloader LH	D62	Engine door switch

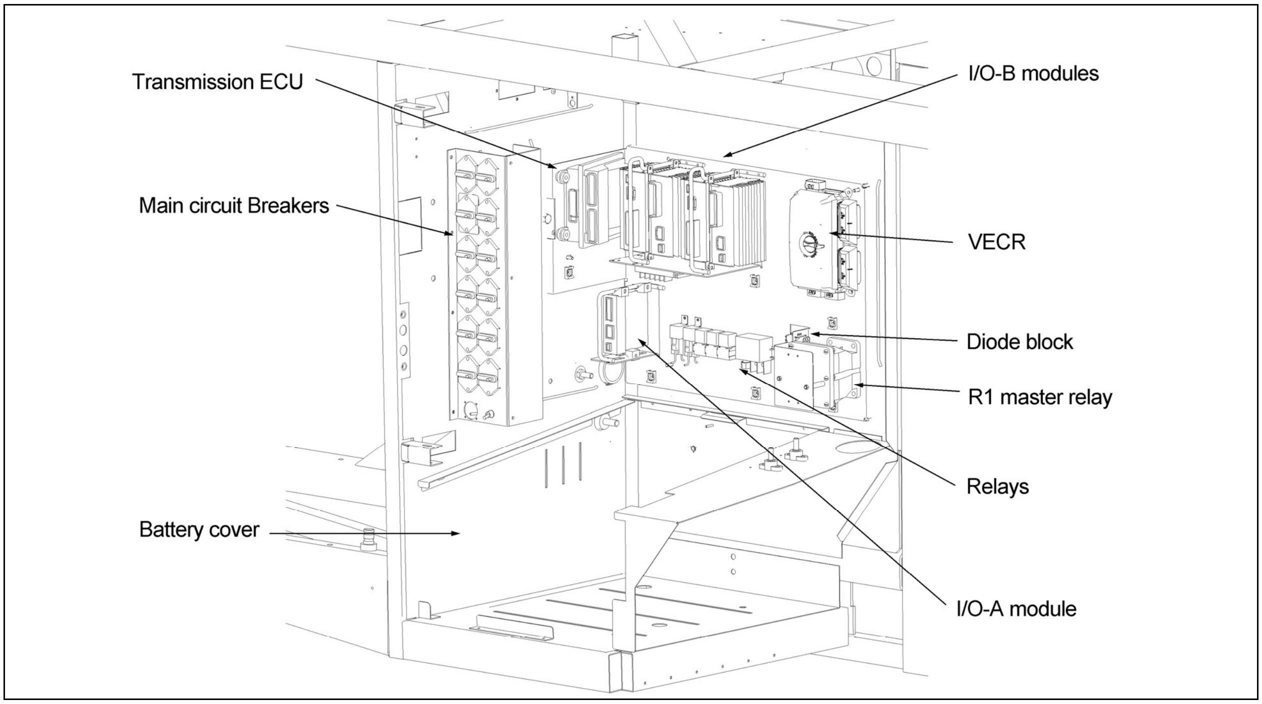


FIGURE 5: MAIN POWER COMPARTMENT (PARTIAL VIEW) 06594

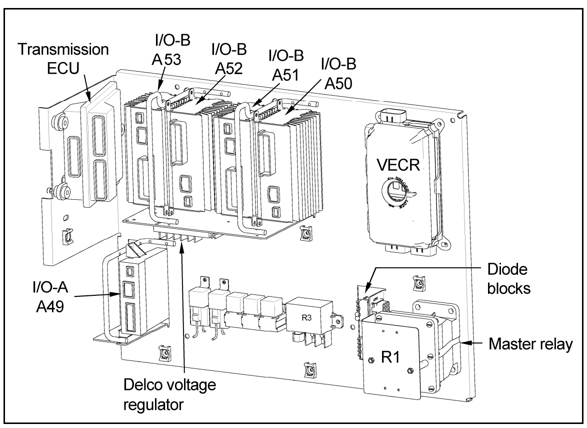


FIGURE 6 : MAIN POWER COMPARTMENT 06598

2.2.1 Battery Charger Or In-Station Lighting Connector

The vehicle may be equipped with a battery charger or in-station lighting connector. When it is connected to an external 110-120 VAC power source, the in-station lighting circuit can be energized without depleting the batteries. The receptacle is usually located on the main power compartment door or engine compartment R.H. side door.

2.3 FRONT ELECTRICAL AND SERVICE COMPARTMENT

The front electrical and service compartment is located on front L.H. side of vehicle. It contains the front junction panel with the following components (Fig. 7).

- Resistors;
- ABS module;
- Fuses;
- Relays;
- Kneeling audible alarm;
- Front multiplex modules;
- Front fuse box known as VECF (Vehicle Electrical Center Front);
- Emergency door opening unlock valve (coaches only);
- Windshield washer reservoir;
- Reclining bumper opening handle;
- Accessories air tank purge valve;
- Accessories system fill valve;
- Spare wheel support and rail (coaches only);
- Keyless entry system module (VIP only).

Front Electrical & Service Compartment (coaches)

Multiplex Modules			
MASTER ID	Interface	A43	I/O-A
ABS-ECU	ABS system 12 volts	A44	I/O-B
CECM	Multiplex chassis electronic control module	A45	I/O-B
A41	I/O-A	A46	I/O-B
A42	I/O-A		
Relays			
R18	Wake-up mode	R22	Engine brake
R19	Wake-up mode	R24	Upper windshield wipers
Fuses			
F1	Multiplex CECM module	F23	Intercom
F2	Front start main switch	F24	Mirror
F3	Pre-heating & driver liquid solenoid valve	F25	Back-up camera
F4	Wireless microphone	F26	Spare fuse
F5	Wake-up mode relay 24 volts	F27	Free/customer
F6	Free/customer	F28	Driver power window
F7	ABS & pre-heating control	F29	Instrument cluster & data reader
F8	Air horn	F30	Cigarette lighter & 12-volt accessory outlet
F9	Spare fuse	F31	Keyless entry module
F10	Spare fuse	F32	Spare fuse
F11	Sun visor	F33	Wake-up mode relay 12 volts
F12	power A41 multiplex module	F34	Wake-up mode relay 12 volts
F13	power A41 multiplex module	F35	12-volt accessory outlet
F14	Free/customer	F36	HVAC & telltale panel
F15	ABS brake system	F37	Spare fuse
F16	Defroster unit	F38	Spare fuse
F17	Destination sign	F39	Spare fuse
F18	Upper windshield defroster	F40	Spare fuse
F19	Pro Driver	F41	Spare fuse
F20	Dashboard rocker switch red LED	F82	Lower windshield wipers
F21	A44 multiplex module	F83	Sound system
F22	ABS brake system	F84	Free/customer
Diodes			
D1	Accessories	D21	Service brake
D44	Ignition	D22	Service brake
DXX	Not used		

Front Electrical & Service Compartment (VIP)

Multiplex Modules			
MASTER ID	Interface	A43	I/O-A
ABS-ECU	ABS system 12 volts	A44	I/O-B
CECM	Multiplex chassis electronic control module	A45	I/O-B
A41	I/O-A	A46	I/O-B
A42	I/O-A		
Relays			
R18	24V Wake-up mode	R22	Engine brake
R19	12V Wake-up mode	R24	Upper windshield wipers
Fuses			
F1	PWR CECM module	F23	ABS brake system
F2	Front start main switch	F24	Mirror
F3	Driver liquid solenoid valve	F25	Spare fuse
F4	Spare fuse	F26	Spare fuse
F5	Wake-up mode relay 24 volts	F27	Customer
F6	Customer	F28	Driver power window
F7	Spare fuse	F29	Instrument cluster & data reader
F8	Multi function switch	F30	Cigarette lighter & 12-volt accessory outlet
F9	Auxiliary unit fan	F31	Keyless entry module
F10	Pneumatic cut-out solenoid	F32	Driver seat
F11	Sun visor	F33	Wake-up mode relay 12 volts
F12	PWR MUX modules	F34	Wake-up mode relay 12 volts
F13	PWR MUX modules	F35	12-volt accessory outlet
F14	Customer	F36	HVAC module & telltale panel
F15	Engine brake relay R22	F37	Spare fuse
F16	Defroster unit	F38	Spare fuse
F17	Level low	F39	Spare fuse
F18	Upper windshield wiper	F40	Spare fuse
F19	Keyless module	F41	Spare fuse
F20	Dashboard rocker switch red LED	F82	Lower windshield wipers
F21	PWR A44 multiplex module	F83	Spare fuse
F22	ZF steering control	F84	Customer
Diodes			
D1	Accessories	D13	ABS
D2	Driver unit liquid solenoid valve	D22	Service brake
D12	Engine brake	D44	ignition

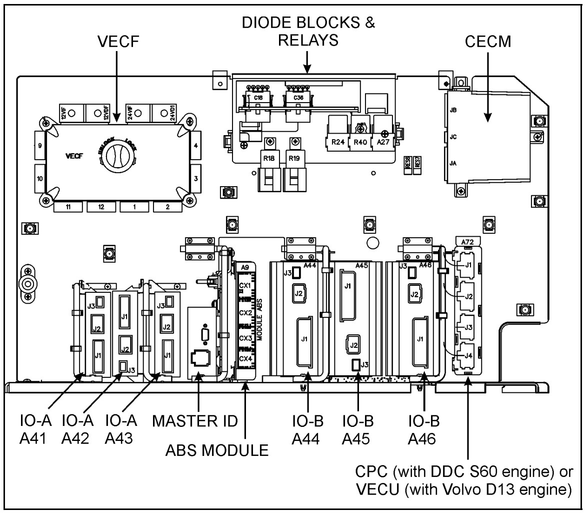


FIGURE 7: FRONT ELECT. & SERVICE COMPARTMENT 06665

2.4 ENGINE REAR START PANEL

This control panel is located in the R.H. side of engine compartment near the engine oil reserve tank. This control panel includes the engine starter selector switch, as well as the rear start push button switch to start engine from engine compartment.

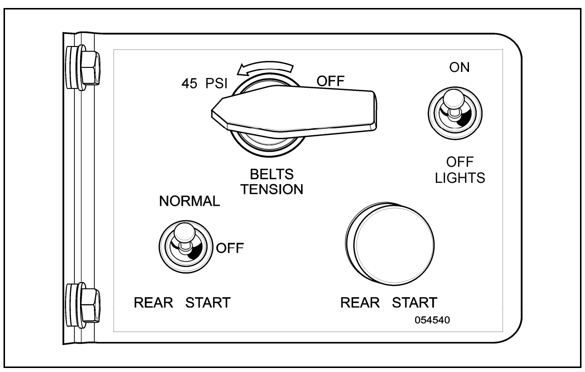


FIGURE 8: ENGINE REAR START PANEL 01044

2.5 A/C AND HEATING CONTROLS

The following components are located in the main power compartment (Fig. 5).

Main Power Compartment			
Diodes (HVAC)			
D8	Passenger liquid valve (Central HVAC System)	D31	A/C compressor clutch (Central HVAC System)
D28	A/C compressor unloader R.H	D65	Small A/C compressor clutch (VIP)
D29	A/C compressor unloader L.H		

The following components are located in the front electrical and service compartment (Fig. 7).

Front Electrical & Service Compartment			
Fuses & Diode (HVAC)			
F3	Pre-heating & driver liquid solenoid valve	F18	Upper windshield defroster
F9	Auxiliary unit fan	F36	HVAC & telltale panel
F16	Defroster unit	D2	Driver unit liquid solenoid valve (VIP)

The following components are located in the Evaporator Compartment (HVAC). They are mounted on a panel located on the R.H. side wall when facing the compartment (Fig. 9).

Evaporator Compartment			
Multiplex Module			
A54	I/O-B		
Relays			
R9	24V Condenser fan R.H	R20	Water pump
R10	24V Condenser fan L.H	R26	Pre-heating
R12	24V Evaporator fan		
Diodes			
D9	Pre-heating	D19	Baggage compartment -2
D10	Pre-heating	D20	Baggage compartment -1
D16	Baggage compartment -3	DXX	Not used
D17	Baggage compartment -5		

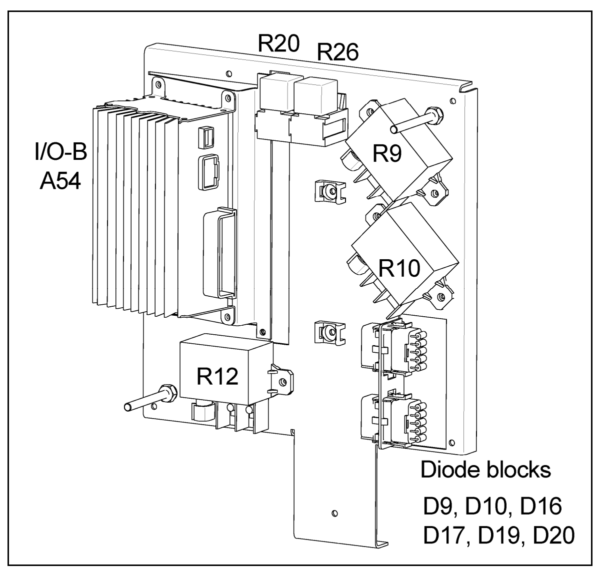


FIGURE 9: HVAC PANEL IN EVAPORATOR COMPARTMENT 06596

Each relay or resistor is identified to facilitate its location (Fig. 9).

NOTE
It is important when checking the A/C and heating system to keep the condenser compartment door closed in order to avoid faulty readings.

2.6 PNEUMATIC ACCESSORY PANEL

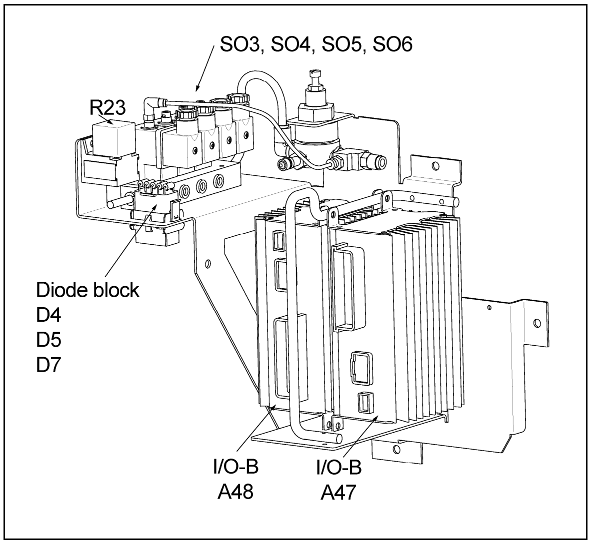


FIGURE 10 : PNEUMATIC ACCESSORY PANEL 06597

Pneumatic Accessory Panel Inside Right Console (coaches)			
Multiplex Modules			
A47	I/O-B	A48	I/O-B
Relays			
R23	Lower windshield wipers		
Solenoids			
SO3	Door unlock solenoid valve	SO5	Door opening solenoid valve (coaches)
SO4	Door unlock solenoid valve	SO6	Door closing solenoid valve (coaches)
Diodes			
D4	Lower windshield wipers speed 2	D56	Entrance door switch (VIP)
D5	Lower windshield wipers speed 1	D66	Water pump (VIP)
D7	Entrance door (coaches)	D73	Entrance door hinge switch

To access the pneumatic accessory panel of the right console, remove the panel under the larger utility compartment at the right of the dashboard.

3. BATTERIES

The vehicle is provided with four (4) maintenance-free 12-volt heavy-duty batteries connected in series-parallel (Fig. 11 & 12). The top-mounted negative and positive terminals are tightly sealed to prevent leaks. Water never needs to be added to this type of battery. There are no filler caps in the cover. The battery is sealed, except for small vent holes in the cover. The vents must not be restricted as they allow small amounts of gases produced in the battery to escape. The special chemical composition inside the battery reduces gassing to a very small amount at normal charging voltages. Besides reducing gassing, the special chemistry greatly reduces the possibility of overcharge damage.

The vents require keeping the battery in an upright position to prevent electrolyte leakage. Tipping the battery beyond a 45° angle in any direction can allow a small amount of electrolyte to leak out of the vent holes.

⚠ **WARNING** ⚠
DO NOT tip battery by more than 45° when carrying or installing the battery.

NOTE
Evidence of electrolyte leakage does not necessarily mean the battery is defective.

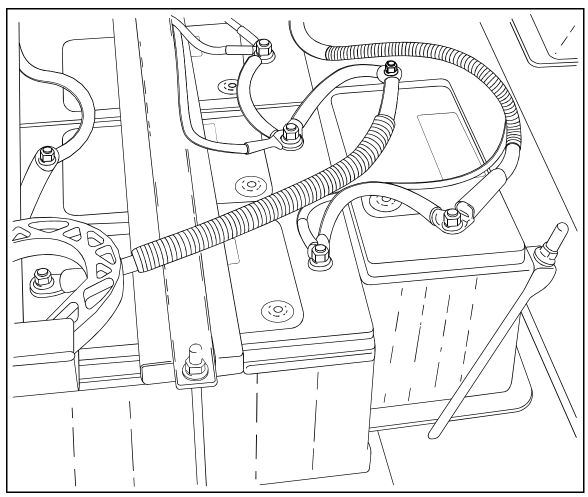


FIGURE 11: BATTERIES 06343

With special cables properly attached to the batteries, the metal surfaces that carry the current are completely sealed from the atmosphere. This prevents terminal oxidation and corrosion that may cause starting and charging problems. If new cables are required, sealed terminal cable replacements should be used to retain the reliability of the original maintenance-free connections.

⚠ WARNING ⚠
All lead-acid batteries generate hydrogen gas, which is highly flammable. If ignited by a spark or flame, the gas may explode violently, causing spraying of acid, fragmentation of the battery, which may result in severe personal injuries. Wear safety glasses and do not smoke when working near batteries. In case of contact with acid, flush immediately with water.

The battery has four (4) major functions:

1. Providing a source of current for starting the engine.
2. Stabilizing the voltage in the electrical system.
3. Supplying current for a limited time, when electrical demands of the equipment exceed the power output of the alternator.
4. Providing a limited source of power for connected accessories, when the engine is not running.

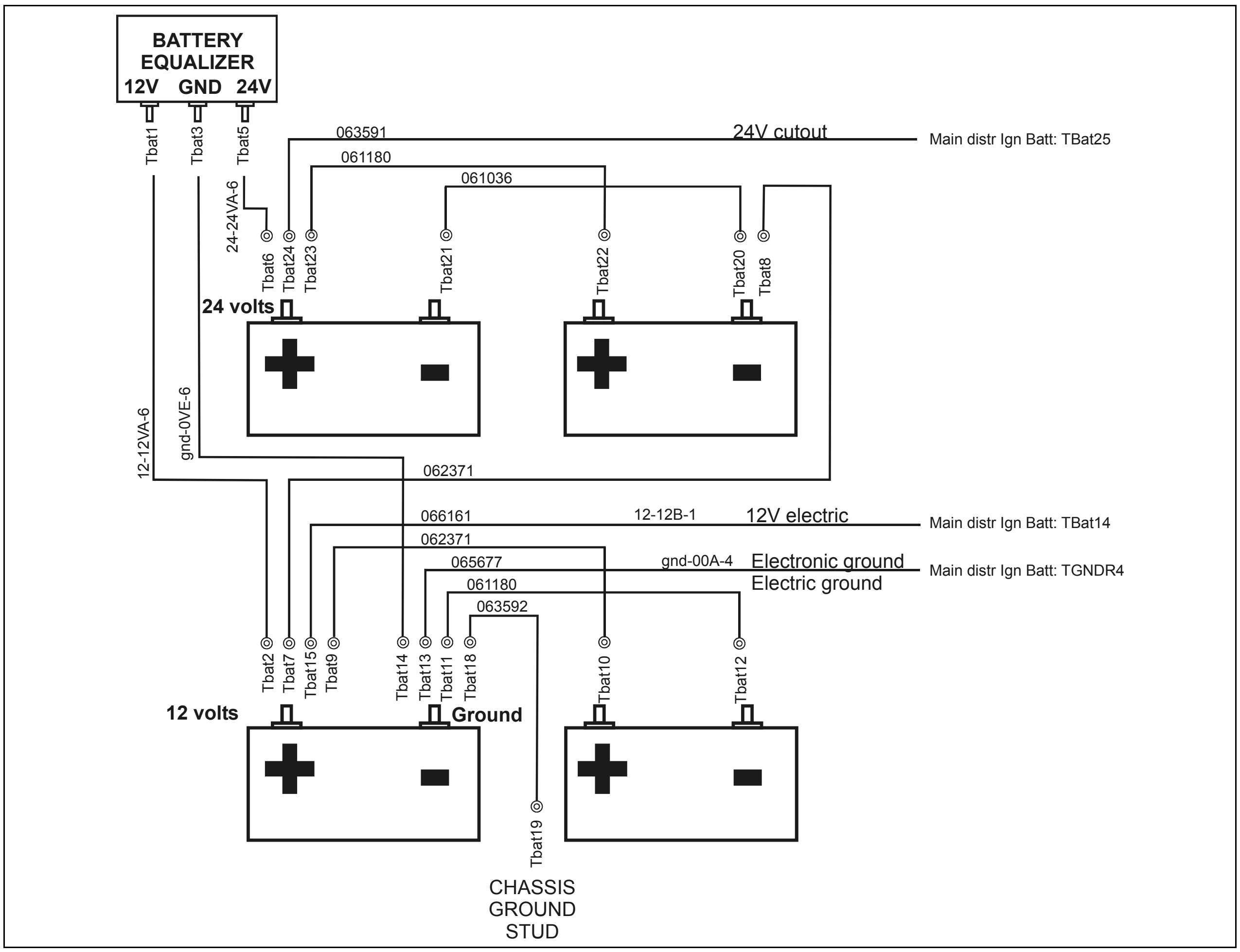


FIGURE 12: BATTERY CONNECTIONS

3.1 BATTERY DISCHARGE PROTECTION

To prevent discharge of the batteries when the engine in not running, some functions are automatically switched off if the batteries voltage drops below 24 volts for more than 30 seconds. The "BAT" telltale light blinks while this protection mode is active. Set the ignition key to the OFF position and then turn the ignition key to the ON position to reactivate the functions for a period of 30 seconds before they switch off again. If a prolonged use of the functions with the engine not running is necessary, connect the battery to a charger.

3.2 MAIN BATTERY RELAYS

Main battery relays (12 V. and 24 V.) are provided for this vehicle. The relays are located in the main power compartment. The 24-volt battery relay engages when ignition key is in the ON or ACC position and battery master switch is flipped ON.

When the main battery relays are turned to the *OFF* position, all electrical supply from the batteries is cut off, with the exception of the following items.

- Battery equalizer check module;
- MCM;
- TCM power (Allison transmission);
- Preheater electronic timer;
- Preheater and water recirculating pump;
- Sedan entrance door;
- Radio memory;
- CECM;
- Cluster memory.

3.3 BATTERY REMOVAL AND INSTALLATION

1. Remove the two screws at the bottom of the plastic protective cover. Unscrew the two quarter turn nuts to remove the protective cover.
2. Remove supports. Unscrew terminal nuts of each defective battery.

NOTE
Main battery relays should be in the "Off" position before disconnecting cables from the batteries.

3. Remove battery cables from the batteries.

NOTE
When the battery cables have been removed from the batteries, wrap the battery terminals and cable ends with electric tape to prevent accidental grounding. The ground cables should always be disconnected first and replaced last.

4. Remove batteries.
5. Installation is the reverse of removal.

NOTE
In replacing batteries, only batteries of the same specification should be used. Refer to "Specifications" at the end of this section for further details.

NOTE
When reinstalling batteries, battery connections must be tightened to 10-15 lbf-ft (13-20) Nm) and the nut on top of sliding tray to 4 lbf-ft (5-6 Nm). A torque wrench is required to ensure an accurate tightening torque.

⚠ CAUTION ⚠
Ensure that connections are not reversed when reinstalling batteries, since damage to electrical system components will result.

⚠ CAUTION ⚠
After reinstalling battery terminals, apply protective coating (Nyogel grease). Do not use Cortec VCI-238.

⚠ WARNING ⚠
To prevent possible electric shock or sparking, the main battery relays must be set to the "Off" position before tightening an electrical connection.

NOTE
A protective silicone free, coating should be applied on all power connections that have been disconnected. We recommend the use of Cortec VCI-238 (Prevost #682460) on all electrical connections.

3.4 BATTERY RATING

Each of the 12-volt batteries used on the vehicle has the following rating:

- Reserve capacity: 195 minutes
- Cold cranking (amps): 950 @ 0°F (-18°C)
- Cold cranking (amps): 745 @ -20°F (-29°C)
- Weight (filled): 59 lb (26,7 kg)

The reserve capacity is defined as the number of minutes a new, fully charged battery at 80°F (26,6°C) can be discharged at 25 amperes and maintain a minimum of 1.75 volts per cell (10.5 volts total for one 12-volt battery). This rating can be used as a basis for determining how long a vehicle might run after an alternator failure.

The cold cranking rating is defined as the minimum discharge current a battery will deliver in amperes for 30 seconds at 0 F (-18 C) while maintaining a minimum of 1.2 volts per cell (7.2 volts total for one 12-volt battery). This rating can be used as a basis for comparing starting performance.

3.5 BATTERY TESTING

The maintenance-free battery has a strong ability to withstand the damaging effects of overcharge. The test indicator in the cover is used only to determine if the battery can be tested in case of a cranking problem.

The test indicator in the battery cover is to be used with accepted diagnostic procedures only. It must not be used to determine if the battery is good or bad, charged or discharged. The test indicator is a built-in hydrometer in one cell that provides visual information for battery testing (Fig. 13).

It is important when observing the test indicator, that the battery be relatively level and has a clean indicator top to see the correct indication. Some lighting may be required in poorly lit areas. Under normal operation, two indications can be observed.

Green Dot Visible

Any green appearance is interpreted as a *"green dot"*, and the battery is ready for testing. On rare occasions, following prolonged cranking, the green dot may still be visible when the battery is obviously discharged. Should this occur, charge the battery as described under *"Charging Procedure"* in *"Battery Charging"* later in this section.

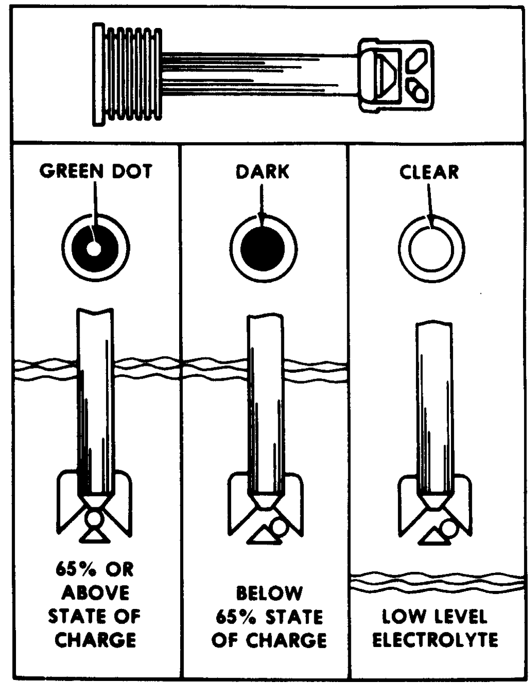


FIGURE 13: TEST INDICATOR 06096

Dark - Green Dot Not Visible

If there is difficulty cranking the engine, the battery should be tested as described in this section. On rare occasions, the test indicator may turn light yellow. In this case, the integral charging system should be checked. Normally, the battery is capable of further service; however, if difficult start has been reported, replace the battery. **DO NOT CHARGE, TEST, OR JUMP-START.**

3.5.1 Visual Inspection

1. Check the outside of the battery for a broken or cracked cover or case that could permit loss of electrolyte. If obvious physical damage is noted, replace the battery.
2. Check for loose terminal posts, cable connections, damaged cables, and for evidence of corrosion. Correct conditions as required before proceeding with tests.

3.5.2 Removing Surface Charge

Disconnect cables from the battery and attach alligator clamps to the contact lead pad on the battery as shown in figure 15. Connect a 300 ampere load across the terminal for 15 seconds to remove surface charge from the battery.

3.5.3 Load Test

This test is one means of checking the battery to determine its ability to function as required in the vehicle.

To make this test, use test equipment that will withstand a heavy electrical load from the battery, such as a carbon pile resistor or other suitable means.

1. Connect a voltmeter, ammeter, and a variable load resistance as illustrated in figure 13.

⚠ CAUTION ⚠
Observe polarity of the meters and the battery when making connections, and select the correct meter range.

2. Apply a 290 amperes load to the battery for 15 seconds.
3. With an ammeter reading specified load, read voltage. The voltage should be at least 9.6 volts. Disconnect the load. If the voltmeter indicates 9.6 volts or more, the battery is good. If the voltmeter reading is less than 9.6 volts, replace the battery. This voltage is to be used for battery ambient temperatures of 70ºF (21ºC) and above. For temperatures below 70ºF (21ºC), refer to the following *"Voltage and Temperature Chart"*.

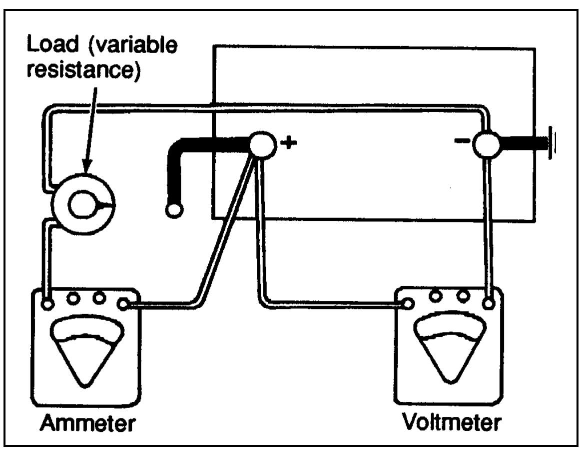


FIGURE 14: LOAD TEST 06064

NOTE
The accuracy of this test procedure is dependent upon close adherence to the proper load, time and temperature specifications.

Voltage and Temperature Chart

Ambient Temperature	Minimum Voltage
70ºF (21ºC) and above	9.6
60ºF (16ºC)	9.5
50ºF (10ºC)	9.4
40ºF (4ºC)	9.3
30ºF (-1ºC)	9.1
20ºF (-7ºC)	8.9
10ºF (-12ºC)	8.7
0ºF (-18ºC)	8.5

3.5.4 Testing Battery Cables

Check all cable ring terminals and connections to determine if they are in good condition. Excessive resistance, generally caused by poor connections, produces an abnormal voltage drop which may lower voltage at the starter to such a low value that normal operation of the starter will not be obtained. An abnormal voltage drop can be detected with a low-reading voltmeter as follows:

⚠ WARNING ⚠
To prevent the engine from starting, remove fuses F78 & F79 located in the VECR. Once these tests are completed, reinstall F78 & F79.

1. Check voltage drop between grounded (negative) battery terminal and vehicle frame by placing one prod of the voltmeter on the battery terminal and the other on a good ground (unpainted surface) on the vehicle. With the starter cranking the engine at a temperature of 70ºF (21ºC), voltage reading should be less than 0.3 volt. If the voltage reading exceeds 0.3 volt, there is excessive resistance in this circuit.
2. Check voltage drop between the positive battery terminal and the starter positive terminal stud while the starter motor is operated. If the reading is more than 2.5 volts, there is excessive resistance in this circuit.

NOTE
If it is necessary to extend the voltmeter lead for this test, use a #16 (AWG) or larger wire.

3. Check voltage drop between the starter housing and a good ground on the vehicle. The reading should be less than 0.2 volt.

⚠ WARNING ⚠

Any procedure other than the following could cause personal injury or damages to the charging system resulting from battery explosion or electrical burns.

Wear adequate eye protection when working on or near the batteries. Ensure that metal tools or jumper cables do not contact the positive battery terminal (or a metal surface in contact with it) as a short circuit will result. Do not attempt to jump start a vehicle suspected of having a frozen battery because the battery may rupture or explode. Both the booster and discharged batteries must be treated carefully when using jumper cables. Follow exactly the procedure outlined later in this section, being careful not to cause sparks.

3.6 BATTERY CHARGING

⚠ WARNING ⚠

During charging of the batteries, an explosive gas mixture forms in each cell. Part of this gas escapes through the vent holes and may form an explosive atmosphere around the battery itself if ventilation is poor. This explosive gas may remain in or around the battery for several hours after it has been charged. Sparks or flames can ignite this gas causing an internal explosion, which may shatter the battery.

Do not smoke near a battery which is being charged or which has been recently charged.

Do not break live circuits at battery terminals because a spark usually occurs at the point where a live circuit is broken. Care must always be taken when connecting or disconnecting booster leads or cable clamps on chargers. Poor connections are a common cause of electric arcs, which cause explosions.

⚠ CAUTION ⚠

The electrical system on this vehicle is negative ground. Installing the batteries with the positive terminals grounded or incorrect use of the booster battery and jumper cables will result in serious damage to the alternator, batteries and battery cables.

The batteries used on this vehicle can be charged either on or off the vehicle; however, when they are removed from the vehicle, it is recommended that an adapter kit, which is available from any "A/C DELCO" dealer, be used in charging sealed-terminal batteries. Use the booster block to charge the batteries when they are left on vehicle and **make sure that the main battery disconnect switch is set to the *"On"* position.**

The alligator clamps of the tester or charger must be placed between the terminal nuts and the lead pads of the terminal studs (Fig. 15) after the vehicle cables are detached. The alligator clamps should make firm contact with the lead pads.

Note: *If this connection cannot be made because of the alligator clamp design, the load value for testing must be reduced from 290 to 260 amperes.*

On rare occasions, such as those that occur following prolonged cranking, the green dot in the test indicator may still be visible when the battery is obviously discharged. Should this occur, a boost charge of 20 amperes-hour is recommended. Under normal operating conditions, do not charge the battery if the green dot is visible. The battery should never be charged if the test indicator (hydrometer) is clear or light yellow. If this occurs, replace the battery.

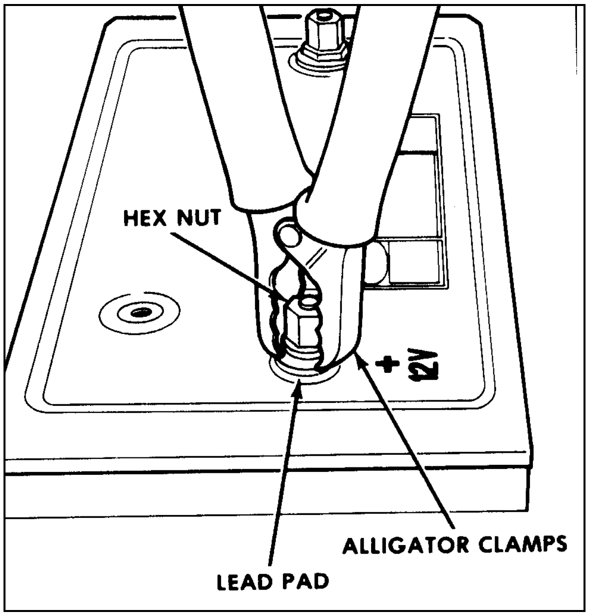


FIGURE 15: ALLIGATOR CLAMPS AND BATTERY 06065

A charge rate between 3 and 50 amperes is generally satisfactory for any maintenance-free battery as long as spewing out of electrolyte does not occur or the battery does not feel excessively hot (over 125ºF (52ºC)). If spewing out or violent gassing of electrolyte occurs or battery temperature exceeds 125ºF (52ºC), the charging rate must be reduced or temporarily stopped to allow cooling and to avoid damaging the battery.

Battery temperature can be estimated by touching or feeling the battery case. The battery is sufficiently charged when the green dot in the built-in hydrometer is visible. No further charging is required. Shake or tilt the battery at hourly intervals during charging to mix the electrolyte and see if the green dot appears.

⚠ WARNING ⚠
Always turn off the charger before connecting or disconnecting to a battery.

NOTE
The charge rate must be doubled when the batteries are charged by the booster block, because of the series-parallel circuit.

Battery charging consists of a charge current in amperes for a period of time in hours. Thus, a 25 ampere charging rate for 2 hours would be a 50 ampere-hour charge to the battery. Most batteries, whose load test values are greater than 200 amperes, will have the green dot visible after at least a 75 ampere-hour charge. In the event that the green dot does not appear, replace the battery.

3.6.1 Battery Charging Guide

Fast Charging Rate

3-3/4 hours @ 20 amps

2-1/2 hours @ 30 amps

2 hours @ 40 amps

1-1/2 hours @ 50 amps

Slow Charging Rate

15 hours @ 5 amps

7-1/2 hours @ 10 amps

The time required for a charge will vary according to the following factors:

Size of Battery

For example, a completely discharged large heavy-duty battery requires more than twice the recharging time of a completely discharged small passenger car battery.

Temperature

For example, a longer time will be needed to charge any battery at 0°F (-18°C) than at 80°F (27°C). When a fast charger is connected to a cold battery, the current accepted by the battery will be very low at first, and then in time, the battery will accept a higher rate as it warms.

State of Charge

For example, a completely discharged battery requires more than twice as much charge than a half-charged battery. Since the electrolyte is nearly pure water and a poor conductor in a completely discharged battery, the current accepted is very low at first. Later, as the charging current causes the electrolyte acid content to increase, the charging current will likewise increase.

Charger Capacity

For example, a charger which can supply only 5 amperes will require a much longer period of charging than a charger that can supply 30 amperes or more.

3.6.2 Emergency Jump Starting With Auxiliary (Booster) Battery

⚠ WARNING ⚠
Off-board battery charger with a start boost facility must not be used to jump start the vehicle. This could damage the electrical system. Do not jump start vehicles equipped with maintenance-free batteries if the test indicator is light yellow.

Both booster and discharged batteries should be treated carefully when using jumper cables. A vehicle with a discharged battery may be started by using energy from a booster battery or the battery from another vehicle.

⚠ WARNING ⚠
Jump starting may be dangerous and should be attempted only if the following conditions are met:

The booster battery or the battery in the other vehicle must be of the same voltage as the battery in the vehicle being started, and must be negative grounded.

If the booster battery is a sealed-type battery without filler openings or caps, its test indicator must be dark or a green dot must be visible. Do not attempt jump starting if the test indicator of the booster battery or the discharged battery has a light or bright center.

⚠ WARNING ⚠
Follow the procedure exactly as outlined hereafter. Avoid making sparks.

Wear eye protection and remove rings, watches with metal bands and other metal jewelry.

Apply parking brake and place the transmission shift lever or push-button pads in Neutral (N) position in both vehicles. Turn off lights, heater and other electrical loads. Observe the charge indicator. If the indicator in the discharged battery is illuminated, replace the battery. **Do not** attempt jump starting when indicator is illuminated. If the test indicator is dark and has a green dot in the center, failure to start is not due to a discharged battery and the cranking system should be checked. If charge indicator is dark but the green dot does not appear in center, proceed as follows:

1. Connect one end of one red jumper cable to the positive (+) terminal of the booster power source and the other end to the positive (+) post of the booster power block, located in the engine R.H. side compartment.
2. Connect one end of the remaining negative jumper cable (black) to the negative (-) terminal of the booster power source, and the other end of the black jumper cable to the negative (-) post of the booster power block.
3. Make sure the clips from one cable do not inadvertently touch the clips on the other cable. Do not lean over the battery when making connections. The ground connection must provide good electrical conductivity and current carrying capacity.
4. Start the engine in the vehicle that is providing the jump start. Let the engine run for a few minutes, then start the engine in the vehicle that has the discharged batteries.
5. When removing the jumper cables, perform the above procedure exactly in reverse order, and replace protective caps on booster block terminals.

⚠ WARNING ⚠
Any procedure other than the above could result in personal injury, property damage due to battery explosion, or damage to the charging system of the booster vehicle or of the boosted vehicle.

NOTE
Jumper cables must withstand 500 cranking amperes. If cable length is 20 feet (6m) or less, use 2/0 (AWG) gauge wires. If cable length is between 20-30 feet (6-9m), use 3/0 (AWG) wires.

3.7 CLEANING AND INSPECTION

The external condition of the battery and the battery cables should be checked periodically. The top of the battery should be kept clean and the battery hold-down clamp bolts should be kept properly tightened. For best results when cleaning the battery, wash first with a diluted solution of ammonia or soda to neutralize any acid present, then wash out with clean water. The battery hold-down bolts should be kept tight enough to prevent the batteries from moving, but they should not be tightened to the point that excessive strain is placed on the battery hold-down cover (proper tightening torque: 45-55 lbf-in (5-6 Nm).

To insure good contact, the battery cable ring terminals should be tight on the battery posts. If the posts or cable ring terminals are corroded, the cables should be disconnected and the posts and clamps cleaned separately with a soda solution and a wire brush. Install cable ring terminals on battery posts and tighten to a torque of 10-15 lbf-ft (13-20 Nm). Replace protective caps to prevent corrosion and sparks.

3.8 COMMON CAUSES OF BATTERY FAILURE

When a battery fails, the cause of failure may be related to something other than the battery. For this reason, when a battery failure occurs, do not be satisfied with merely recharging or replacing the battery. Locate and correct the cause of the failure to prevent recurrence. Some common external causes of battery failure are as follows:

1. A defect in charging system such as high resistance or a faulty alternator or regulator.
2. A malfunction within the 12-volt system (equalizer).
3. Overloads caused by a defective starter or excessive use of accessories.
4. Dirt and electrolyte on top of the batteries causing a constant drain.
5. Hardened battery plates, due to battery being in a low state of charge over a long period of time.
6. Shorted cells, loss of active material from plates.
7. Driving conditions or requirements under which the vehicle is driven for short periods of time.
8. A constant drain caused by a shorted circuit such as an exposed wire or water infiltration in junction boxes causing ground fault.
9. Extended operation of preheating system with engine not running.
10. Failing to close disconnect switches during the night.

3.9 TROUBLESHOOTING

If a battery is known to be good and then has not performed satisfactorily in service for no apparent reason, the following factors may reveal the cause of trouble:

1. Vehicle accessories and disconnect switches inadvertently left on overnight.
2. Defects in the charging system, such as high wiring resistance, faulty alternator, regulator or battery equalizer.
3. A vehicle electrical load exceeding the alternator (or battery equalizer) capacity, with the addition of electrical devices, such as CB radio equipment, a cellular phone or additional lighting systems.
4. Defects in the electrical system, such as shorted or pinched wires.
5. Extended driving at slow speed while using many accessories.
6. Loose or poor battery cable-to-post connections, previous improper charging of a run-down battery or loose hold-down clamp bolts.
7. High-resistance connections or defects in the cranking system.

3.10 "BAT" BATTERY VOLTAGE INCORRECT TELLTALE LIGHT

If the "BAT" (battery voltage incorrect) telltale light is illuminated, check the 24-volt voltmeter to determine if the battery voltage is too high or too low.

NOTE
According to the battery charging condition, it is normal that "BAT" telltale light illuminates upon starting the engine and stays illuminated for a few seconds. This is caused by the normal voltage drop of the battery during starting.

3.10.1 "Bat" Telltale Light Definitions

Voltmeter drops below 24 volts dc

- Check alternator output.
- Check voltage regulator.
- Check battery connections.
- Check battery cells.
- Check battery equalizer connections.

Voltmeter exceeds 30 volts dc

- Check alternator output.
- Check voltage regulator.
- Check battery connections.

Battery Balance

NOTE
Allow at least 15 minutes to balance batteries after any corrective measure has been taken.

1. Batteries out of balance (difference greater than 1.5 volts between the two battery banks).

- Check battery equalizer connections.
- Check equalizer cables for proper gauge.
- Check battery connections.

2. Demand for 12-volt power exceeding rated amperage output of battery equalizers causing batteries to go out of balance.

- Reduce 12-volt load or install additional battery equalizer(s).

4. TROUBLESHOOTING AND TESTING THE MULTIPLEX VEHICLES

4.1 ELECTRICAL SYSTEM DIAGNOSTIC

Using the message center display (MCD), check if there are active errors in the vehicle electrical system. With the SYSTEM DIAGNOSTIC menu, highlight FAULT DIAGNOSTIC and then highlight ELECTRICAL SYSTEM to request a diagnostic of the electrical system from the CECM. Press the enter key. If applicable, the MCD shows the multiplex device ID, the fault messages or fault codes recorded. When more than one fault is recorded, an arrow pointing down appears on the right of the display. Use the down arrow to see all the fault messages.

Once the problem corrected, the MCD still shows the fault as being active. You have to leave the FAULT DIAGNOSTIC menu, wait approximately 20 to 30 seconds and then return to FAULT DIAGNOSTIC to request a new diagnostic of the ELECTRICAL SYSTEM from the CECM. The MCD should display the fault as being inactive. The CECM can store up to 20 faults, i.e. the first 10 and the last 10. Middle faults will be erased. If the breakers are tripped, the fault history will be erased from the CECM memory.

NOTE
When performing an electrical system diagnostic with the MCD (message center display), the message « No Response ModA41» indicates either module A41 is not responding due to a CAN link problem or module A41 is not powered. Similar messages exist for all modules (A42, A43, A44, etc.). *Because it is easier to do, check first if the module is powered by probing on its gray connector. If it is, then you can conclude that there is a CAN link problem. Refer to CAN NETWORK LAYOUT AND TROUBLESHOOTING in this section.*

NOTE
It is of the utmost importance to have a MCD (message center display) in working condition because it is the most important tool to achieve troubleshooting on a multiplex vehicle.

4.2 PROBING VOLTAGE ON THE MULTIPLEX CIRCUITS

Some Multiplex modules are supplied by 12 volts while others are supplied by 24 volts. The 12-volt or 24-volt information is found on the modules symbol in the wiring diagram. Before taking voltage readings to track the source of a problem, first verify if the module is supplied by 12V or 24V, if not, residual voltage on the module inputs/outputs can draw an erroneous conclusion.

Inactive Multiplex output = Residual voltage of 18% to 33% of supply voltage.

Inactive Multiplex input = Residual voltage of 50% of supply voltage.

NOTE
• *Verify on the wiring diagram whether the voltage is 12V or 24V,* • *For a 12V module: an active voltage would be 12V or 0V but not in between. If you measure the intermediate tensions (ex. 6V, 2V, or 4V) this must be interpreted as if the input or the output is inactive.* • *For a 24V module: an active voltage would be 24V or 0V but not in between. If you measure the intermediate tensions (ex. 12V, 4V, or 8V) this must be interpreted as if the input or the output is inactive.*

4.3 CAN NETWORK

The CAN link wiring is separated in sections and uses connectors that are not shared with other circuits. This allows sections of the network to be isolated to help locate short-circuit on the CAN.

In case of a short-circuit on the CAN link, this affects all the modules and they all show « No Response » in the error messages of the « ELECTRICAL SYSTEM » menu. To locate a short-circuit, proceed by disconnecting one module zone at a time while verifying if this makes inactive the errors in the modules still connected. Connector C1 (front electrical & service compartment) disconnects all the modules at the rear of the vehicle from the network. Connector C5 (front electrical & service compartment) disconnects all the modules from the right-hand console. Connector C100 disconnects the modules from the evaporator compartment. Connector C3 (evaporator compartment) disconnects the modules from the battery compartment.

Example: Disconnect C5 and C1 and then verify the status of the errors. If the front modules (A41 to A46) now give inactive errors, which means short-circuit is elsewhere than in the front electrical & service compartment.

4.3.1 Can Connection On The Telltale Panel And The Hvac Control Unit

The telltale panel module and HVAC module are linked to the CECM by a CAN connection. In case of a CAN connection default, the telltale panel LCD display shows "CAN", and on the HVAC control unit, the temperature display indicates "---". To confirm a CAN connection default, check that the fan speed on the driver's section HVAC control unit cannot be adjusted.

Moreover, specific error messages from these 2 modules can be read in the ELECTRICAL SYSTEM menu.

NOTE
While downloading a new vehicle program in the CECM from a computer, the CAN network is temporarily interrupted and therefore a CAN reference appears in the telltale panel LCD display.

4.3.2 Spare Can

A spare CAN network is installed between the front and the rear of the vehicle. It has connectors installed at each end to facilitate swapping from the regular CAN network to the spare CAN network. Refer to the vehicle wiring diagram and the section 4.2.3 for more information.

4.4 TEST MODE FOR SWITCHES AND SENSORS

The switch/sensor test mode provides useful information to diagnose problems complimentary to the electrical system diagnosis.

To enter this mode, activate the dashboard "Telltale Light Test" switch 3 times within 4 seconds. To exit the switch/sensor test mode, reactivate the test switch 1 time or turn OFF the ignition.

4.4.1 Information Available And Impact On The Functions In Switch/Sensor Test Mode

Telltale panel audible alarm emits a *beep* each time an OFF/ON transition is detected on a multiplex input. This allows quick verifying if the switches and sensors are detected or seen by the multiplex modules. When the vehicle is parked, the back-up alarm also emits a sound that allows verification of the sensors at the rear of the vehicle.

Certain inputs are doubled (ex. turn signal switch on multi-function lever, door operating buttons) and also other inputs activate at the same time (ex. kneeling switch and Kneeling proximity sensor switch). For these inputs, 2 *beeps* are emitted. If only one *beep* is heard, one of the inputs is defective.

SWITCHES AND SENSORS SUPPORTED BY THE SWITCH/SENSOR TEST MODE
HVAC control unit driver's section ON/OFF
A/C door ajar open sensor
HVAC control unit driver recirculate switch
HVAC overhead compartment fan switch
HVAC control unit passenger's section ON/OFF
Engine ether start switch
Radiator fan clutch switch
Engine front start enable switch
Engine rear start enable switch

Engine ignition front switch
Engine ignition rear switch
Entrance door inside closing switch
Entrance door outside opening /closing switch
Entrance door electric window down switch
Entrance door electric window up switch
Electric horn button
Kneeling down switch
Kneeling up switch
Lavatory emergency switch
Interior lighting switch, 2 positions
Driver's area lighting switch
Reading lights switch
Multi-function lever LH turn signal
Multi-function lever RH turn signal
Fog lights switch
Hazard warning flashers switch
Multi-function lever courtesy blinkers switch
Headlights switch, 2 positions
Multi-function lever headlights beam toggle switch
Baggage compartment door lock/unlock switch
Tag axle signal
Wheelchair lift activation switch
Windshield lower wiper
Multi-function lever windshield wipers intermit.
Multi-function lever windshield wipers speed 1,2
Lower windshield wipers backup switch
Lower windshield washer switch
Upper windshield washer switch
Upper windshield wipers switch, 2 positions

The following inputs, either certain options or sensors which are difficult to activate, are not supported by the switch/sensor test:

- Low-Buoy switch,
- Starter Sensor,
- ABS Warning input,
- WCL switch,
- Driver's Power Window Switch (up & down),
- Fog Lights Switch,
- Alternator Sensors 1 & 2,
- Retarder Active Signal,
- Radiator fan speed 1 & 2 signals.

When in switch/sensor test mode, the A/C compressor HI and LO pressure values are displayed one after the other instead of the outside temperature in the telltale panel LCD display. This feature can be used when the vehicle is traveling to check the A/C compressor pressure values, but no *beep* can be heard.

In test mode, with the parking brake applied and the passenger set point set to a value higher than 64°F (18°C), the circulator pump is not set to OFF as it would normally do when the outside temperature gets above 50°F (10°C). This feature allows verification of the pump when inside a garage. This is also useful when working on the heating system to remove air pockets trapped in the system.

When performing an A/C cooling test and having the water pump shut off in switch/sensor test mode is required, just set the passenger set point temperature to the minimum 64°F (18°C) to shut off the pump.

4.5 TEST MODE FOR ELECTRIC MOTORS

The test mode allows testing the motors and electric contactors without the need to have the engine running. Note that while in test mode, the engine cannot be started.

Prerequisite conditions for the motor test mode:

A. The battery charger must be connected to a 110-120 volt power supply. If not, the test will be interrupted when the voltage drops below 24 volts,

B. Engine not running,

C. Parking brake applied,

⚠ WARNING ⚠
Before starting the test sequence, make sure nobody is working in the evaporator or condenser compartment.

NOTE
A delay of 15 seconds during which the back-up alarm will sound is introduced prior the test start

to advise people that may be working on the vehicle.

To enter this mode:

- Activate the dashboard Telltale Light Test switch 3 times within 4 seconds;
- Push the ON/OFF button on the driver's side HVAC control unit 5 times (that makes 3 transitions from OFF to ON),
- A *beep* can be heard indicating the motor test mode has started.

Using the test mode:

During the entire test, the telltale panel audible alarm gives a signal each second to remind that the motor test mode is underway.

4.5.1 Test Sequence – Coaches only

1. Go to the condenser compartment. The condenser fans start at speed 1, then after a short pause, speed 2 activates.
2. The passenger's unit refrigerant solenoid valve activates.

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment.

In the engine compartment, the sequence is as follows:

3. A/C compressor clutch activates 3 times.
4. Left compressor unloader activates 3 times.
5. Right compressor unloader activates 3 times.
6. Toilet fan motor starts.

5 *beeps* from the back-up alarm indicate to go to the radiator fan clutch.

7. Fan clutch is disengaged (fan can be turned freely by hand).
8. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance).
9. Fan clutch engages in speed 2 (cannot be turned but hand).

5 beeps from the back-up alarm indicate to go to the evaporator compartment.

In the evaporator compartment:

10. Evaporator fan motor runs at speed 1 for 3 seconds then runs at speed 2 for 2 seconds.
11. Hot water pump starts running for 5 seconds and hot water pneumatic valve cycles 3 times.

5 beeps from the back-up alarm indicate to go to the overhead storage compartment inside the vehicle.

Inside the vehicle:

12. The driver's HVAC unit refrigerant solenoid valve cycles 3 times and the hot water pneumatic valve cycles 3 times also.
13. Left and right overhead compartment fans start running one after the other for 5 seconds.
14. The upper windshield defroster (optional) starts running.

This ends the test. Activate the dashboard Telltale Light Test switch one time to leave the motor test mode.

4.5.2 Test Sequence – VIP With Central HVAC System

1. Driver's & passenger's unit fresh air damper opening. *[20 seconds delay]*
2. Go to the condenser compartment and check the fans. The condenser motors start at speed 1 for 3 seconds, then after a short pause, speed 2 activates. *[3 seconds delay]*
3. The passenger's unit refrigerant solenoid valve activates 3 times. *[10 seconds delay]*

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment and main power compartment.

In the engine compartment, the sequence is as follows:

4. The main power compartment door fan starts running for 3 seconds (will not run if door is open). *[10 seconds delay]*
5. A/C compressor clutch activates 3 times.
6. Left compressor unloader activates 3 times.
7. Right compressor unloader activates 3 times. *[5 seconds delay]*
8. Radiator fan clutch is disengaged (fan can be turned freely by hand). *[3 seconds delay]*
9. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance). *[3 seconds delay]*
10. Fan clutch engages in speed 2 (cannot be turned but hand). *[10 seconds delay]*

5 beeps from the back-up alarm indicate to go to the evaporator compartment.

In the evaporator compartment:

11. Evaporator fan motor runs at speed 1 for 3 seconds then runs at speed 2 for 2 seconds.
12. Hot water pump starts running for 5 seconds and hot water pneumatic valve cycles 3 times. *[20 seconds delay]*

5 beeps from the back-up alarm indicate to go to the spare wheel compartment behind the reclining bumper.

Inside the spare wheel compartment:

13. Driver's unit refrigerant solenoid valve activates 3 times.
14. Driver's unit hot water pneumatic valve cycles 3 times.
15. Closing of the fresh air dampers.

This ends the test. Activate the dashboard Telltale Light Test switch one time to leave the motor test mode.

4.5.3 Test Sequence – VIP With Small HVAC System

1. Driver's unit fresh air damper opening. *[20 seconds delay]*

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment and main power compartment.

In the engine compartment, the sequence is as follows:

2. The main power compartment door fan starts running for 3 seconds (will not run if door is open). *[10 seconds delay]*
3. A/C compressor clutch activated 3 times. *[5 seconds delay]*
4. Radiator fan clutch is disengaged (fan can be turned freely by hand). *[3 seconds delay]*
5. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance). *[3 seconds delay]*
6. Fan clutch engages in speed 2 (cannot be turned but hand). *[10 seconds delay]*

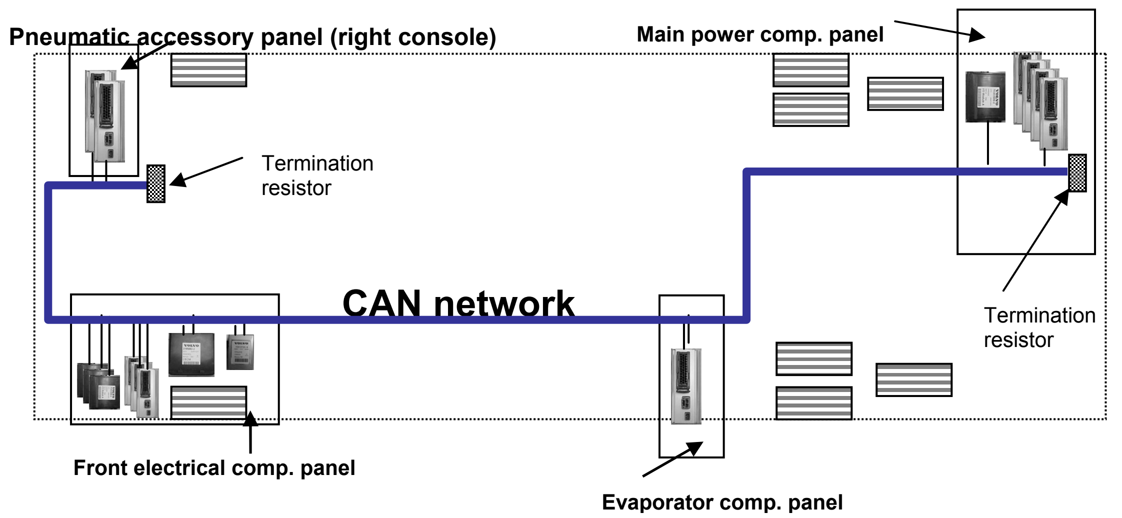
5 beeps from the back-up alarm indicate to go to the spare wheel compartment behind the reclining bumper.

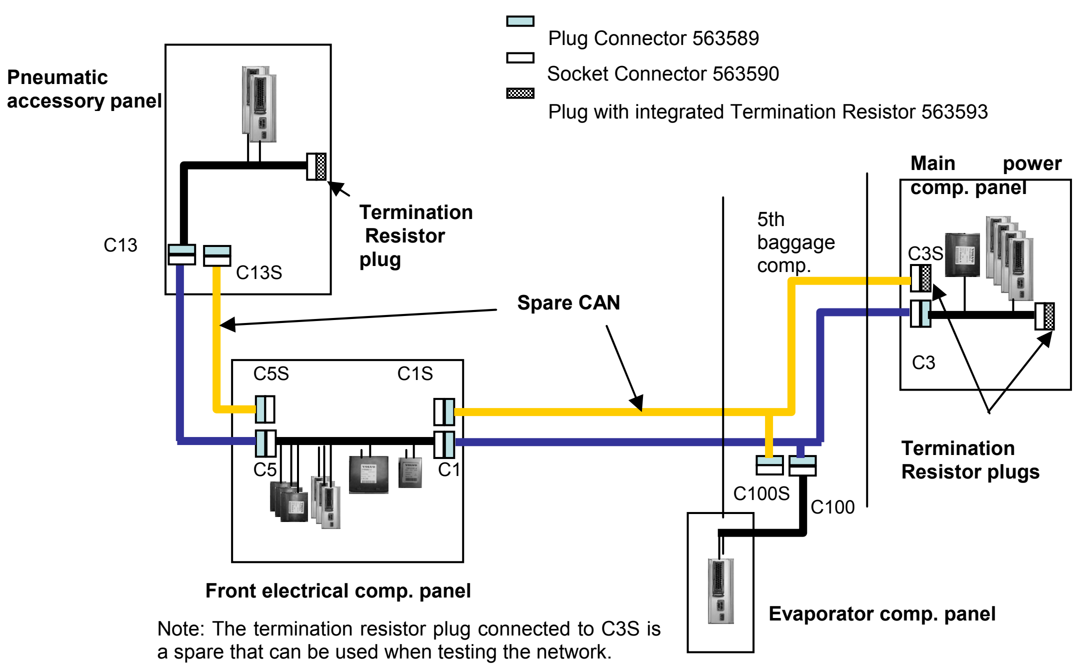
Inside the spare wheel compartment:

7. Auxiliary unit refrigerant solenoid valve activates 3 times. [*10 seconds delay]*
8. Hot water pump starts running for 5 seconds.
9. Driver's unit refrigerant solenoid valve activates 3 times.
10. Driver's unit hot water pneumatic valve cycles 3 times.
11. Closing of the fresh air dampers.

This ends the test. Activate the dashboard Telltale Light Test switch one time to leave the motor test mode.

4.6 CAN NETWORK LAYOUT AND TROUBLESHOOTING



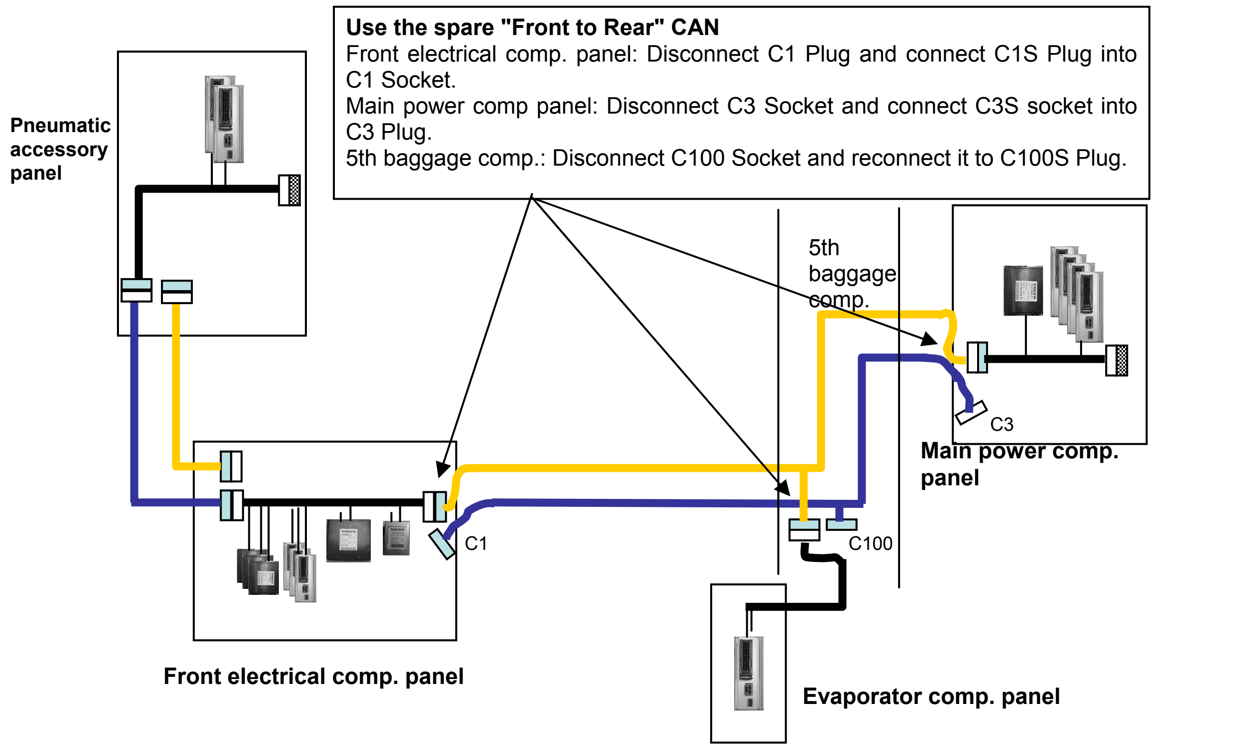


Note: The termination resistor plug connected to C3S is a spare that can be used when testing the network.

If all 14 modules (A41 to A54) are showed as Not Responding and Active Fault, the problem could be:

- A short circuit somewhere on the CAN network.
- The network is completely open circuit. That means none of the two termination resistors are connected.

Several simple tests can be done to locate the problem.

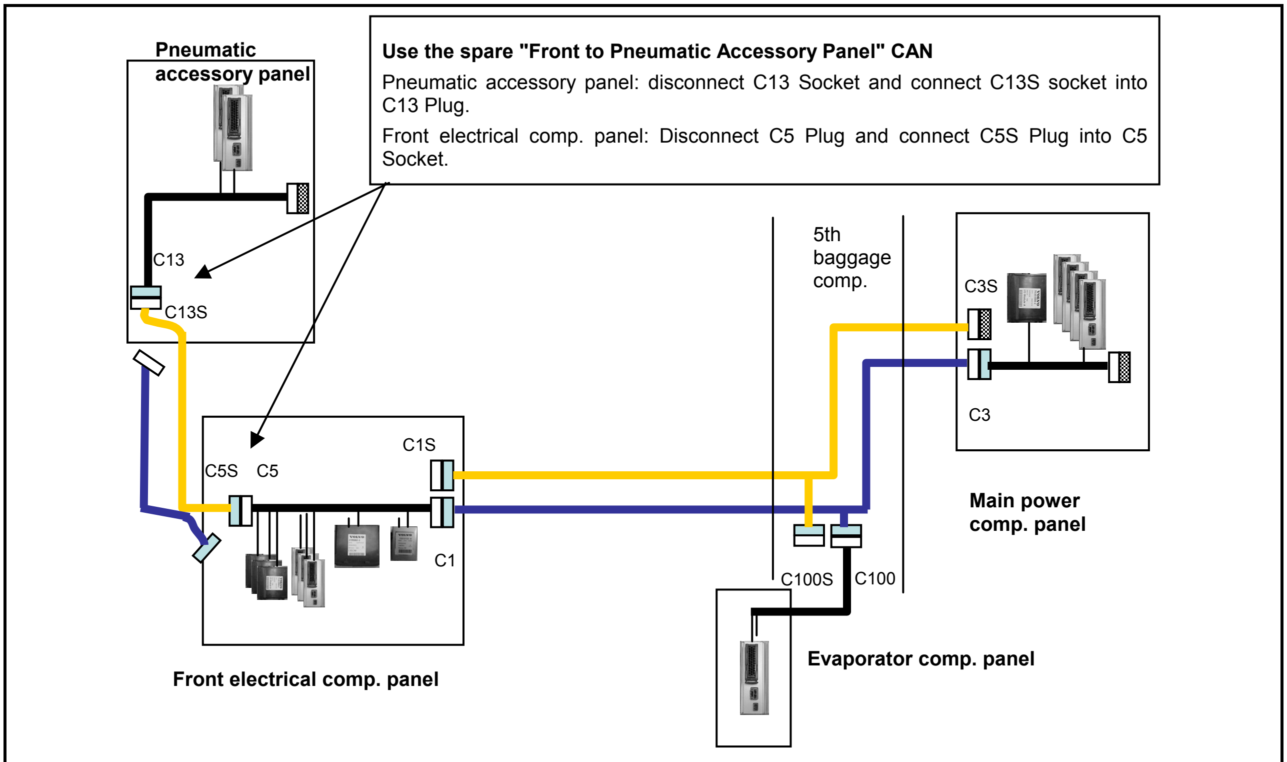


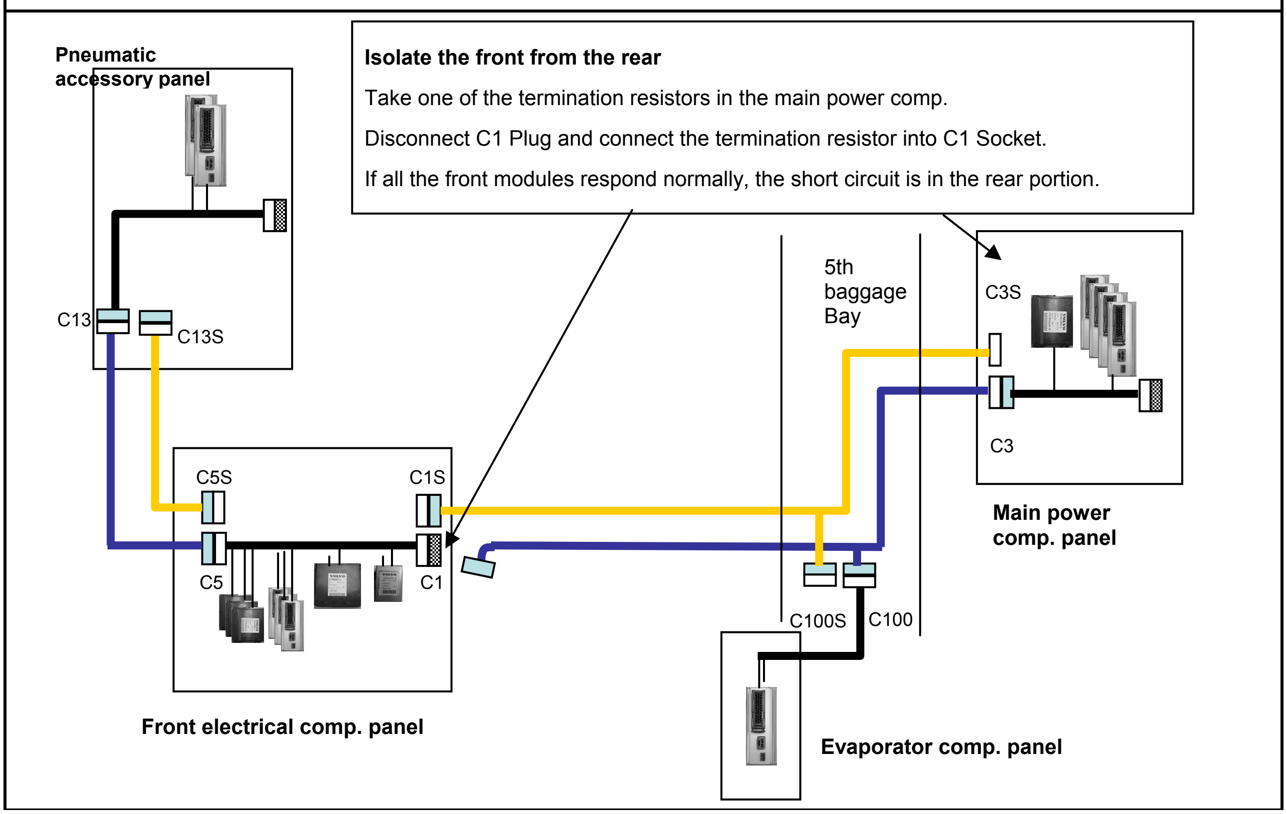
All modules including Wake-up modules and CECM have to be powered OFF prior to probe the CAN lines with an ohmmeter.

Probing the resistance between the CAN-H and CAN-L wire is a useful method to localise short circuits or open circuit on the CAN network. However, when doing so, make sure none of the modules connected to the CAN line are powered, including wake-up powered modules and battery direct supply module (CECM). Otherwise the measured value is invalid and will always show OL (Open Load). This is because the modules are applying a voltage on the CAN lines and this is fooling the ohmmeter.

Proceed as follow when probing the CAN line with an ohmmeter in order to get a valid reading:

- **Turn ignition key to the OFF position.**
- **Set the battery master switch to the OFF position to turn all Wake-up modules power to OFF.**
- **Trip circuit breakers CB2, CB4 and CB6 to remove direct battery power from the CECM.**


Pneumatic accessory panel
Use the spare "Front to Pneumatic Accessory Panel" CAN
Pneumatic accessory panel: disconnect C13 Socket and connect C13S socket into C13 Plug.
Front electrical comp. panel: Disconnect C5 Plug and connect C5S Plug into C5 Socket.
C13
C13S
5th baggage comp.
C3S
C3
C1S
C5S
C5
C1
Main power comp. panel
C100S
C100
Evaporator comp. panel
Front electrical comp. panel

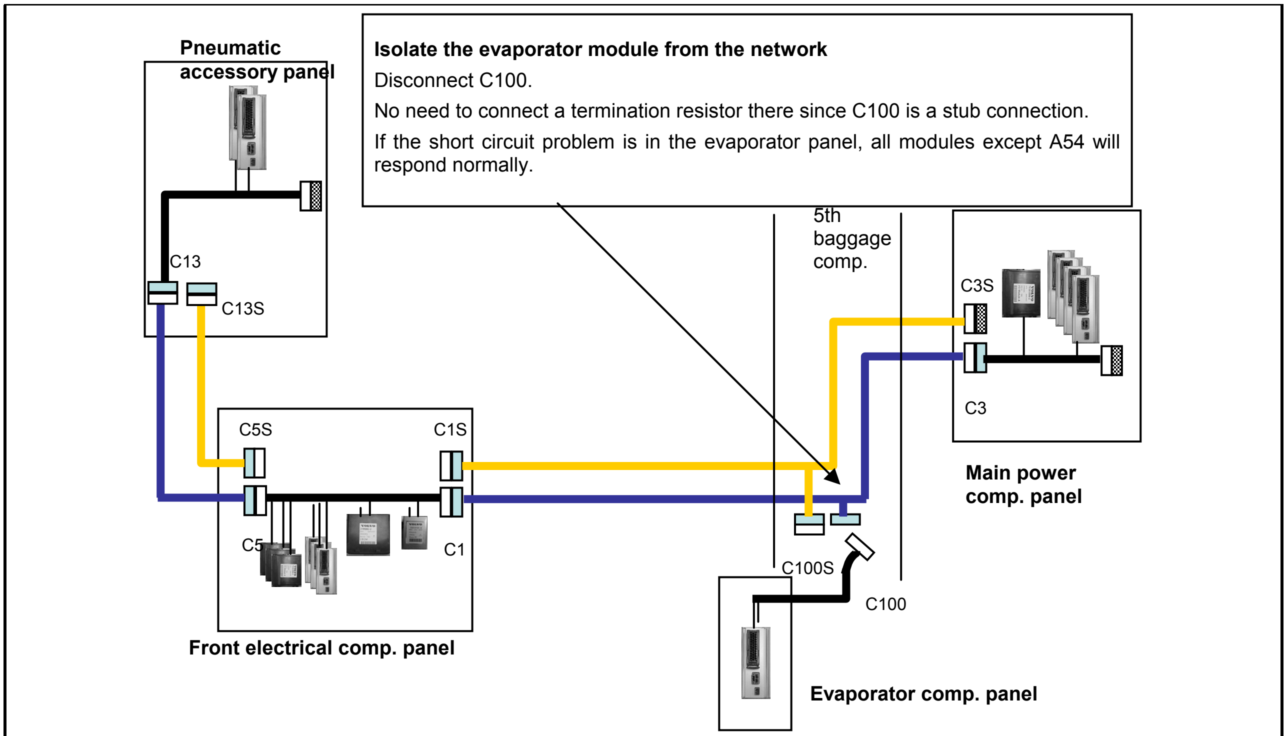

Pneumatic accessory panel
Isolate the front from the rear
Take one of the termination resistors in the main power comp.
Disconnect C1 Plug and connect the termination resistor into C1 Socket.
If all the front modules respond normally, the short circuit is in the rear portion.
C13
C13S
5th baggage Bay
C3S
C3
C5S
C1S
C5
C1
Main power comp. panel
C100S
C100
Evaporator comp. panel
Front electrical comp. panel

Isolate the evaporator module from the network

Disconnect C100.

No need to connect a termination resistor there since C100 is a stub connection.

If the short circuit problem is in the evaporator panel, all modules except A54 will respond normally.

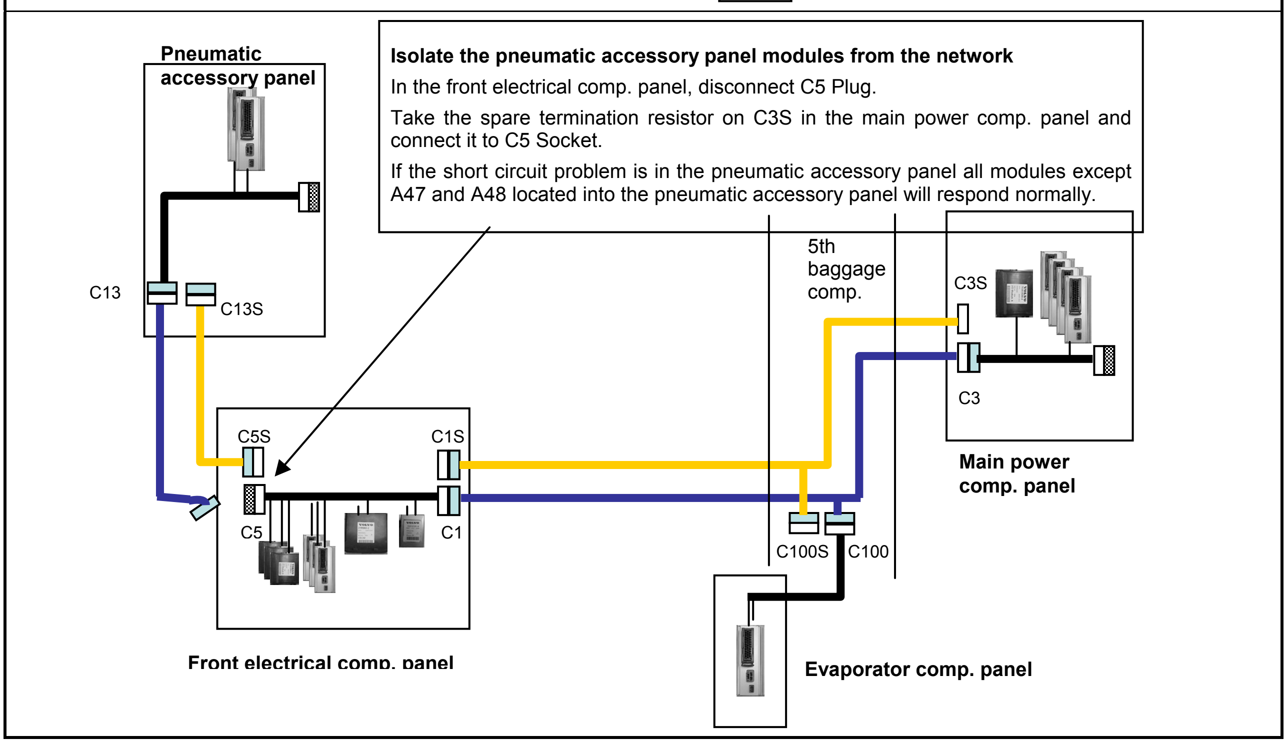


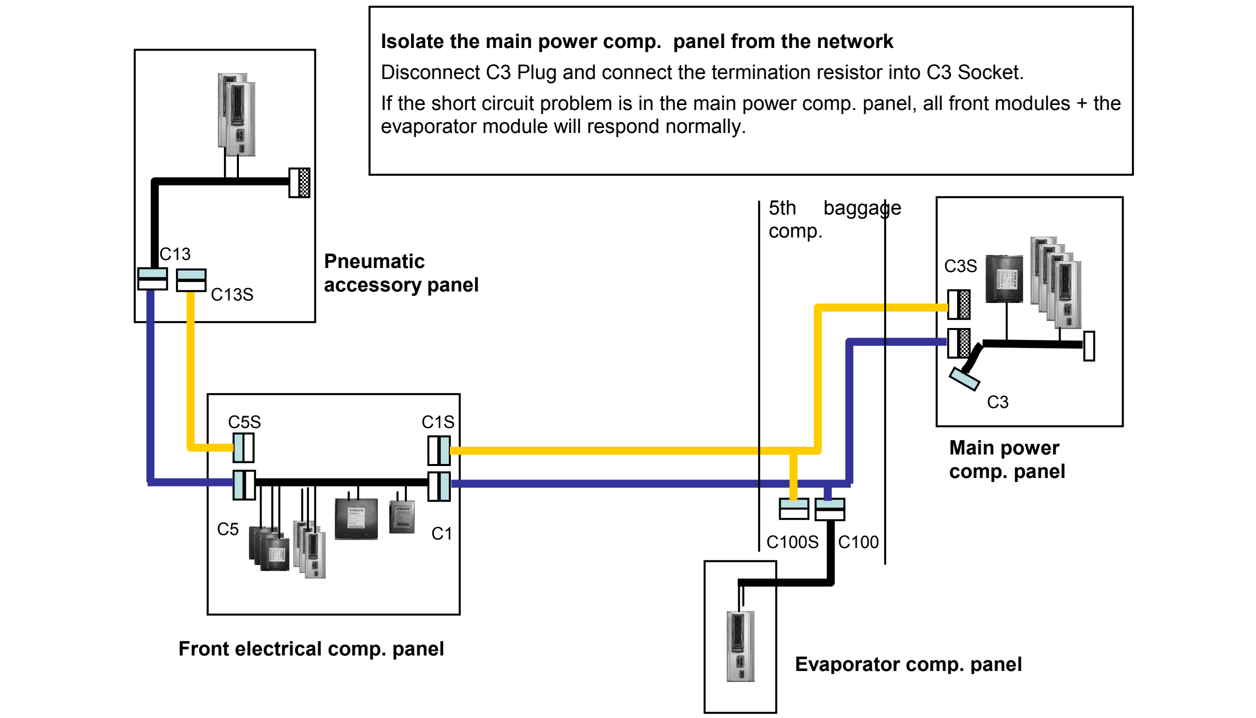
Isolate the pneumatic accessory panel modules from the network

In the front electrical comp. panel, disconnect C5 Plug.

Take the spare termination resistor on C3S in the main power comp. panel and connect it to C5 Socket.

If the short circuit problem is in the pneumatic accessory panel all modules except A47 and A48 located into the pneumatic accessory panel will respond normally.





CAN wires are not like other common electrical wires.

- Maintaining a proper wire twisting is important. The two yellow and green wires must be twisted and in close contact all along the network to maintain the transmission line impedance.
- A slack hand made twisting is not acceptable.
- There should be no more than 50 mm (2 inches) without twist at the connection points.

We recommend replacing the CAN harnesses instead of trying to repair them.

4.7 ROADSIDE TROUBLESHOOTING

Problem/Symptom	Probable Causes	Actions
Vehicle does not Start	Rear Start selector switch is not at the NORMAL position Battery master switch in the battery compartment is at the OFF position (down)	1. Check that the rear start selector switch is flipped up to NORMAL start position and battery master switch is flipped up to ON and retry cranking 2. Flip the rear start selector switch to "Rear Start" and start the vehicle from the rear
	CAN network problem (Multiplex) Module A53 not powered or is defective Engine MCM does not receive the ignition signal Engine MCM is not powered	If the vehicle does not start from the rear: 1. Verify that module A53 is powered: a) Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA53, Active" indicates a power problem on the module or a CAN network problem. b) Check / reset circuit breaker CB5 c) Check / replace fuse F65 d) Probe gray connector on module to see if it is powered. 2. Verify that the engine MCM is powered and get the ignition signal a) Check / reset circuit breaker CB8 Check / replace fuse F74 b) Check / reset circuit breaker CB2 Check / replace fuse F78
None of the Multiplexed functions are operating, including the basic limp-home functions (door opening, flashers, wipers in speed 1) Three dashes "---" appear in the telltale panel instead of the outside temperature *Note: The sunshades are still functioning since these are not multiplexed*	The program version in the CECM is different than the program in the I/O modules and the CECM is forcing all I/O modules to stay inactive	1. Engage the auto-programming of the I/O modules: Turn the ignition key to the OFF position, flip the battery master switch in the battery compartment to OFF and ON and then turn the ignition key ON. The letters CAN will appear in the telltale LCD panel for about 3 minutes Everything shall get back to normal once the letters CAN are replaced with outside temperature display 2. Try disconnecting the green connector on the CECM and reconnect 3. If step 1 and 2 are ineffective, try disconnecting the Master ID module completely and repeat step 1 4. Try disconnecting the CECM completely, leave it disconnected and

Problem/Symptom	Probable Causes	Actions
		see if the limp-home functions (start of the vehicle from the engine compartment, wipers speed 1, flashers, etc) are functioning
Many secondary functions (not essential for driving) not functioning (interior lighting, driver's area lighting, wiper speed 2 and intermittent) Outside temperature display in the telltale LCD panel displays three dashes "---" Marker lights and clearance lights are turned ON when setting ignition to the ON position	The CECM module does not receive 24 V power The CAN network is not working. It could be caused by a short on the network, an open circuit, a problem with the CECM or the CECM being disconnected from the network	1. Check / reset circuit breaker CB6 (4th from the top on the right side column) Check / replace fuse F1 2. Operate in limp-home mode by starting the vehicle from the engine compartment (REAR START). All functions essential to drive are available To close and lock the door, pull the door manually up to its closed position and it will lock by itself. The door opening button is still functioning
No temperature control in the passenger area Passenger temperature display indicates two dashes "--"	Problem with the temperature sensor located in the evaporator compartment air intake or the sensor wiring	1. Instruct the driver to manually control the temperature by playing with the passenger set point. Set above 22°C (72°F) to heat and below 22° C (72°F) to cool
Entrance door does not open nor close using the control buttons Defroster fan not functioning Lower windshield wipers not functioning in speed 1 or intermittent	Module A47 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA47, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB6 3. Check / replace fuse F5 4. Probe gray connector on module to see if it is powered. 5. Use the air release valves near the entrance door and in the front service compartment to lock / unlock the door
Lower windshield wipers not functioning in speed 1 or intermittent	No power on R23	1. Check / replace fuse F82
HVAC condenser fans not functioning in speed 1	Circuit breaker CB12 was manually tripped and not reset	1. Check / reset circuit breaker CB12

Problem/Symptom	Probable Causes	Actions
HVAC condenser fans not functioning in speed 2	Circuit breaker CB7 was manually tripped and not reset	1. Check / reset circuit breaker CB7
Lower and upper windshield washer not functioning Upper windshield wiper not functioning Defroster fan is functioning but no heat or cooling available in the driver area	Module A46 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA46, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB1 3. Check / replace fuse F12 4. Probe gray connector on module to see if it is powered.
Low beam headlights and front flasher on left side not functioning Electric horn not functioning	Module A45 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA45, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.
Low beam headlights and flasher on right side not functioning	Module A48 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA48, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.
Rear flashers not functioning Stoplights and high-mounted stoplight not	Module A51 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA51, Active” indicates a power problem on

Problem/Symptom	Probable Causes	Actions
functioning		the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F80 4. Probe gray connector on module to see if it is powered.
Engine is overheating and radiator fan clutch does not engage The A/C compressor clutch does not engage	Module A52 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA52, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB5 3. Check / replace fuse F65 4. Probe gray connector on module to see if it is powered.
Evaporator fan not functioning	Circuit breaker CB3 tripped Module A54 is not powered or is faulty	1. Check / reset circuit breaker CB3 2. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA54, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 3. Check / reset circuit breaker CB5 4. Check / replace fuse F67 , F68 5. Probe gray connector on module to see if it is powered.
HVAC condenser fans not functioning in speed 1	Module A54 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA54, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB5 3. Check / replace fuse F67 , F68 4. Probe gray connector on module to see if it is powered.

Problem/Symptom	Probable Causes	Actions
Sound system not functioning	Circuit breaker CB4 or CB11 was manually tripped and not reset	1. Check / reset circuit breaker CB4 or CB11
Fire alarm telltale light and audible alarm always ON and there is no fire or high temperature in the engine compartment	Short-circuited fire sensor or defective sensor	1. Prior to start the vehicle, cycle the ignition key to the ON position, OFF position and then ON position again and then start the vehicle. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is re-started
The vehicle is parked and the electrical horn is activated to indicate a fire in the engine compartment but there is no fire	Short-circuited fire sensor or defective sensor	1. Cycle the ignition key between the ON and OFF position twice within 3 seconds. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is parked
A single light, a group of LED lights or another function of the vehicle is not functioning	The multiplex outputs are protected in current by an internal “soft-fuse”. When an output is shorted, it turns OFF and stays OFF until the "soft-fuse" is reset	1. Turn the ignition key to the OFF position and turn to the ON position again. This resets all "soft –fuses"
No backlighting in the instrument cluster	Circuit breaker CB10 is tripped or fuse F20 blown	Check / reset circuit breaker CB10 Check / replace fuse F20
The radiator fan clutch does not function and the engine is overheating		1. Set the ignition key to the ON position. 2. Activate the dashboard Telltale Light Test switch 3 times within 4 seconds. 3. In the engine compartment, set the starter selector switch to REAR START and then start the engine from the rear. While in this mode, the rear start push-button can be used to manually engage the fan clutch. The Multiplex system knows when the engine is already running, and it will not activate the starter. 4. Press the push-button one time to engage the clutch to 1st speed, press a second time to engage to 2nd speed, press a third time to stop the fan, press once again to return to 1st speed. If the fan clutch does not engage using this procedure then the clutch is faulty or the wiring between the multiplex module and the clutch is faulty. Mechanically lock the fan clutch as described in section 05: COOLING SYSTEM of the maintenance

Problem/Symptom	Probable Causes	Actions
		manual.

4.8 ESSENTIAL FUNCTIONS TO OPERATE THE VEHICLE

Even with a defective CECM (Chassis Electronic Control Module) or a CAN network problem, essential base functions are maintained to rear start the vehicle from the engine compartment and drive in a secure manner.

However, many secondary functions are lost. In this case, the following directives must be followed.

- Never connect a battery charger when the ignition is at the ON position on a vehicle with a CAN defective or certain functions will start up by themselves,
- Disconnect the charger before starting the vehicle, if not the default functions will not activate,
- If the default mode does not activate, try to turn the ignition OFF while ensuring that no charger is connected and then restart the vehicle.

4.8.1 Available Functions

- Startup: Turn on the ignition in the driver's area and rear start the vehicle from the engine compartment,
- Opening the door: Functions normally,
- Closing the door: Manually pull on the door and it will lock automatically,
- Windshield wipers: Wipers functions at 1st speed only,
- Windshield washer fluid: Lower windshield washer only,
- Headlights: Low beams only,
- Directional signals: Rear and front only,
- Stoplights: 2 upper stoplights + high-mounted stoplight are functional,
- HVAC: Functional with set point fixed at 70°F (22°C), evaporator and condenser fixed at speed 1, defroster fixed at speed 4.

4.9 LOWER PRIORITY MODULES FOR BREAKDOWN SERVICE

Modules A43 (IO-A) and A44 (IO-B) affect lower priority functions. These modules can therefore be used as spare parts for breakdown service while on the road.

Functions lost if A43 is removed and used as spare part:

- High beams,
- Ability to turn on the parking lights only,
- « Watch your step » sign,
- Driver's area lighting,
- Tag axle activation,
- Courtesy lights.

Functions lost if A44 is removed and used as spare part:

- Fresh air damper mix trap control,
- Driver's area and entrance overhead light,
- Front clearance lights.

4.10 MULTIPLEX MODULES

4.10.1 CECM

The CECM plays the role of interface between the engine MCM, the transmission TCM, the telltale panel module and other IO-A, IO-B modules. When a multiplex module is being replaced, the CECM will inform the new module of its role and function accordingly to the vehicle options.

4.10.2 MASTER ID

The Master ID works in conjunction with the CECM. It keeps the specific back-up program of the vehicle. So, a specific Master ID cannot be removed from a vehicle and installed on another vehicle.

4.10.3 IO-A

IO-A modules receive inputs and control outputs. IO-A's are used for all outputs of 1 amp or less.

4.10.4 IO-B

IO-B modules receive inputs and control outputs. IO-B's are used for outputs up to 30 amps.

4.11 MULTIPLEX MODULES REPLACEMENT

IO-A, IO-B and CECM multiplex modules can be replaced and reprogrammed without having to connect a computer to the vehicle.

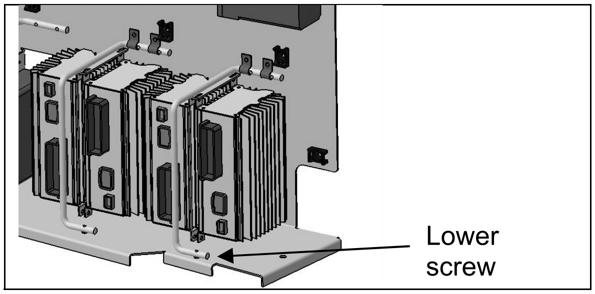


FIGURE 16: IO-B MODULE REMOVAL

4.11.1 Replacing IO-A Or IO-B Modules

- Set the ignition key to the ON position and leave it in that position at all time while performing this procedure.
- Inside main power compartment, trip circuit breaker CB6.
- Replace the module (for IO-B modules, disconnect the green connector first, then the grey one and finish with the black connector. To disconnect the black connector, slide downwards the red latch. Remove the lower screw that holds the cable attachment rod onto the floor portion of the panel and flip the rod up, this will relieve the IO-B module, see Fig. 16).
- Reset circuit breaker CB6. This engages the automatic reprogramming.
- The telltale panel LCD display indicates "CAN" until the reprogramming is complete. Once completed, "CAN" disappears and the temperature reappears.
- Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. Verify the fault message to be certain the module is reprogrammed. If the module is not reprogrammed, the message « Axx Not Responding » appears where Axx is the module number (Ex: A41, A42…etc).

4.11.2 Replacing The CECM Module

- Set the ignition key to the ON position and leave it in that position at all time while performing this procedure.
- Inside main power compartment, trip circuit breaker CB6.
- Replace the module.
- Reset circuit breaker CB6. This engages the program transfer from the Master ID to the CECM module (the back-up program is inside the Master ID. The Master ID will identify the CECM as being new and will send the correct program to it). The telltale panel LCD display indicates "CAN" during 3 minutes approximately. "CAN" disappears and "---" is displayed alternately with "CAN" (during that sequence, "---" will be displayed up to 6 times and the audible alarm will ring). Wait until "CAN" is replaced by "---" that remains for more than 10 seconds. At this point the MasterID module has finished loading the program in the CECM.
- Go to the main power compartment and trip circuit breaker CB6 once again. Wait 1 second and reset it. This engages I/O's modules automatic reprogramming.
- The telltale panel LCD display indicates "CAN" until the reprogramming is completed. Once completed, "CAN" disappears and the temperature reappears. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. Check the error messages. All modules appear in error but are not active. If an active error appears for a module, this one was not reprogrammed. In this case, trip CB6 once again. Wait 1 second and reset CB6. Re-verify the error messages when "CAN" disappears from the telltale panel LCD display.
- Do an error reset to remove all errors (requires Password) from non-active modules, leave the SYSTEM DIAGNOSTIC menu and reopen to verify there are no more errors.

5. ALTERNATORS

BOSCH T1 24-volt 140 ampere or BOSCH HD10 24-volt 120 ampere, self regulated, belt driven, air-cooled alternators may be used in the 24-volt electrical system. An auxiliary BOSCH 12-volt 200 ampere may be installed also.

MAINTENANCE

BOSCH T1 ALTERNATOR ONLY

Change the brushes and the voltage regulator as per "Repair and Testing Instructions for T1 Alternator 0120 69 552" every 100,000 miles (160 000 fm) or once every two years, whichever comes first.

Replace bearings as per "Repair and Testing Instructions for T1 Alternator 0120 69 552" every 200,000 miles (320 000 fm) or once every four years, whichever comes first.

Refer to Bosh T1 Alternator Maintenance Manual annexed at the end of this section.

ALTERNATORS ARRANGEMENT	
H3-41, H3-45 COACH	
Whit DDC S60 engine 2x Bosch HD10 24V-120Amp	With Volvo D13 engine 2x Bosch T1 24V-140Amp
VIP 45 with central HVAC system	
2x Bosch T1 24V-140Amp	
2x Bosch T1 24V-140Amp + 1 auxiliary Bosch T1 24V-140Amp	
2x Bosch T1 24V-140Amp + 1 auxiliary Bosch 12V-200Amp	
VIP 45 with small HVAC system	
2x Bosch T1 24V-140Amp	
2x Bosch T1 24V-140Amp + 1 auxiliary Bosch T1 24V-140Amp	

5.1 TWIN BOSCH T1 ALTERNATORS INSTALLATION WITH DDC SERIES 60 ENGINE (VIP MOTORHOMES)

If the alternators needed to be removed, reinstall as follows. Refer to figure 17 up to figure 20 for installation and tightening specifications:

1. Install alternator mounting bracket (1, figure 19) to the gear case. Use the four flanged phosphor alloy bolts on the pulley end of the bracket and the flanged nuts at the transmission end of the bracket;
2. Bolt the upper alternator to the bracket using the 4 inch bolt at the top (2, fig 19) and two inch bolts at the lower mounting bosses (3 and 4, figure 19). Bolt the other alternator using the 6 inch bolt at the top (2a, fig 19) and two inch bolts at the lower mounting bosses (3a and 4a, figure 19);
3. On the drive shafts of both alternators, install key, pulley, spring washer and nut (5, figure 19);

NOTE

Final tightening of the pulleys can be performed once the belt is installed. This will help keep the pulley from turning when tightening.

4. Install the snubber bracket (fig. 20) using three flanged bolts. Do not tighten the adjustment bolts on the snubber until after final tightening;
5. Install the A/C compressor belt idler pulley (fig. 20) as shown. A stud inserts into one of the mounting holes of the pulley assembly. Fasten this one using a nut and bolts for the other two.
6. Install alternators belt (6, figure 19).

5.1.1 Alternator Drive Belt

- Removal

1. Insert a ¾ inch socket drive into the automatic belt tensioner opening (fig. 19).
2. Twist the automatic belt tensioner to slacken belt.
3. Remove belt.

NOTE

Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

- Installation

Installation of the alternator drive belt is the reverse of removal.

5.1.2 Adjustment

Correct belt tension is required to maximize belt life. The automatic belt tensioner maintains proper belt tension, no adjustment is required.

MAINTENANCE

Check for wear and proper tension every 6,250 miles (10 000 km) or twice a year, whichever comes first.

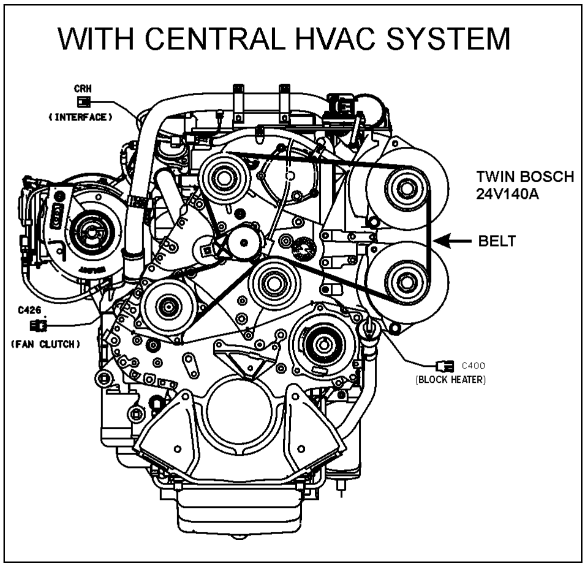


FIGURE 17: ALTERNATOR DRIVE BELT 01180

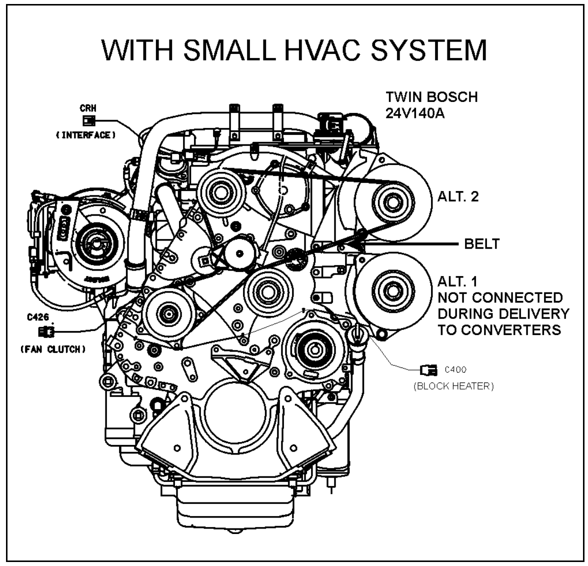


FIGURE 18: ALTERNATOR DRIVE BELT 01181

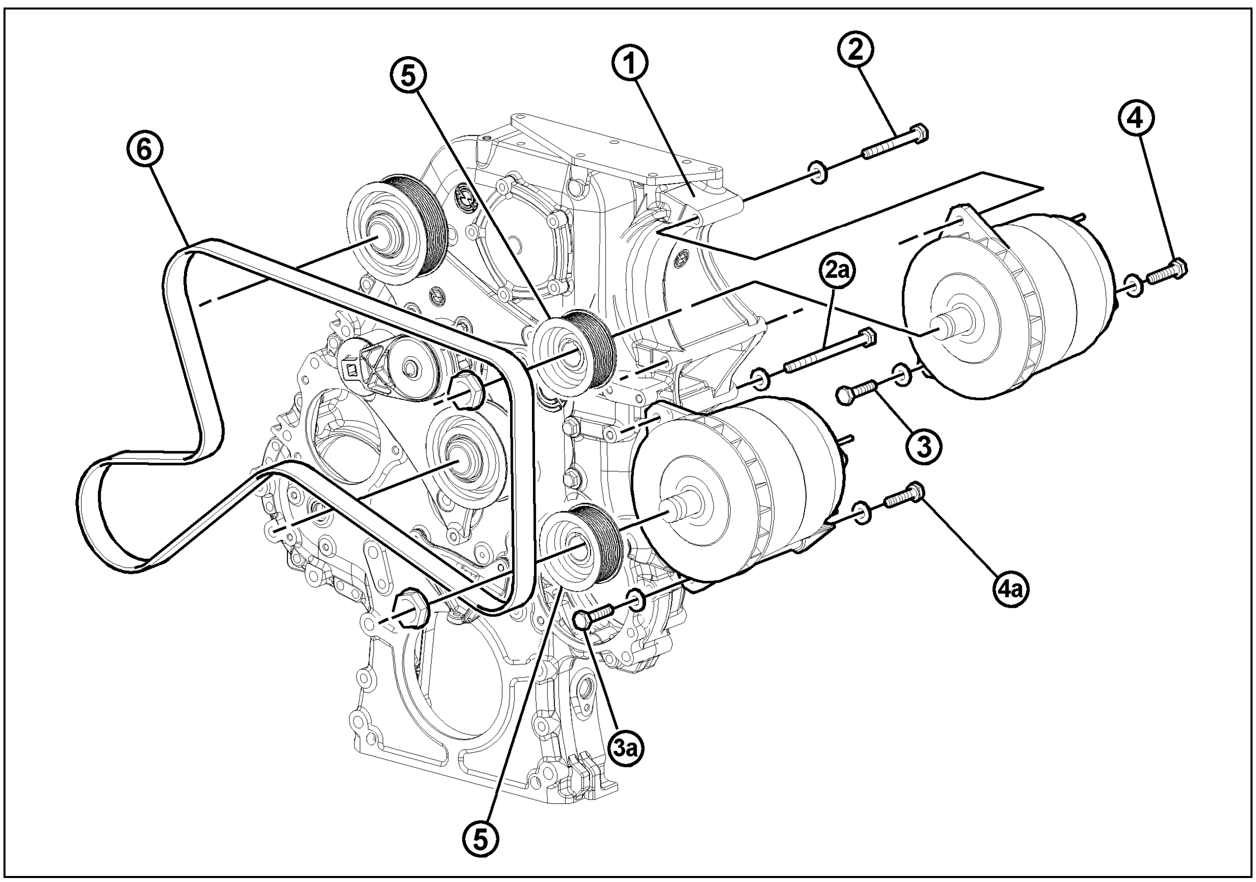


FIGURE 19: TWIN BOSCH ALTERNATORS INSTALLATION WITH DDC SERIES 60 ENGINE (VIP MOTORHOMES) 01077

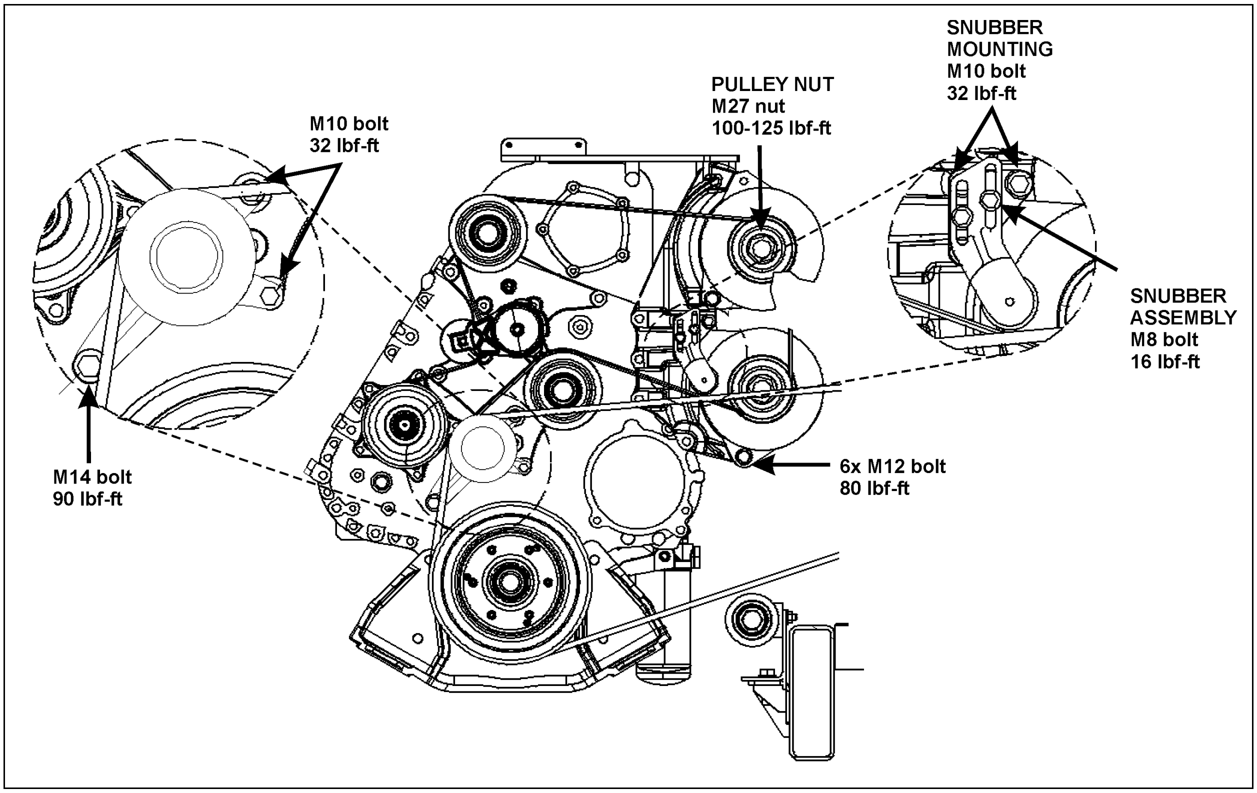


FIGURE 20: ALTERNATORS AND ACCESSORIES MOUNTING TORQUES 01182

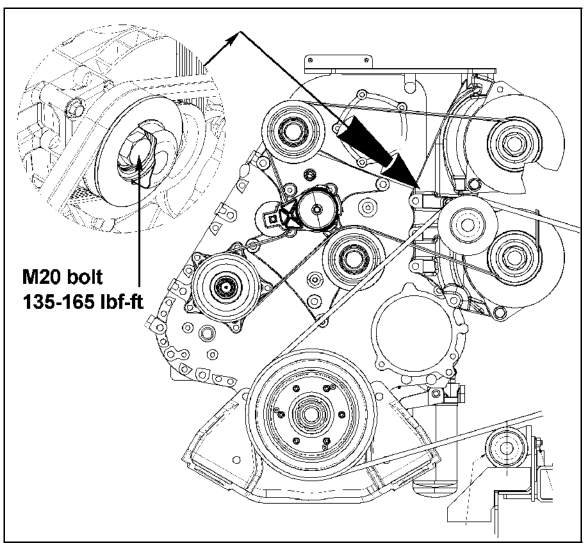


FIGURE 21: ALTERNATORS AND ACCESSORIES MOUNTING TORQUES (VIP WITH SMALL OR CENTRAL HVAC SYSTEM) 01183

⚠ CAUTION ⚠

The electrical system is NEGATIVE GROUNDED. Connecting the batteries or a battery charger with the positive terminal grounded will endanger the alternator diodes and vehicle wiring by a high current flow. Burned wiring harnesses and burned "open" diodes will result. Always ensure that the alternator and battery polarities are matched prior to installation. THE ALTERNATOR WILL NOT REVERSE TO ACCEPT INVERSE POLARITY. Also, do not ground or short across any of the alternator or regulator terminals.

5.2 TWIN BOSCH T1 ALTERNATORS INSTALLATION WITH VOLVO D13 ENGINE

If the alternators needed to be removed, reinstall as follows. Refer to figures 22 and 23 for installation and tightening specifications:

1. If not already done, mount the alternator brace to the engine and alternator support (figure 22).
2. Bolt the alternators to the bracket using one 3.5 inch bolt at the top and two 1¾ inch bolts at the lower mounting bosses (fig. 22).

3. On the drive shafts of both alternators, install key, pulley, spring washer and nut;

NOTE
Final tightening of the pulleys can be performed once the belt is installed. This will help keep the pulley from turning when tightening.

4. Install the alternators belt, the coolant pump belt, the A/C compressor belt and then the radiator fan driving mechanism belt (figure 23).

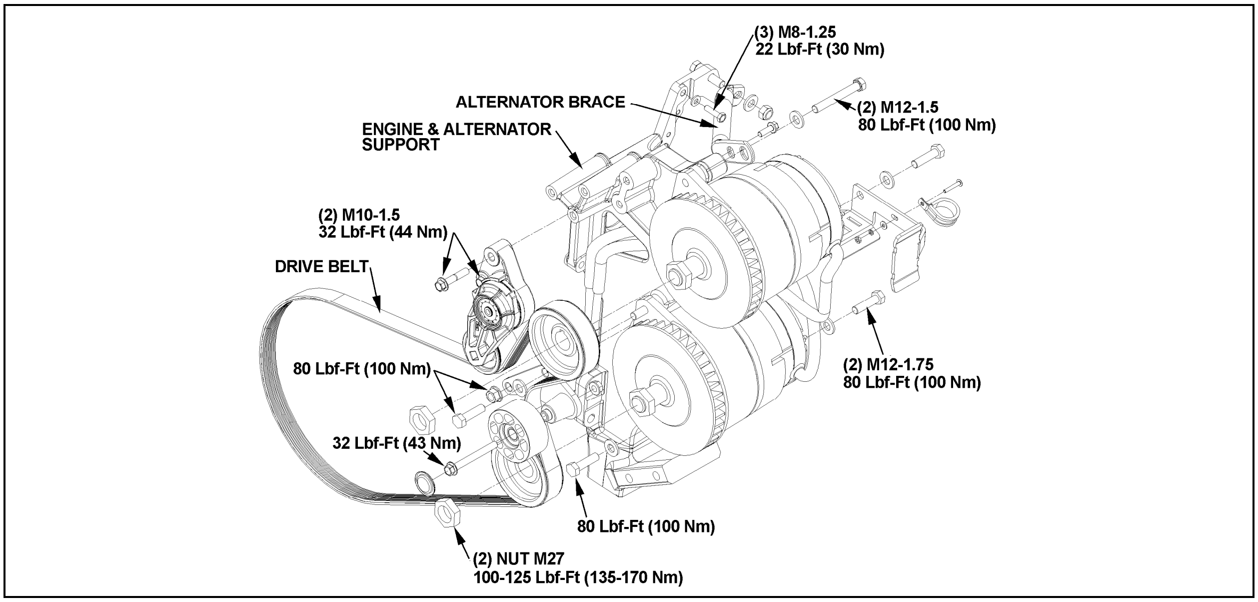


FIGURE 22: BOSCH ALTERNATORS MOUNTING TORQUES (VOLVO D13)

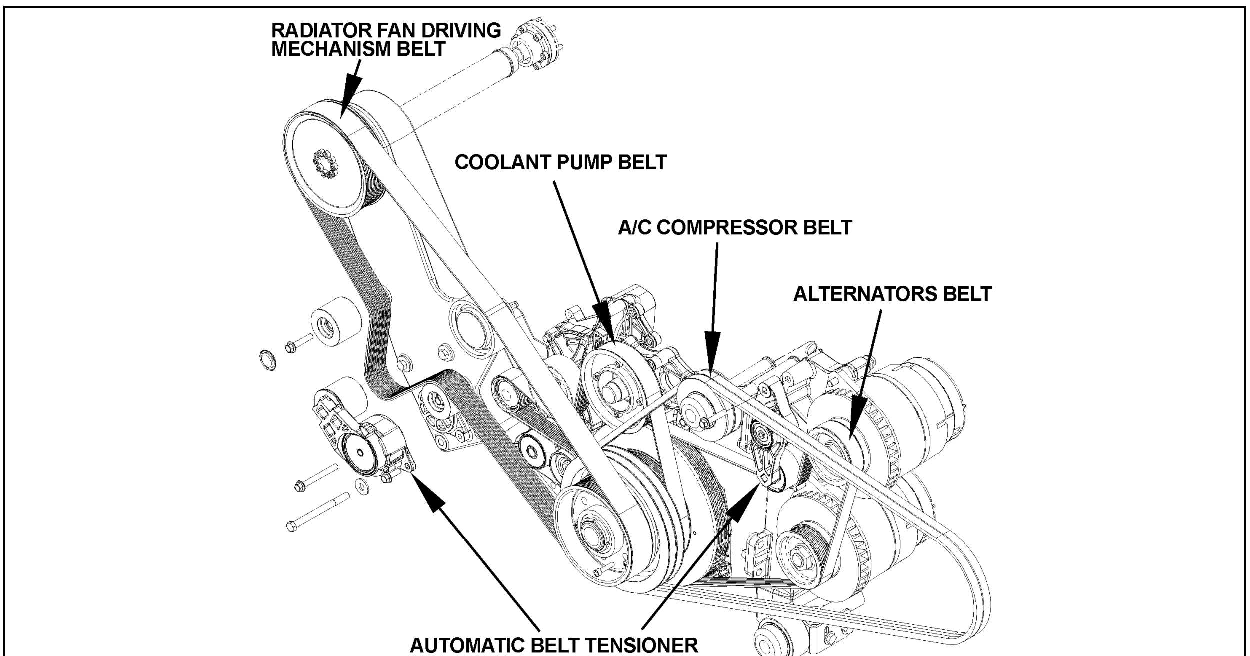


FIGURE 23: TWIN BOSCH ALTERNATORS INSTALLATION (VOLVO D13)

5.2.1 Alternator Drive Belt

Removal

1. Remove the radiator fan driving mechanism belt, the A/C compressor belt, and then the coolant pump belt.
2. Insert a ¾'' socket drive into the automatic belt tensioner opening (Fig. 22).
3. Twist the tensioning arm to slacken the alternator drive belt.
4. Remove belt.

NOTE
Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

Installation

Installation of the alternator drive belt is the reverse of removal.

5.2.2 Adjustment

Correct belt tension is required to maximize belt life. The tensioning arm maintains proper belt tension, no adjustment is required.

MAINTENANCE
Check for wear and proper tension every 6,250 miles (10 000 km) or twice a year, whichever comes first.

5.3 TWIN BOSCH HD10 ALTERNATORS INSTALLATION WITH DDC SERIES 60 ENGINE (H3 SERIES COACHES)

Two 24 volt 120Amp, self regulated, belt driven, air-cooled HD 10 BOSCH alternators are used in the 24 volt electrical system.

If the alternators needed to be removed, reinstall as follows. Refer to figure 24 and 25 for installation and to figure 26 for tightening specifications:

1. If necessary, reinstall protector (00, figure 25) to the alternator support assembly. Use the stud (0a, figure 19) and bolt (0b, figure 25) to fix the protector. Use some Loctite 262 red (688910) onto the threads.
2. If removed, reinstall ring bracket (1, figure 19) and L-shaped bracket (1.1, figure 25). Fix the ring bracket using bolt (1a, figure 25) and also bolt and nut (1b, figure 19) for the ring bracket and L-shaped bracket. Use some Loctite 262 red (688910) onto the threads.
3. Mount the upper alternator using bolt and nut (2a, figure 25), and also bolt and nut (2b, figure 25).
4. Mount the lower alternator using bolt and nut (3a, figure 25), and also bolt and nut (3b, figure 25). Fix the lower portion of the alternator using nut (3c, figure 25).
5. Mount the cable bracket (4, figure 25) and fix using bolts (4, figure 25).
6. Mount pulleys (5, figure 25) onto alternators.
7. Install alternators belt (6, figure 25).

NOTE
Final tightening of the pulleys can be performed once the belt is installed. This will help keep the pulley from turning when tightening.

5.3.1 Alternator Drive Belt

Removal

4. Insert a ¾'' socket drive into the automatic belt tensioner opening (Fig. 25).
5. Twist the tensioning arm to slacken belt.
6. Remove belt.

NOTE
Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

Installation

Installation of the alternator drive belt is the reverse of removal.

5.3.2 Adjustment

Correct belt tension is required to maximize belt life. The tensioning arm maintains proper belt tension, no adjustment is required.

MAINTENANCE

Check for wear and proper tension every 6,250 miles (10 000 km) or twice a year, whichever comes first.

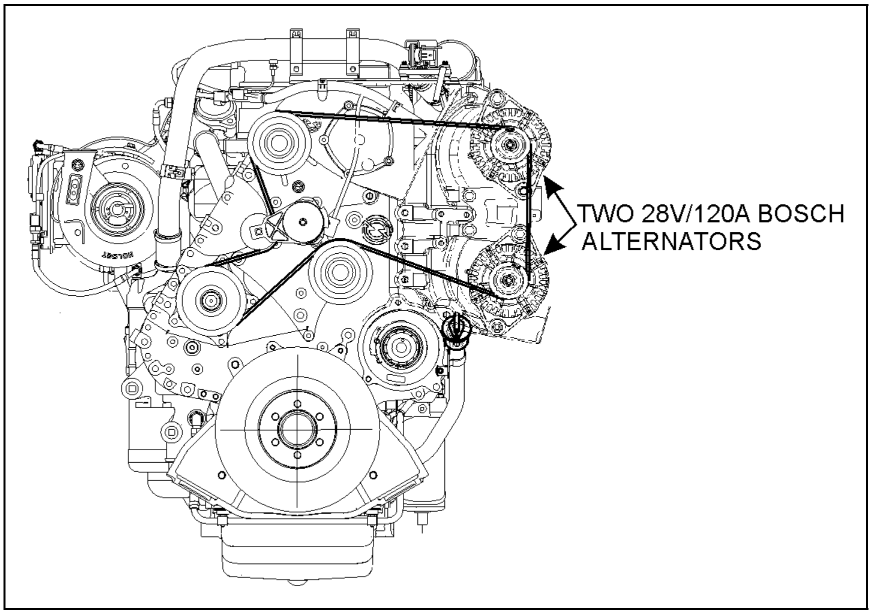


FIGURE 24: TWIN BOSCH HD10 ALTERNATOR 01180

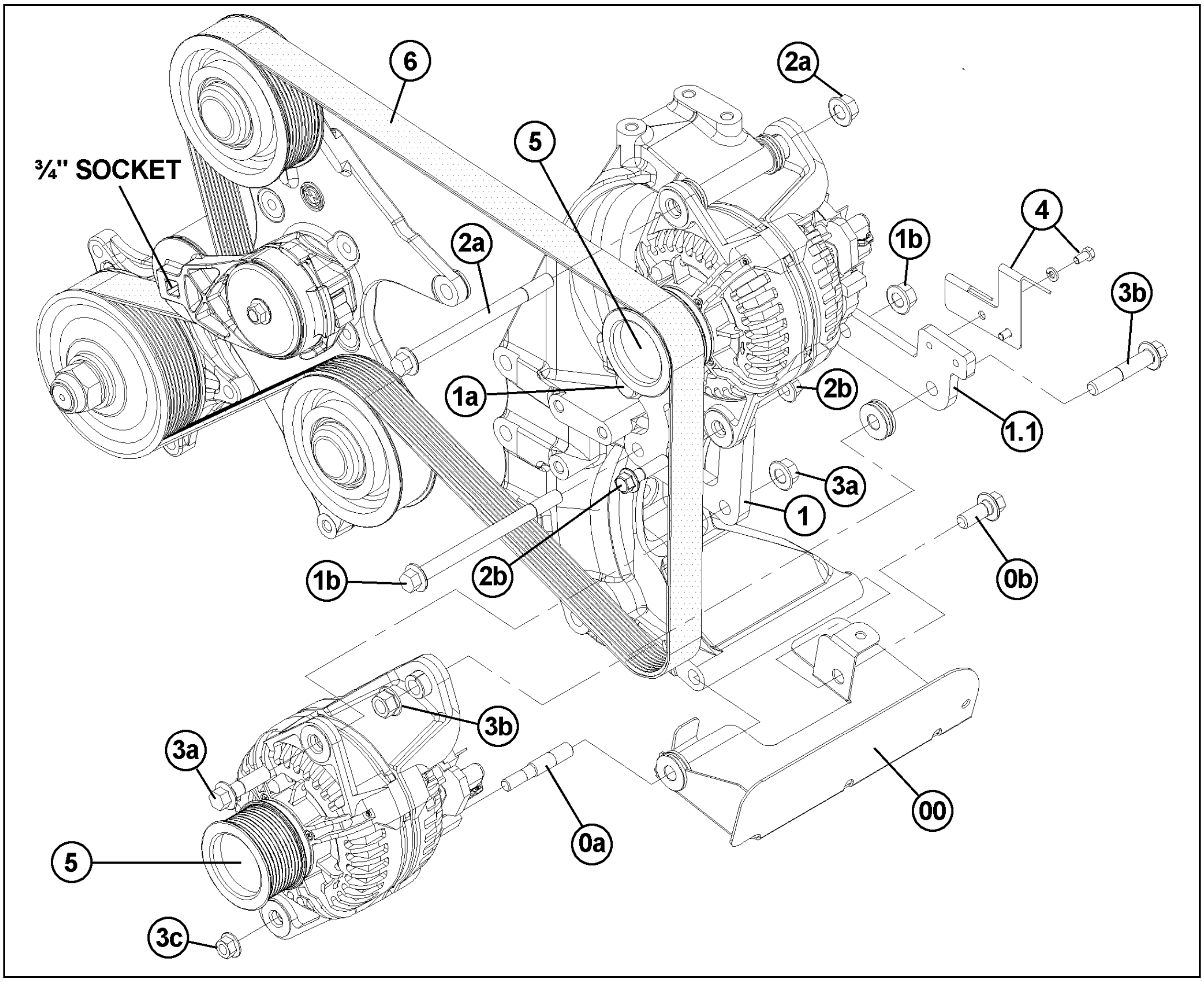


FIGURE 25: TWIN BOSCH HD10 ALTERNATORS INSTALLATION (H3 SERIES COACHES) 01077

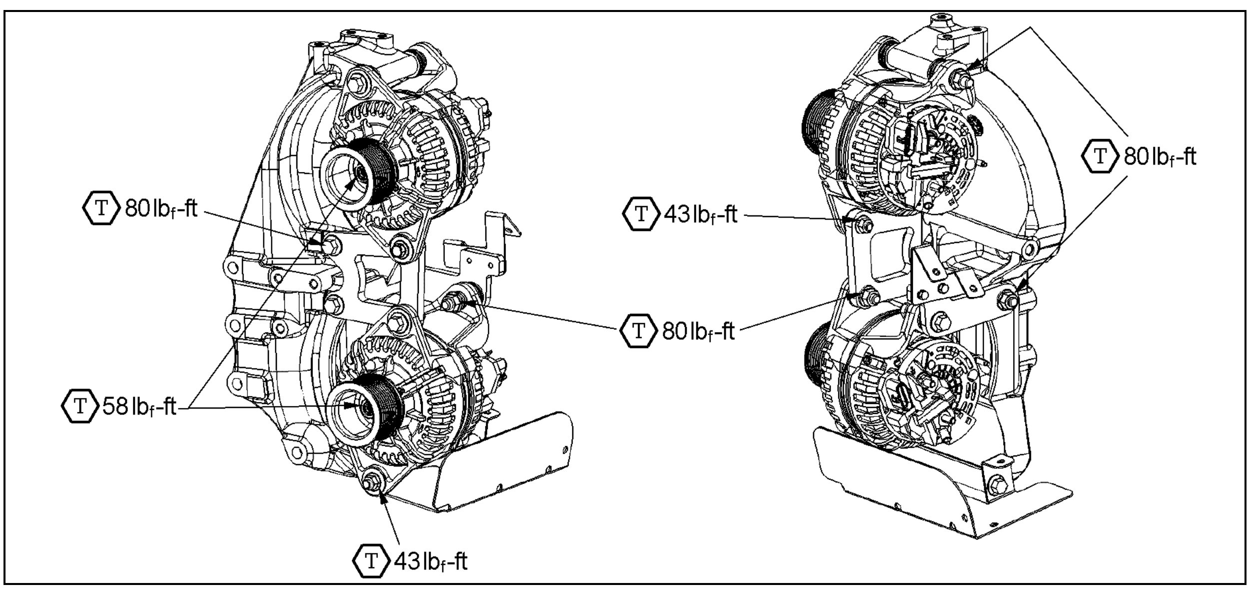


FIGURE 26: TWIN BOSCH HD10 ALTERNATORS AND ACCESSORIES MOUNTING TORQUES (H3 SERIES COACHES)

6. ENGINE BLOCK HEATER

The vehicle may be equipped with an engine immersion-type electric block heater to assist cold weather starting. The heater male electric plug is located on the engine compartment door (Fig. 27) or on the engine compartment R.H. side door. To use it, connect the female plug of an electrical extension cord to the heater plug. Some converted vehicles may have the heater connected to the coach AC power system. The extension cord must be plugged into a 110-120 V AC power source only. The engine block heater should be used whenever the vehicle is parked for an extended period of time in cold weather and a suitable power source is available.

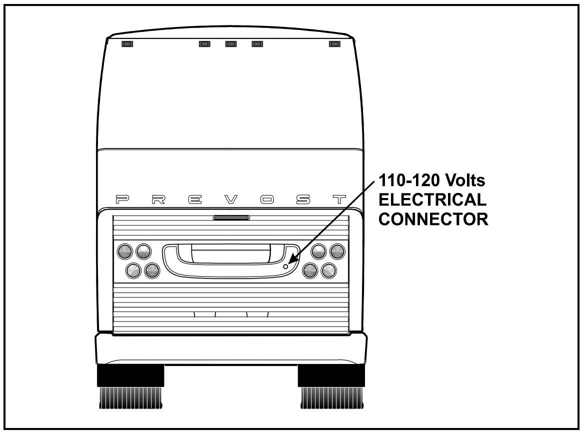


FIGURE 27: ENGINE BLOCK HEATER PLUG LOCATION

06481

6.1 MAINTENANCE

This heater is non-serviceable except for the cord, and if faulty, must be replaced as a unit.

7. EXTERIOR LIGHTING

The circuit for exterior lights, as well as their control switches, relays and circuit breakers are shown on the applicable wiring diagrams. Wiring diagrams are located in the technical publication box.

7.1 HEADLIGHTS

Inner headlights are used for high beam and daytime running light while outer headlights are used for low beam. The inner or outer lamp uses the same single filament halogen bulb part number.

NOTE
If vehicle is equipped with optional Xenon headlights, refer to paragraph 6.1.6.

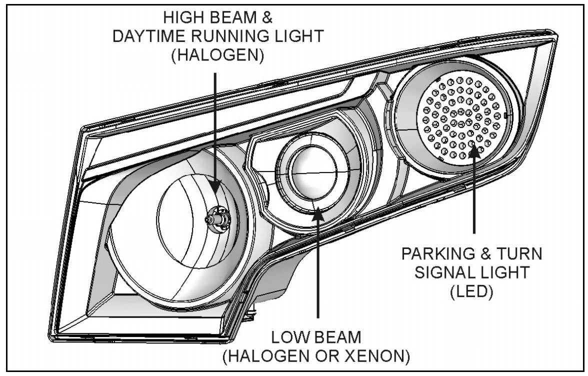


FIGURE 28: HEADLIGHT ASSEMBLY 06713

7.1.1 Headlight Beam Toggle Switch

The multifunction lever located on the steering column is used to select proper lighting. High beams or low beams can be selected by pulling the lever rearward. A high beam indicator on the central dashboard panel is illuminated when the high beam circuit is energized.

NOTE
Pulling the lever rearward while the lights are off will flash the headlights.

7.1.2 Maintenance

Clean headlights with soap and water and a good glass cleaner whenever dirty. For maximum illumination, headlight connections must be coated with a dielectric grease to prevent oxidation and proper voltage must be maintained. Low battery voltage, loose or dirty contacts in wiring system and poor ground contribute to a decrease in voltage. Check wiring and connections regularly and keep battery properly charged.

7.1.3 Replacing headlight bulbs

The following illustrations show how to gain access to the bulbs. When replacing a bulb, make sure the ignition switch and light switch are off.

CAUTION

- To prevent burning yourself, do not replace the light bulbs while they are hot.
- Halogen bulbs have pressurized gas inside and require special handling. They can burst or shatter if scratched or dropped. Hold a bulb only by its plastic case. Do not touch the glass part of a bulb with bare hands.

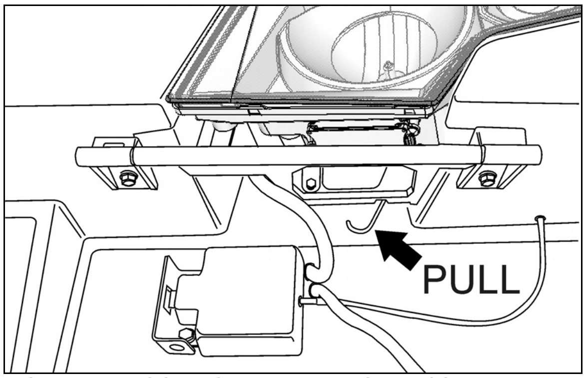


FIGURE 29: ROCKING THE HEADLIGHT ASSEMBLY 06714

1. First, make sure the ignition switch and light switch are off.
2. Pull on the reclining bumper opening handle located inside the front electrical and service compartment.
3. Pull on the rod shown on figure 29 to pivot the headlight assembly.
4. Unscrew the cap to gain access to the bulb connector.

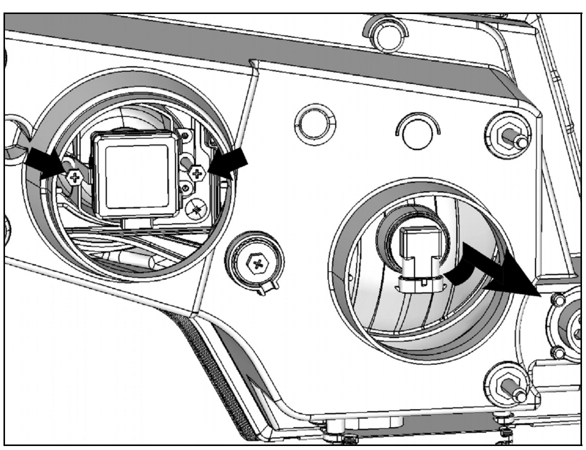


FIGURE 30: HEADLIGHT ASSEMBLY REAR VIEW 06715

5. HALOGEN: turn the bulb base counterclockwise. XENON: Unscrew the Phillips head screws indicated by arrows, pull the retainer and bulb out (figure 30).

CAUTION

During this step, avoid contacting the bulb with the fingers not to alter the bulb life.

6. Unplug the connector while depressing the lock release when applicable.
7. Replace bulb, connect to harness and install into mounting hole.

Aiming is not necessary after replacing the bulb. When aiming is necessary, refer to paragraph "HEADLIGHT AIMING".

7.1.4 Replacing Front Turn Signal LED module

The front turn signal is part of the front headlight assembly. The turn signal is a sealed unit (LED) located on each front corner and should be replaced as an assembly. Turn signal is visible from both front and side.

Removal and Replacement

1. Rotate the cap to gain access to the LED module.
2. Disconnect the electrical harness connector from the LED module.
3. Unscrew the 3 mounting fasteners and replace LED module.
4. Install wiring connector on back of new turn signal module.

7.1.5 Optional Xenon Headlamp (Low Beam)

The outer lamps of each headlight assembly may be equipped with the optional Xenon lamps. These lamps improve visibility and provide better lifespan.

⚠ CAUTION ⚠

To avoid breaking the bulb, make sure the socket is in proper position against the stop.

⚠ CAUTION ⚠

Never connect a voltmeter or V.O.M. to measure bulb voltage as instrument will be destroyed.

NOTE

Do not disrupt headlight adjustment screws.

When switching on the Xenon headlamp using the rocker switch, a short-circuit test is performed.

Current is detected in the lamp circuit before the ignition time and ignition prevented. Connection of the "hot" lamp to the body mass also prevents ignition. In both cases, the system is cut off within < 0.2 s and can only be restarted via the rocker switch.

In general, the maximum ignition time is < 0.2 s, which period is followed by cutoff. This would happen if a lamp was defected.

Lamp missing: system is cut off after < 0.2 s.

If lamp components or cables are damaged by force (accident) so that contact with hazardous parts is possible, the current in these lines is earthed by the vehicle body and - as with a defective household appliance - switched off when 30mA are reached within < 0.2 s. the cutoff time is shortened by a more powerful defect current.

To protect the ballast, a counter in the electronic safety system ensures that a defective lamp can only be switched off 7 times consecutively after a successful ignition, after which the device is cut off. This prevents flutter and flashing. This counter is put out of action when the lamp cutoff time repetition interval is longer than 1.3 s so that temporary non-defect disturbances that result in immediate invisible re-ignition do not cause lamp cutoff.

A warning notice on the lamp plug makes you aware of the fact that the lamp is operated in this system on a higher voltage (you should therefore switch off the lamp before working on this part).

After taking out the lamp, the contact pins are in a practically idle stat (< 34 Volt) after < 0.5 seconds so that there is no immediate danger of electric shock even if the warning is disregarded.

With this safety concept there is no danger to check the ballast with a new bulb. There is a very high probability that the ballast is OK if the ballast can ignite the bulb.

One simple test to check the ballast would be to measure the Nominal current of 1.58A after one minute for the 24V ballast.

7.1.6 Aiming headlights

Headlights must be properly aimed to provide maximum allowable road illumination. Aiming can be performed without opening headlight assembly. Vertical aiming of each module is provided by one adjusting screw that pivot the entire module in the housing for proper alignment (Fig. 31, 32). There is no adjustment for focus since the module is set for proper focus during manufacturing assembly.

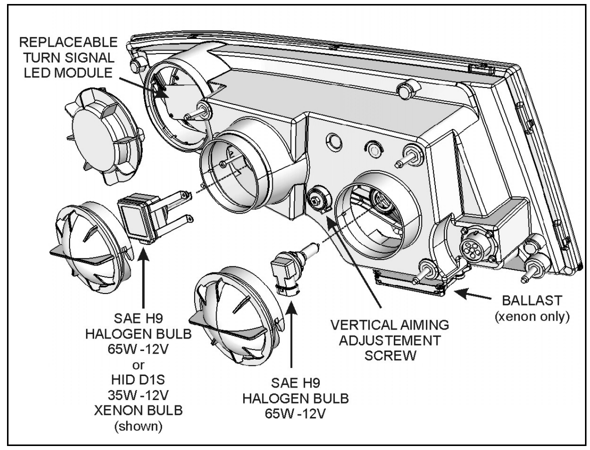


FIGURE 31: HEADLIGHT ASSEMBLY 06716

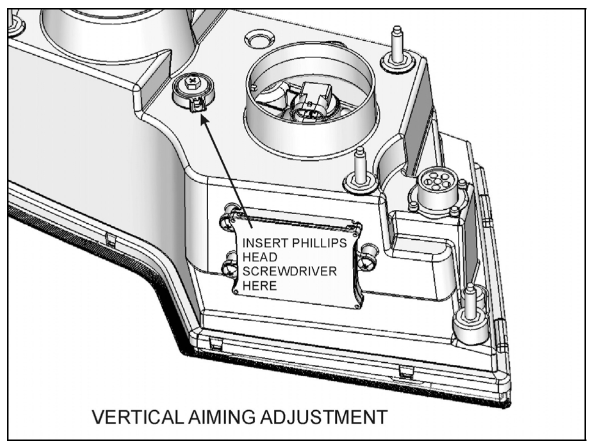


FIGURE 32: VERTICAL AIMING 06717

7.2 STOP, TAIL, DIRECTIONAL, BACK-UP, AND HAZARD WARNING LIGHTS

A combination stoplight, taillight, directional signal light and back-up light assembly is mounted at the rear, on each side of the vehicle. Furthermore, when braking, a high-mounted stoplight will illuminate simultaneously with the stoplights on the sides for increased safety.

The stop and tail lights are combined in the same 6-LED lamp. The directional signal and license plate lights consist of individual LED lights mounted on the engine rear door, and each light is serviced individually as a complete unit. The back-up light sealed unit uses a regular tungsten bulb.

The hazard warning flashing system uses the front, side and rear directional lights simultaneously. This system is energized by a switch on the L.H. dashboard.

7.2.1 Lamp Removal And Replacement

1. Open engine compartment rear door.
2. Unscrew the lamp support retaining screws (2), and then from the outside, remove the lamp and its support.
3. From the outside, install the new lamp with its support then fasten the retaining screws.

7.2.2 High-Mounted Stop Light Removal And Replacement

This vehicle is equipped with a high-mounted stop light (LED). This light is a sealed unit and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both *"Phillips"* light screws, and then remove the light assembly.
2. Position the new light assembly and install the *"Phillips"* screws.

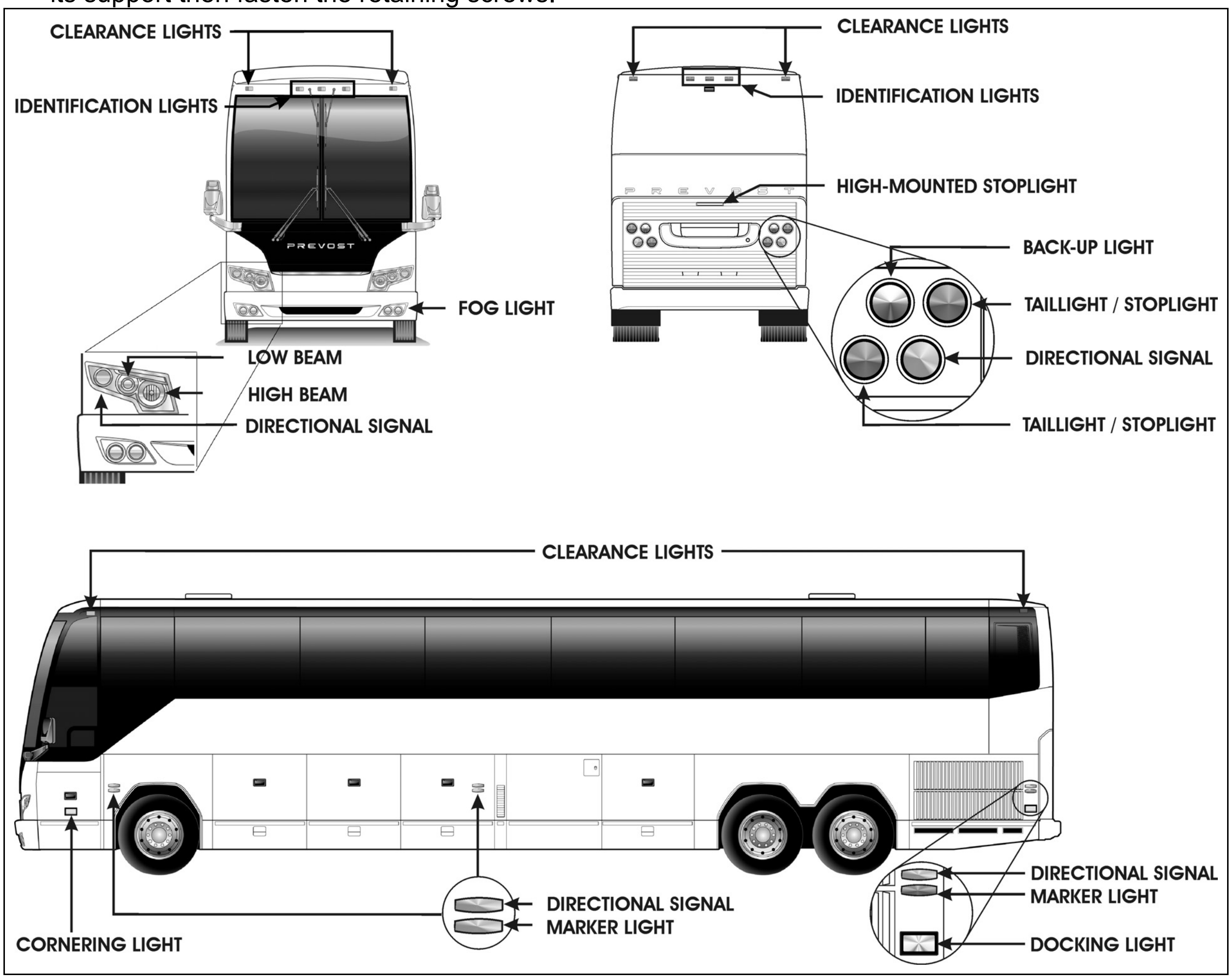


FIGURE 33: VARIOUS LIGHTS LOCATION 18588_4

7.3 LICENCE PLATE LIGHT

Two LED units are mounted above the rear license plate(s) of vehicle. In case of burn out, the LED unit must be changed according to the following procedure.

1. Pry out the rubber seal with a small screwdriver. Pull on the LED unit and disconnect it.
2. Reconnect new LED unit, place rubber seal, and press on it until it is seated in position.

7.4 CLEARANCE, IDENTIFICATION AND MARKER LIGHTS

The vehicle is equipped with marker, identification and clearance lights (LED). The clearance lights are mounted at each corner of the coach near the top and the identification lights are in the upper center of rear and front sections. The rear clearance and identification lights are red and the front ones are amber.

The amber marker lights are mounted along the sides of vehicle.

7.4.1 Marker Light Removal And Replacement

The side marker light is a sealed unit (LED) and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both *"Phillips"* light screws, disconnect and remove the light assembly.
2. Connect and position the new light assembly and install the *"Phillips"* screws.

7.4.2 Clearance And Identification Light Removal And Replacement

The clearance and identification lights are sealed units (LED) and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both "Phillips" light screws, disconnect and remove the light assembly.
2. Connect and position the new light assembly, then install the "Phillips" screws.

7.5 DOCKING AND CORNERING LIGHTS

This vehicle is provided with two halogen sealed-beam units that serve as cornering lights. They are mounted on the vehicle as follows: one is mounted on the front L.H. side service compartment door, while the other is located between the front wheel and the entrance door on the R.H. side. The main function of these lights is to increase lateral visibility when turning a corner. These lights are energized simultaneously with the directional lights. On the V.I.P. model, a dashboard-mounted rocker switch may be actuated to cancel this system in special situations.

Two additional halogen sealed-beam units are installed on rear electrical compartment door (R.H.) and radiator door. These lights are used as docking lights and both will illuminate automatically when reverse range is selected to facilitate back-up or docking procedure.

On the V.I.P. model, these lights do not operate automatically when the reverse range is selected, but by means of a dashboard-mounted rocker switch. When actuated, the docking as well as the cornering lights illuminate. Furthermore, a *"Low docking"* switch, also located on dashboard, allows the use of the docking and cornering lights at a lower intensity when the docking switch is actuated.

7.5.1 Lamp Removal And Replacement

Both docking and cornering sealed-beam units can be changed in accordance with the following procedure:

1. Remove the two "Phillips" screws attaching the retaining ring.
2. Disconnect the light unit connection.
3. Remove the lamp.
4. Position new lamp.
5. Connect and position the light unit.
6. Finally, install the retaining ring and screw.

7.6 FOG LIGHTS

Optional halogen fog lights can be mounted on this vehicle to give the driver better visibility in foggy weather, or to improve the range of vision just ahead of the coach.

7.6.1 Bulb Removal And Replacement

1. Pull on the release handle located in the front electrical and service compartment, near the door lower hinge. The bumper will lower gradually.

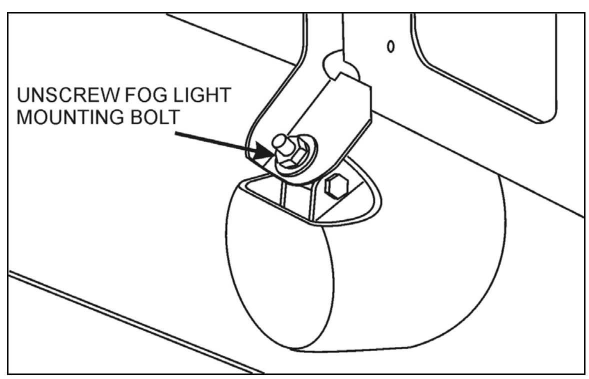


FIGURE 34: FOG LIGHT MOUNTING BOLT

2. From bumper inner side, unscrew the nut fixing the fog light and remove the entire fog light assembly from the bumper.

3. Unscrew the outer ring. Disconnect the light unit connection and remove the bulb.

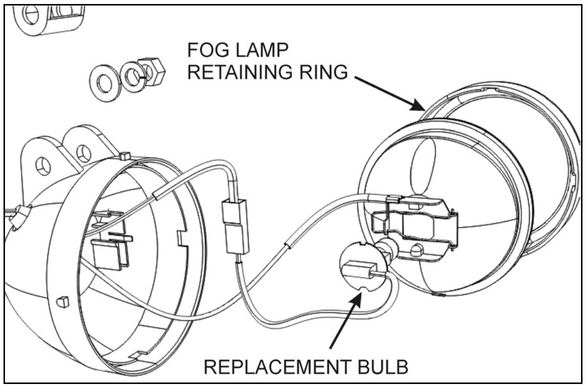


FIGURE 35: FOG LIGHT EXPLODED VIEW

⚠ CAUTION ⚠

During this step, avoid contacting the bulb with your fingers. This could alter the bulb life.

4. Install the new bulb, reconnect the light unit and replace in its proper position.
5. Reinstall the outer ring, then return the fog light assemble to its proper location.
6. Fasten the fog light mounting nut and securely close the bumper.

8. INTERIOR LIGHTING EQUIPEMENT

8.1 CONTROL PANEL LIGHTING

The instrument gauges and switches mounted on all control panels are energized whenever the exterior light switch is pushed to the first position. A control dimmer located on the dashboard is used to vary the brightness of the panel gauges, switches and indicator lights.

The gauge lights, panel lights, switch lights and indicator lights have a different bulb arrangement. Thus, the procedure to change a defective bulb can vary according to the application.

8.1.1 Switch Lighting

1. Slightly pull the switch with a defective LED away from the control panel.
2. Disconnect the electric cable from the switch.
3. To install a new switch, reverse the procedure (Fig. 36).

NOTE

Switches are lighted by the use of LED. When lighting on a switch fails, replace defective switch as a unit.

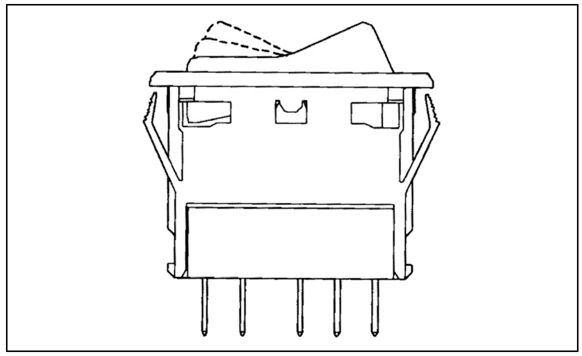


FIGURE 36: SWITCH

8.1.2 Telltale Light Replacement

Telltale module is non-serviceable and must be replaced as a unit.

1. Unscrew and remove the top dashboard panel.
2. Remove the telltale back wire electric connectors.
3. Unscrew and remove the telltale module.
4. To replace the telltale module, reverse the procedure.

8.1.3 Gauge Light Bulb Replacement

1. For any gauge light bulb replacement, the dashboard panel must be removed in order to have access to the rear of gauges.
2. Remove bulb socket from the gauge, turn the defective bulb counterclockwise and pull it out of the gauge.
3. Push a new bulb and socket ASM and turn clockwise to lock in place.
4. Replace the rear dashboard housing.

8.2 STEPWELL LIGHTS

8.2.1 Coach Entrance

The three stepwell lights are illuminated when the door opening system is activated (Fig. 37).

- Light Removal and Replacement

1. Unsnap the lamp outer ring with a flat head screwdriver and remove it.

2. Unfasten the three fixing screws, remove and disconnect LED light assembly.
3. Connect and install the new LED assembly in position.
4. Fasten the three fixing screws and replace the lamp outer ring by snapping it back in place.

8.2.2 VIP Entrance And Bus Entrance Door

The stepwell light is illuminated when the door opening system is activated (Fig. 38).

8.2.3 Bulb Removal And Replacement

Proceed as follows to replace defective bulb:

1. Unscrew the two Phillips-head screws retaining the lens to the wall, and remove it.
2. With the light lens removed, pull bulb from the lamp while applying lateral pressure.
3. Install the new bulb into the lamp.
4. Position the light lens and install it.

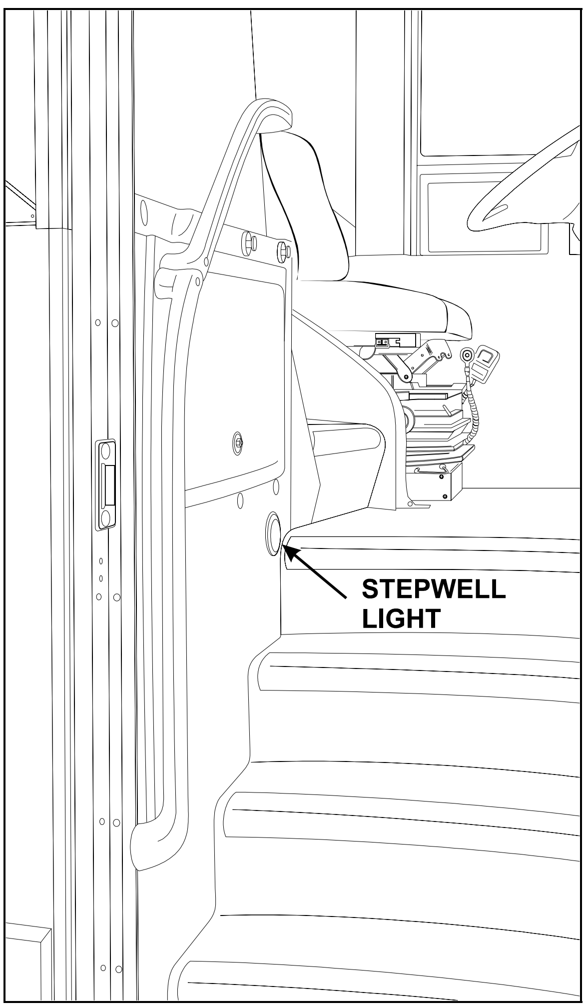


FIGURE 37: COACH ENTRANCE STEPWELL 06492

8.3 LAVATORY NIGHT-LIGHT

The lavatory night-light is illuminated as soon as the ignition switch is set to the *"ON"* position.

8.3.1 Bulb Removal And Replacement

Proceed as follows to replace defective bulb:

1. Unscrew the two Phillips-head screws retaining the lens to the lavatory wall, and remove it.
2. With the light lens removed, pull bulb from the lamp while applying lateral pressure.
3. Install the new bulb into the lamp.
4. Position the light lens and install it.

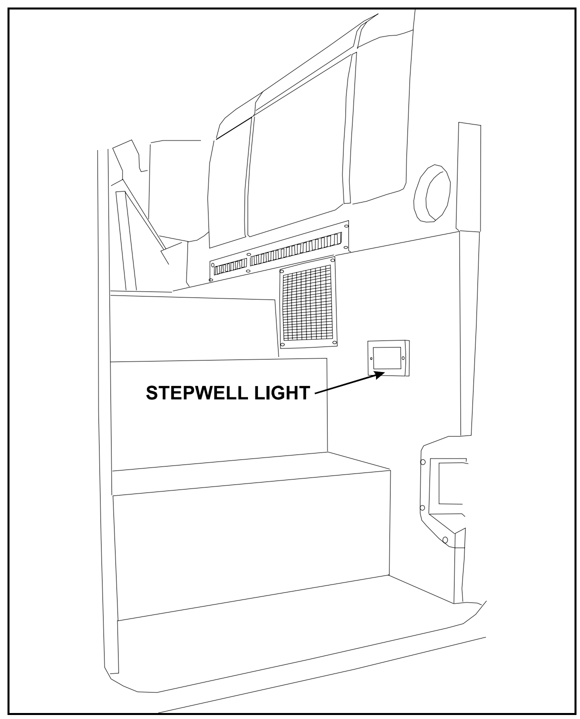


FIGURE 38: VIP ENTRANCE STEPWELL 06507

8.4 DRIVER'S AREA LIGHTS

One halogen ceiling light is installed over the stepwell and another one over the driver's area. These lights are frequently used for nighttime operation when passengers board or leave coach.

8.4.1 Bulb Removal And Replacement

1. Unsnap the lamp with a flat head screwdriver and remove it.

2. Pull the defective bulb out of the socket.
3. Install the new bulb by pushing it in position.
4. Replace the lamp by snapping it back in place.

⚠ CAUTION ⚠

Do not touch halogen bulbs with bare hands as natural oils on skin will shorten bulb life span.

8.5 PASSENGER SECTION LIGHTING

The passenger section of coach is lit by two types of fluorescent tube lamps installed on the parcel racks.

The aisle or indirect lights are located on front of parcel racks, and provide soft, indirect cabin lighting and parcel rack interior lighting. More powerful lighting for general and in-station applications is provided by fluorescent tubes located under the parcel racks, close to the windows. A dual power system is available for this lighting either from the 24-volt vehicle power supply or from a 110-volt outlet supply. In order to save batteries during extended periods of in-station lighting, no current is drawn from the batteries as soon as the 110-volt circuit is connected.

Moreover, adjustable reading lamps are installed under the parcel racks for passenger accommodation.

8.5.1 Fluorescent Tube Replacement

- Indirect Fluorescent Light

1. Open the parcel rack access door, if so equipped, unscrew the two Phillips screws (one each end). Let the hinged cover down.
2. Remove fluorescent tube from light socket and install a new fluorescent tube.
3. Lift the hinged cover and replace the two retaining screws (Fig. 39).

- Parcel Rack Interior Lighting

1. Open the parcel rack access door, if so equipped, unscrew the two Phillips screws (one each end). Pull the hinged cover down.
2. Push on the bulb, turn and then, pull it from the socket.
3. Install a new bulb.
4. Lift the hinged cover and replace the two retaining screws.

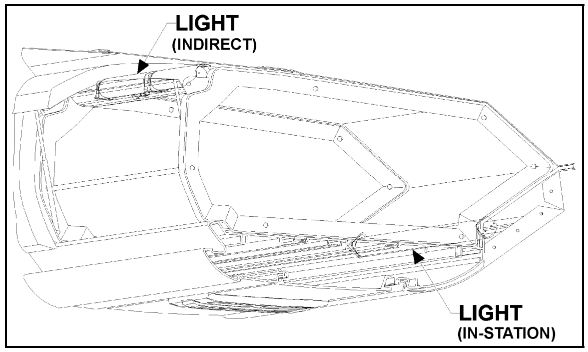


FIGURE 39: PARCEL RACK 06419

8.5.2 Removal And Replacement Of In-Station Fluorescent Tubes

1. Start by pulling out the corner of the lens then delicately peeling it out of its seat.

⚠ CAUTION ⚠

The lens is fragile. Be very careful when removing and handling.

2. Rotate and pull the fluorescent tube from its sockets.
3. Install a new fluorescent tube, rotating the tube to secure it in the sockets.
4. Replace the screen lens by first inserting one side in the seat, then push the other side in and snap it in place by running it in from one corner to the next.

8.5.3 Removal And Replacement Of Reading Lamp Bulb

1. Engage the tool (#830164) over the lamp and turn one quarter turn counterclockwise. Then, remove the tool slowly.
2. Pull the bulb socket off the reading lamp unit.
3. Push and turn bulb counterclockwise, then pull it out of the socket.
4. Install new bulb in the socket, then push and turn clockwise to lock bulb in position.
5. Push the bulb socket in the reading lamp unit.
6. Position the reading lamp with the tool (#830164), turn one quarter turn clockwise.

8.6 ENGINE COMPARTMENT LIGHTING

Two lights illuminate the engine compartment upon opening of the engine door (Fig. 40).

Each light is sealed and can be replaced as follows:

1. Disconnect the light unit connection.
2. Remove the lamp.
3. Position new lamp.
4. Connect the light unit.
5. Make sure the retaining ring is installed properly.

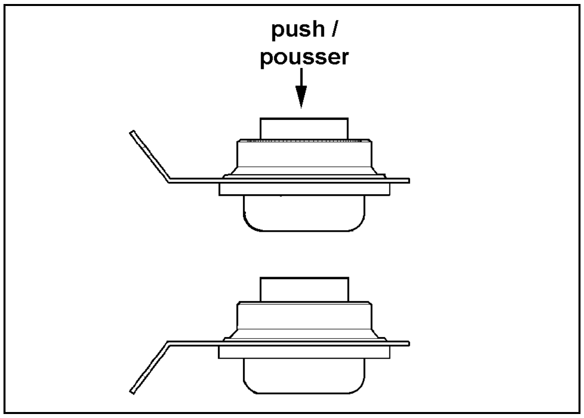


FIGURE 40: ENGINE COMPARTMENT LIGHT

8.7 LAVATORY LIGHT

The lavatory halogen lights are installed on ceiling. A microswitch, mounted in the door exterior frame, is activated by the door lock mechanism upon locking to energize the circuit. This switch is readily serviced by removing the two Phillips-head screws securing the mounting plate to the door exterior frame.

Proceed as follows to replace the bulb:

1. Unsnap the lamp with a flat head screwdriver and remove it.
2. Pull the defective bulb out of the socket.
3. Install the new bulb by pushing it in position.
4. Replace the lamp by snapping it back in place.

⚠ CAUTION ⚠
Do not touch halogen bulbs with bare hands as natural oils on skin will shorten bulb life span.

9. LIGHT BULB DATA

When replacing a light bulb, special attention must be paid to the voltage rating (refer to light bulb data hereafter).

NOTE
Exterior and interior lights can be 12 volts or 24 volts.

Application	Prevost part no.	Trade or SAE number	Watts or Candle Power	Volts	Qty
EXTERIOR LIGHTING					
Hi-beam	563092	H9	65 W	12	2
Low-beam	563092	H9	65 W	12	2
Low-beam Xenon (optional)	564477	D1S	35 W	12	2
Docking & cornering	930319	H9415	37.5 W	12	4
Fog	930361	H3	55 W	12	2
License plate (sealed)	930368	Led	.05 A	12	2
Side marker (red)	930340	Led	.06 A	12	2
Side marker (amber)	930341	Led	.06 A	12	10
Identification (red)	930334	Led	0.10 A	12	3
Identification (amber)	930337	Led	0.10 A	12	3
Clearance (red)	930334	Led	0.10 A	12	4
Clearance (amber)	930337	Led	0.10 A	12	4
Front directional (hazard and marker)	930409	Led	0.75 / 0.10 A	12	2
Rear directional	930365	Led	0.55 A	12	2
Stop	930366	Led	0.3 A	12	4
Back-up	930367	Sealed Unit	2.1 A	12	2
Center stop (high-mounted)	930330	Led	---	12	1
Tail	930366	Led	0.03 A	12	4
Exterior compartment (except engine)	562278	6429 (78207)	10 W	24	A R
Engine compartment	930383	Sealed Unit	2.1 A	12	2
INTERIOR LIGHTING					
Speedometer	560145	2721 M OSRAM	1 cp	24	2
Tachometer	560145	2721 M	1 cp	24	2
Turbo boost	561167	2721 M	3 W	24	1
Other instruments (1/unit)	560144	2721 MFX OSRAM	1.6 cp	24	A R

Application	Prevost part no.	Trade or SAE number	Watts or Candle Power	Volts	Qty
Step (VIP)	562278	6429	10 W	24	1
Step (Coaches)	830173	LED	0.7 W	12	3
Lavatory	561009	6423	5 W	24	1
Parcel rack	561553	313	1.6 cp	24	A R
Driver’s area	830176	Q20MR16	20 W	12	2
“EMERGENCY EXIT” decal	560601	456	2 cp	24	20
“LAVATORY OCCUPIED”	561166	1820	1.6 cp	24	2
“WATCH YOUR STEP”	561166	1820	1.6 cp	24	2
Aisle	563546	---	---	24	A R
Reading	563073	623	.37 A	24	A R
Fluorescent (In-Station)	830153	F32T8/SP41	32 W	---	A R
Lavatory	830176	Q20MR16	20 W	12	1
Destination sigh fluorescent	830080	F30T8CW4	30 W	---	1
Fluorescent (Indirect)	830152	F13T5/CW	13 W	---	---

10. SPECIFICATIONS

Battery

Make..Volvo
Model..20359831
Type..Maintenance-free
Terminal type..Top Stud
Group size..31
Volts..12
Load test amperage..290
Reserve capacity (minutes)..195

Cold cranking (in amps)
-At 0°F (-18°C)..950 (each battery)

Maximum dimensions (inches/mm)
-Length (including flange)..13.0/330,2
-Width..6.7/169,3
-Height (including top posts)..9.3/237,0
-Approximate weight (lbs/kg)..59/26,7

* *Battery tester cable clamps should be between terminal nuts and lead pads of terminals. If not possible, load value should be 210 amperes.*

Torque specifications

Battery cable to post..10-15 ft-lbf (13-20 N·m)
Battery cover..45-50 ft-lbf (5-6 N·m)

Alternator

Make..BOSCH
Series..T1

Hot output
-Amperes..140 at 25°C (AMBIENT)
-Volts..28
-Approximate rpm..6000
Ground..negative
Prevost Number..562752

Alternator

Make..BOSCH
Series..HD10

Hot output

Amperes .... 120 at 25°C (AMBIENT)

Volts 28.4

Power output .... 3 Kw

Ground .... negative

Prevost Number 564119

Battery equalizer

Make........ Vanner

Model........ 60-100D

Amperes .... 100 amps

Prevost Number 562542

Starter

Make........Mitsubishi Electric Corporation (MELCO)

Model Number........M009T82479

Type 105P70

Voltage 24

Prevost Number 510752

No-load test

-Volts 23.5

-Max. current draw ....125 amperes

-Min. rpm ....3000 rpm

Starter solenoid

Make........Mitsubishi Electric Corporation (MELCO)

Model Number........ 1115557

Pull In Voltage ....16 volts max.

IO-A Volvo multiplex module

Rated voltage .... 24 or 12 VDC

Operating voltage........ 9-32 V

Over voltage........35 V

Number of inputs........ 15

Number of outputs........ 6

Prevost number........ 565864

IO-B Volvo multiplex module

Rated voltage .... 24 or 12 VDC

Operating voltage........ 9-32 V

Over voltage .... 35 V
Number of inputs 10
Number of outputs 6
Prevost number 565865

CECM Volvo multiplex module

Rated voltage .... 24 VDC
Operating voltage .... 8-24 V
Over voltage .... 35 V
Number of inputs 10
Analog inputs 1
Number of outputs 16
Prevost number 563274

Master-ID Volvo multiplex module

Rated voltage .... 24 VDC
Operating voltage .... 18-32 V
Over voltage .... 36 V
Prevost number 563295

CONTENTS

ILLUSTRATIONS

1. DESCRIPTION

H3 Series vehicles may be provided with either an Allison automatic transmission or a ZF-Astronic transmission.

NOTE
Volvo D13 engines may only be provided with an Allison automatic transmission.

1.1 ALLISON AUTOMATIC TRANSMISSION

The B500 and B500R (with retarder) Transmission has 6 speeds with two top range (fifth and sixth) overdrives. Total coverage is determined by dividing the highest gear ratio by the lowest gear ratio. Total coverage expresses the transmission gear ratio versatility. Transmissions with larger total coverage number have a wider variety of available ratios.

An electronic control allows the transmission to shift at exactly the right point on the engine's fuel consumption curve for best economy. Early lockup maintains the highest possible mechanical efficiency through the closely-spaced gear steps, culminating in two overdrive ratios. This combination allows progressive shifting techniques, where engine speeds are reduced for higher efficiency and lower fuel consumption.

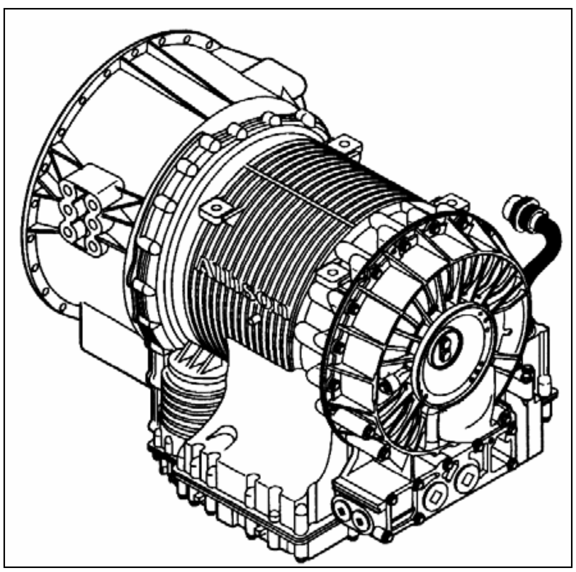


FIGURE 1: ALLISON TRANSMISSION 07075

Gear selection and torque converter modes are controlled by a microcomputer-based electronic transmission management system. It is fed information regarding throttle position, operator range selection, engine speed, turbine speed, transmission output speed and various system pressures from special electronic sensors.

With this information, it computes shift points and clutch pressures to meet immediate needs. Using closed loop adaptive logic, the electronic control looks at a number of parameters during the shift, and makes minute adjustments to match the shift to desired profile stored in its memory. It then looks at these adjustments and resets the parameters, which allow the transmission to quickly compensate for variations in load, terrain or environment and to adjust for clutch wear and engine power changes. A Diagnostic Data Reader can be connected to the electronic control unit to provide a self-check of all systems in the transmission. Five-digit trouble codes greatly reduce the time it takes to pinpoint potential problems. (Refer to paragraph *"9. TROUBLESHOOTING"* in this section).

1.1.1 Retarder (if applicable)

This optional auxiliary braking device for the automatic transmission is integrated into the basic envelope of the transmission and transmits its braking force directly to the propeller shaft. It requires no additional length and adds only 75 pounds (34 kg) of weight. Operation of the retarder is controlled electronically by the driver's use of the brake and/or by hand control lever.

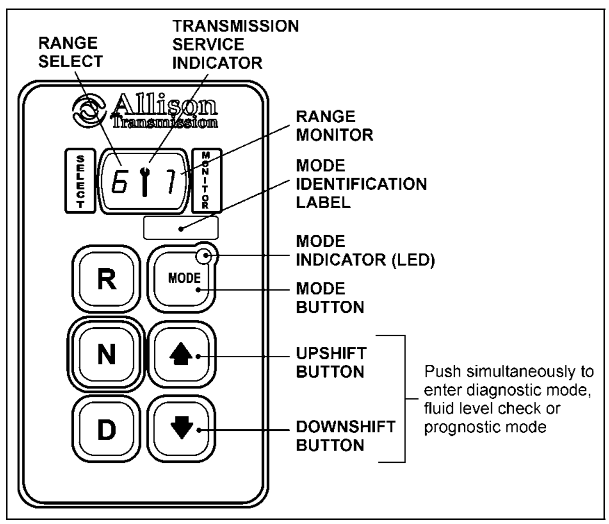


FIGURE 2: ALLISON PUSHBUTTON SHIFT SELECTOR
07135

When activated, fluid enters a cavity and provides resistance to the turning of rotor blades revolving with the output shaft. This effectively slows the vehicle to the point where the service brakes are needed only for final stopping. The retarder is fully modulated and is compatible with ABS.

1.2 ZF-ASTRONIC TRANSMISSION

The ASTRONIC gear shift system is a combination of an electro-pneumatically shifted constant-mesh gearbox and an automated dry clutch.

If the ASTRONIC transmission system is to be used, the vehicle must have an electronic engine control unit as well as CAN communication. Since the clutch is automated (clutch pedal no longer fitted), the driver no longer has to activate the clutch.

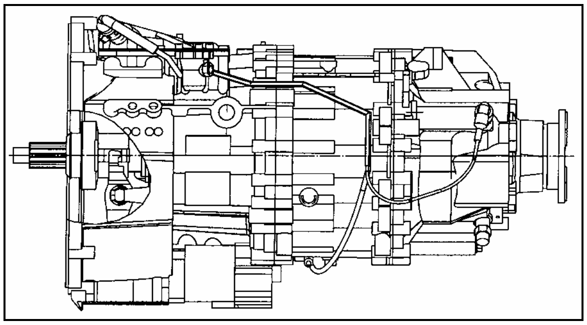


FIGURE 3: ZF-ASTRONIC TRANSMISSION 07078

The actual shift procedure is performed by the electronic transmission control unit. The driver has the option of driving the vehicle in both semi-automatic mode as well as fully automatically. When in semi-automatic mode, manual shifting with the range selector is made easier.

When in fully automatic mode, gears are selected and shifts made by the electronic control unit. The driver can still intervene if he wishes to. All system functions required are shown on the display, e.g. neutral, gear change, clutch overload and diagnosis information.

2. WELDING PROCEDURES

These procedures are intended only for vehicles equipped with transmission electronic controls. When frame or other welding is required on the vehicle, precautions are to be taken to protect the electronic control components. Refer to section 00: GENERAL INFORMATION, paragraph 3: "Precautions to be observed before welding" for complete procedure.

3. ALLISON TRANSMISSION MAINTENANCE

3.1 MANUAL FLUID LEVEL CHECK

To gain access to the dipstick, open the engine compartment rear doors; dipstick is located on the radiator side of the engine (Fig. 4).

Clean all dirt from around the end of the oil filler tube before removing the dipstick. Dirt or foreign matter must not be permitted to enter the oil system since it will cause valves to stick, undue wear of transmission parts, and clogged passages. Check the oil level using the procedures in Cold Check and Hot Check. Record any abnormal level on your *"Maintenance Records".*

WARNING

When checking the oil level, be sure that the parking brake and/or emergency brakes are set and properly engaged, and the wheels are chocked. Unexpected and possible sudden vehicle movement may occur if these precautions are not taken.

Special care must be taken not to touch the engine coolant tubing and/or exhaust pipe, since this could cause severe burns.

Do not wear loose clothing and, stay away from rotating parts during procedure; personal injury could occur.

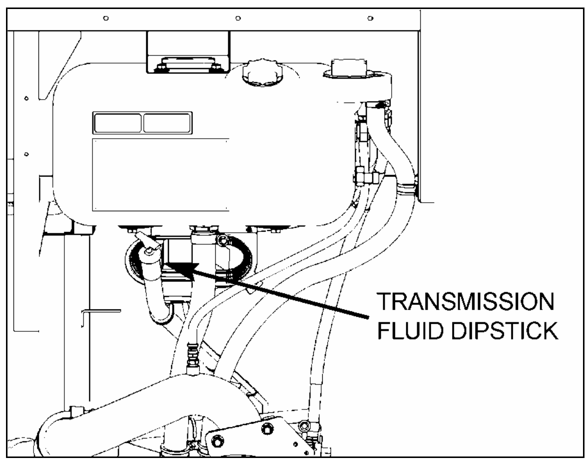


FIGURE 4: OIL LEVEL DIPSTICK (ALLISON) 01195

Always check the oil level reading at least twice when the engine is running. Consistency is important in maintaining the accuracy of the reading. If inconsistent readings persist, check the transmission breather to ensure it is clean and free of debris.

3.1.1 Cold Check

The purpose of the **Cold Check** is to determine if the transmission has enough fluid to be operated safely until a **Hot Check** can be made.

1. If the engine has been shut down for an extended period of time, park the vehicle on a level surface and apply the parking brake.

CAUTION

The oil level rises as sump temperature increases. DO NOT fill above the Cold Run band if the transmission oil is below normal operating temperature. During operation, an overfull transmission can become overheated, leading to transmission damage.

2. Run the engine at idle in «N» (Neutral) for about one minute.
3. Shift to «D» (Drive) and operate the engine for 30 seconds at 1000-1500 rpm; then shift to «R» (Reverse) to clear the hydraulic system of air.
4. Move the vehicle to a level surface, put transmission in «N» (Neutral), and set the parking brake.
5. Finally shift to Neutral (N) and allow the engine to idle (500 - 800 rpm).
6. While the engine is running, remove the dipstick from the tube and wipe it clean (Fig. 4). Insert the dipstick into the fill tube, pushing down until it stops.
7. Remove the dipstick and observe the fluid level. Repeat the check procedure to verify the reading. If the fluid on the dipstick is within the COLD CHECK band, the level is satisfactory for operating the transmission until the oil is hot enough to perform a **Hot Check**. If the fluid level **is not** within this band, add or drain fluid as necessary to bring the level within the COLD CHECK band.
8. Perform a **Hot Check** at the first opportunity after the normal operating temperature of 160ºF to 200ºF (71ºC to 93ºC) is attained.

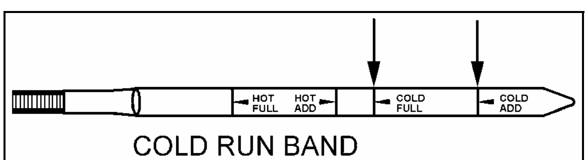


FIGURE 5: COLD CHECK 07050

CAUTION

DO NOT operate the transmission for extended periods of time until a **Hot Check** has verified proper fluid level. Transmission damage can result from extended operation at improper fluid level conditions.

CAUTION

Obtain an accurate fluid level by imposing the following conditions:

- Engine is idling (500-800 rpm) in «N» (Neutral).
- Transmission fluid is at normal operating temperature.
- The vehicle is on a level surface.

3.1.2 Hot Check

CAUTION

The oil **must be hot** to obtain an accurate check because the fluid level rises as temperature increases.

To perform a **Hot Check**, do the following:

1. The **Hot Check** can be performed when the transmission oil reaches the normal operating temperature (160ºF to 200ºF / 71ºC to 93ºC). The transmission oil temperature can be checked with the dashboard message center display (MCD) when selecting the Gauge Mode (refer to the ''Operator's Manual'' for added information).
2. Park the vehicle on a level surface and shift to «N» (Neutral). Apply the parking brake and allow the engine to idle (500 - 800 rpm).
3. Remove the dipstick from the tube and wipe it clean. Insert the dipstick into the fill tube, pushing down until it stops.
4. Remove the dipstick and observe the fluid level. The safe operating level is anywhere within the HOT RUN band on the dipstick. Repeat the check procedure to verify the reading.
5. If the level **is not** within this band, add or drain fluid as necessary to bring the level within the HOT RUN band.
6. Be sure fluid level checks are consistent. Check level more than once and if readings are not consistent, check to be sure the transmission breather is clean and not clogged. If readings are still not consistent,

contact your nearest Allison dealer or distributor.

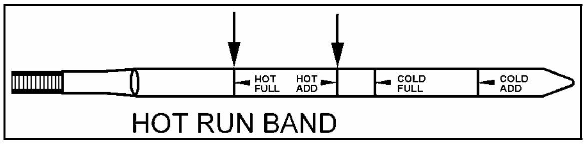


FIGURE 6: HOT CHECK 07049

> *NOTE*
>
> *The Cold Check is more appropriate for verifying the oil level after the first fill-up. In case of conflict, the Hot Check has priority over the Cold Check;* ***the fluid level check using the pushbutton shift selector has priority over the Hot Check.***

3.2 FLUID LEVEL CHECK USING THE PUSHBUTTON SHIFT SELECTOR

Oil level codes are obtained as follows:

1. Park vehicle on a level surface, select «N» (neutral) on the pushbutton shift selector and apply parking brake.
2. Press simultaneously the ⬆ (Up) and ⬇ (Down) arrow buttons once.
3. Oil level codes are displayed in 2 minutes (e.g. display will flash and 8, 7, 6, 5, ...; countdown will occur during the 2 minutes) once the following parameters are met:

- **Waiting time, vehicle must be stationary for at least 2 minutes to allow the oil to settle;**
- **Engine at idle;**
- **Oil at normal operating temperature, between 140°F (60°C) and 220°F (104°C);**
- **Transmission in «N» (Neutral);**
- **Transmission output shaft stopped;**
- **Oil level sensor present and working.**

After 2 minutes, the display will flash one of the codes shown below:

DISPLAY	INTERPRETATION
O L…O K	Oil level is correct
O L…L O… 1	Oil Level is LOw 1 quart
O L…L O… 2	Oil Level is LOw 2 quart
O L…L O… 3	Oil Level is LOw 3 quarts
O L…L O… 4	Oil Level is LOw 4 or more quarts
O L…H I… 1	Oil Level is HIgh 1 quart
O L…H I… 2	Oil Level is HIgh 2 quarts
O L…H I… 3	Oil Level is HIgh 3 or more quarts
O L… – (fc)	Oil Level is invalid. Source of invalid reading is defined by a two-character fault code (fc)

> *NOTE*
>
> *Note that the quantities LO 4 and HI 3 are the largest values displayed and that the actual variation in oil level may exceed these numbers.*

> *NOTE*
>
> *Failure to meet one of the above parameters will stop the two minute countdown. One of the codes shown hereafter will indicate the cause of the countdown interruption. Once all parameters are met, the countdown will continue from where it left off.*

If the fluid level check cannot be completed, an Invalid for Display fault is reported. This condition is reflected by the display of "OL", followed by "–", followed by one or two additional characters. The displayed characters define the cause of the fault, which may be either a system malfunction or an improper condition for conducting the check.

CODE	CAUSE OF FAULT CODE
OL…-…0X	Waiting period is not complete
OL…-…EL	Engine speed (rpm) too low
OL…-…EH	Engine speed (rpm) too high
OL…-…SN	N (neutral) must be selected
OL…-…TL	Sump oil temperature too low
OL…-…TH	Sump oil temperature too high
OL…-…SH	Output shaft rotation
OL…-…FL	Sensor failure

To exit the Oil Level Display Mode, press any range button: «R», «N» or «D» at any time.

3.2.1 Importance Of Proper Fluid Level

It is important that the proper fluid level be maintained at all times because the transmission fluid cools, lubricates, and transmits hydraulic power. If the fluid level is too low, the converter and clutches do not receive an adequate supply of fluid. If fluid level is too high, the fluid can aerate, causing the transmission to shift erratically or overheat.

3.2.2 Keeping Fluid Clean

Oil must be handled in clean containers, fillers, etc., to prevent foreign material from entering the transmission. Place the dipstick on a clean surface area while filling the transmission.

> **CAUTION**
>
> Containers or fillers that have been used to handle antifreeze or engine coolant must NEVER be used for handling transmission fluid. Antifreeze and coolant solutions contain ethylene glycol that, if introduced into the transmission, can cause the clutch plates to fail.

3.3 RECOMMENDED AUTOMATIC TRANSMISSION FLUID

Hydraulic fluids used in the transmission are important influences on transmission performance, reliability and durability. **Castrol TranSynd™ Synthetic Fluid** and **DEXRON-III®** and **DEXRON-VI®** fluids are recommended for on-highway applications.

- **TranSynd™** is a full synthetic transmission fluid developed by Allison Transmission and Castrol Ltd. This fluid meets Allison specifications for Severe Duty and Extended Drain Intervals. TranSynd™ is fully qualified to the Allison TES295 specifications and is available through Prevost Parts.

> *NOTE*
>
> *The prognostics package requires the use of TranSynd™ or an Allison approved TES-295 licensed fluid in the transmission and Allison High Capacity filters. If any other fluids or filters are used, Prognostic mode **must be disabled**. Prognostic information will not be accurate with any other fluids or filters and could result in missed maintenance activities resulting in transmission damage.*

- To be sure that a fluid is qualified for use in Allison transmission, check for the **DEXRON-III®** or **DEXRON-VI®** license numbers on the container or consult the lubricant manufacturer. Consult your Allison Transmission dealer or distributor before using other fluid types.

Customers may use TranSynd™/TES 295 equivalent and extend drain intervals. Equivalent TranSynd™ fluid must meet or exceed TES 295 requirements.

Customers may choose from a wide variety of approved non-TES 295 like Dexron-III®, Dexron-VI® or approved Schedule 1 TES-389 fluids.

The Transmission Fluid Operating Temperature Requirements table lists the minimum fluid temperatures at which the transmission may be safely operated without preheating. Preheat with auxiliary heating equipment or by running the equipment or vehicle with the transmission in «N» (Neutral) for a minimum of 20 minutes before attempting range operation.

Transmission Fluid Operating Temperature Requirements

Fluid type	Minimum operating temperature	
	Celsius	Fahrenheit
TranSynd™	-30	-22
DEXRON-VI®	-25	-13

> **CAUTION**
>
> Disregarding minimum fluid temperature limits can result in transmission malfunction or reduced transmission life.

> *NOTE*
>
> *The use of an arctic preheat kit is recommended at temperatures below -25ºF (-32ºC). If a preheat kit is not available, the TCM will restrict full operation until the sump temperature is increased.*

3.3.1 Oil Contamination

At each oil change, examine the drained oil for evidence of dirt or water. A nominal amount of condensation will emulsify during operation of the transmission. However, if there is evidence of water; check the cooler (heat exchanger) for other signs of leakage. This, however, may also indicate leakage from the engine oil system.

3.3.2 Metal Particles

Metal particles in the oil (except for minute particles normally trapped in the oil filter) indicate damage has occurred in the transmission. When these particles are found in the sump, the transmission must be disassembled and closely inspected to find the source. Metal contamination will require complete disassembly of the transmission and cleaning of all internal and external circuits, coolers, and all other areas where the particles could lodge.

CAUTION

If excessive metal contamination has occurred, replacement of the oil cooler and replacement of all bearings within the transmission is recommended.

3.3.3 Coolant Leakage

If engine coolant leaks into the transmission oil system, immediate action must be taken to prevent malfunction and possible serious damage. The transmission must be completely disassembled, inspected, and cleaned. All traces of the coolant contamination must be removed. Friction clutch plates contaminated with ethylene glycol must be replaced.

3.4 CONTROL SYSTEM PROGNOSTICS

The transmission control system includes the provision for the user to monitor various transmission operating parameters. Transmission operating parameters monitored by the prognostics feature are:

- Oil Life Monitor
- Filter Life Monitor
- Transmission Health Monitor

NOTE

The prognostics package requires the use of TranSynd™ or an Allison approved TES-295 licensed fluid in the transmission and Allison High Capacity filters. If any other fluids or filters are used, Prognostic mode ***must be disabled****. Prognostic information will not be accurate with any other fluids or filters and could result in missed maintenance activities resulting in transmission damage.*

Refer to TES 295 Approved Fluids list, found under the Service/Fluids heading on the home page of the Allison Transmission web site.

www.allisontransmission.com

When a specified threshold is detected for any of the serviceable conditions, the TRANSMISSION SERVICE indicator is illuminated to alert the operator. Failure to attend to the service condition and reset the TRANSMISSION SERVICE indicator within a defined operating period will result in illumination of the CHECK TRANS light on the dashboard telltale panel, indicating the increased probability that the service condition will develop into a more serious condition.

To access the Prognostic Mode functions, simultaneously press the ⬆ (Up) and ⬇ (Down) arrow buttons repeatedly. See the reference table at the end of this section.

3.4.1 Oil Life Monitor

The display message denotes the calculated remaining life of the transmission fluid. This value is based on the established life for the required baseline fluid, and then is continuously adjusted for cumulative effects of such operating parameters as operating time, retarder operation, output shaft revolutions and shift frequency.

Display: The display is a two-digit number, denoting percentage of the fluid life which remains. New fluid is displayed as 99%.

The TRANSMISSION SERVICE indicator will be illuminated, denoting a required change of transmission fluid, when the remaining fluid life reaches approximately 1–2 %. The indicator will be lit steadily upon each initialization of the TCM, and will remain on steady for approximately 1–2 minutes after the first selection of “D” (drive) range each time, until service is performed and the indicator is reset.

Failure to perform maintenance and reset the TRANSMISSION SERVICE indicator within a defined period will result in the illumination of the CHECK TRANS light on the dashboard telltale panel and diagnostic code P0897 Transmission Fluid at Limit will be set.

Reset: The TRANSMISSION SERVICE indicator can be reset by a message over the SAE J1939 communication interface, with the Allison DOC™ for PC diagnostic program, or by depressing and holding the MODE button for ten (10) seconds while the Oil Life Monitor function is displayed. It may also be reset by selecting N-D-N-D-N-R-N on the shift selector, pausing briefly (less than 3 seconds) between each selector movement, with the ignition on and the engine not running.

CAUTION

Required calendar-based oil & filter change intervals (based on month) still apply because Oil Life Monitor function cannot measure time while ignition power is OFF.

If the Oil Life Monitor function has not indicated the need for a fluid change before 60 month (five years) have passed, it will be necessary to change the fluid and filters per calendar requirements and reset the system.

3.4.2 Filter Life Monitor

The display message denotes operating status of the transmission main fluid filter, based on the measured pressure drop across the filter. The feature is not functional at transmission sump temperatures below 40 ºC (105 ºF). Both the main and lube filters **must be** changed when the TRANSMISSION SERVICE indicator shows the main filter should be changed.

Display: An acceptable filter life status is displayed as "OK". An unacceptable filter life status is displayed as "LO".

Once the programmed threshold for maximum filter pressure drop has been observed and verified, the diagnostic code P088A Transmission Filter At/Over Limit will be recorded to indicate that the filter has reached the end of its designed life. At the next initialization of the TCM, the TRANSMISSION SERVICE indicator will flash for approximately 1–2 minutes after the first selection of “D” (drive) range. Thereafter, the indicator will illuminate and flash upon each TCM initialization, continuing to flash for 1–2 minutes after the first selection of a drive range each time, until service is performed and the indicator is reset.

Failure to perform maintenance and reset the monitor after a calibration-defined number of warnings will result in the illumination of the CHECK TRANS light on the dashboard telltale panel and diagnostic code P088B will be recorded to indicate a highly deteriorated filter.

Reset: The feature will reset automatically when the main fluid filter has been changed and the pressure drop across the filter no longer exceeds the threshold value. A manual reset can be performed by depressing and holding the MODE button for ten (10) seconds while the Filter Life Monitor function is displayed. It may also be reset by selecting N-R-N-R-N-D-N on the shift selector, pausing briefly (less than 3 seconds) between each selector movement, with the ignition on and the engine not running.

3.4.3 Transmission Health Monitor

The display message denotes clutch life status, as determined by monitored changes and the calculated running clearance of the transmission clutches C1, C2, C3, C4 & C5.

Display: An acceptable clutch life status is displayed as "OK". An unacceptable clutch life status is displayed as "LO". The specific clutch(es) for which the function indicates "LO" cannot be identified with the shift selector. Allison DOC™ for PC-Service Tool displays clutch condition as OK or NOT OK for each clutch, C1 through C5.

The TRANSMISSION SERVICE indicator will be illuminated, indicating the need for clutch maintenance, when the remaining clutch life reaches approximately 10%, or if the running clearance exceeds a maximum value which may indicate a non-wear-related issue. Thereafter, the indicator will be lit upon each initialization of the TCM, and will remain on steady during all vehicle operation until service is performed and the indicator is reset.

Failure to perform maintenance and reset the monitor after a number of warnings will result in the illumination of the CHECK TRANS light on the dashboard telltale panel and diagnostic code P2789 Clutch Adaptive learning at Limit will be set.

Reset: The feature will reset automatically upon elimination of the clutch clearance condition which initiated it. The indicator can also be manually reset using the Allison DOC™ for PC diagnostics program if necessary.

The following table illustrates how to access Oil Level Check, Prognostics & Diagnostic Troubleshooting Codes functions on the Allison pushbutton shift selector.

⬆ (up) & ⬇ (down) arrow buttons pressed simultaneously	Description	SELECT	MONITOR
1st press	**Allison transmission oil level check**	" - "	" - "
	Other codes will be displayed		
2nd press	**Oil Life Monitor**	**" O "**	**" M "**
	Oil life remaining will range from 99% down to 00%	Some number from 9 to 0	Some number from 9 to 0
3rd press	**Filter Life Monitor**	**" F"**	**" M "**
	Present life of filter is OK	" O "	" K"
	Present life of filter is low	" L"	" O"
4th press	**Transmission Health Monitor**	**" O "**	**" K"**
	Shows "OK" until remaining life of one or more of the clutch(es) wear enough so that the programming changes	" O "	" K"
	One or more of the clutches C1 through C5 have worn enough to change the program	" L"	" O"
5th press	**Display of diagnostic codes**	**" d "**	**" 1"**
	Other codes will be displayed		

3.5 OIL AND FILTER CHANGE INTERVAL

3.5.1 Oil And Filter Change Interval With Prognostics Mode Disabled

Allison transmissions are factory fill with **Castrol TranSynd™** fluid. Oil change must be performed with the vehicle on a flat and level surface and with parking brake applied. Oil and oil filter change frequency is determined by the severity of service and operating conditions of the transmission and by the filter equipment installed. See *"TABLE 1, TABLE 2 or TABLE 3"* for oil and filter change intervals when PROGNOSTIC MODE is **disabled**. More frequent changes may be required when operations are subject to high levels of contamination or overheating. Filters must be changed at or before recommended intervals.

IMPORTANT NOTE
Allison Transmission recommends that customers use fluid analysis as the primary method for determining fluid change intervals. Many customers have a systematical annual transmission fluid change while, in many cases, fluid analysis could demonstrate that the transmission fluid is still in good condition and a fluid change is not required. In the absence of a fluid analysis program, the fluid change interval listed in TABLE 1, TABLE 2 & TABLE 3 should be used.

IMPORTANT NOTE
*Your transmission is equipped with **High Capacity filters**. High Capacity filters allow for increased fluid and filter change intervals in transmissions utilizing TES 295 approved fluid/TranSynd™. High Capacity filters eliminate the requirement of the initial 5000 miles (8000km) main filter change.* *Former Gold Series filter kits are completely cancelled and serviced with current High Capacity filter kits. However, if you are using stocked Gold Series filter kits with TES 295 approved fluid/TranSynd™, use TABLE 3 for oil and filter change intervals.*

TABLE 1

Recommended Fluid and Filter Change Intervals Using Dexron-III/ Dexron-VI/ Non-TranSynd™/ Non-TES 295 / Mixture							
Severe[3] Coaches or MTH equipped with retarder				General[4] Coaches or MTH without retarder			
	Filters				Filters		
Fluid	Main	Internal	Lube/ Auxiliary	Fluid	Main	Internal	Lube/ Auxiliary
12,000 Miles (20 000 km) 6 Months/ 500hrs	12,000 Miles (20 000 km) 6 Months/ 500hrs	Overhaul	12,000 Miles (20 000 km) 6 Months/ 500hrs	25,000 Miles 40 000 km 12 Months/ 1000hrs	25,000 Miles 40 000 km 12 Months/ 1000hrs	Overhaul	25,000 Miles (40 000 km) 12 Months/ 1000hrs

2 inch Control Module (1.75 approximately) – Requires High-Capacity Filter Kit Allison P/N 571709

TABLE 2

Recommended Fluid and Filter Change Intervals[1] Using 100% TranSynd™/TES 295 Approved Fluid[2]							
Severe[3] Coaches or MTH equipped with retarder				General[4] Coaches or MTH without retarder			
	Filters				Filters		
Fluid	Main	Internal	Lube/ Auxiliary	Fluid	Main	Internal	Lube/ Auxiliary
150,000 Miles (240 000 km) 48 Months/ 6000hrs	75,000 Miles (120 000 km) 36 Months/ 3000hrs	Overhaul	75,000 Miles (120 000 km) 36 Months/ 3000hrs	300,000 Miles (480 000 km) 48 Months/ 6000hrs	75,000 Miles (120 000 km) 36 Months/ 3000hrs	Overhaul	75,000 Miles (120 000 km) 36 Months/ 3000hrs

[1] Extended TrandSynd™/TES 295 fluid and filter change intervals are only allowed with Allison High-Capacity filters.

[2] Less than 100% concentration of TranSynd™/TES 295 approved fluid is considered a mixture and should utilize non-TES 295 change intervals. If the customer replaces non-TranSynd™/non-TES 295 fluid with TranSynd™/TES 295 equivalent, the change interval recommendations of non-TranSynd™/non-TES 295/mixture must be followed. Upon the next oil change, if the customer reinstall TranSynd™/TES 295 equivalent, the fluid & filter change recommendation outlined in 100% TES 295 approved fluids must be followed.

[3] Severe vocation= All retarder, On/Off highway, transit and intercity coach with duty cycle greater than one (1) stop per mile.

[4] General vocation= intercity coach with duty cycle less than or equal to one (1) stop per mile and all other vocations not listed in severe vocation.

TABLE 3

<table>
<tr><th colspan="8">Recommended Fluid and Filter Change Intervals Using 100% TranSyndTM/TES 295 Approved Fluid And Gold Series Filters</th></tr>
<tr><th colspan="4">Coaches or MTH equipped with retarder</th><th colspan="4">Coaches or MTH without retarder</th></tr>
<tr><th rowspan="3">Fluid</th><th colspan="3">Filters</th><th rowspan="3">Fluid</th><th colspan="3">Filters</th></tr>
<tr><th>Main</th><th rowspan="2">Internal</th><th rowspan="2">Lube/ Auxiliary</th><th>Main</th><th rowspan="2">Internal</th><th rowspan="2">Lube/ Auxiliary</th></tr>
<tr><th>Initial Break-in
5,000 miles
(8,000 km)
200hrs</th><th>Initial Break-in
5,000 miles
(8,000 km)
200hrs</th></tr>
<tr><td>50,000 Miles
(80 000 km)
24 Months/ 2000hrs</td><td>50,000 Miles
(80 000 km)
24 Months/ 2000hrs</td><td>Overhaul</td><td>50,000 Miles
(80 000 km)
24 Months/ 2000hrs</td><td>150,000 Miles
(240 000 km)
48 Months/ 4000hrs</td><td>50,000 Miles
(80 000 km)
24 Months/ 2000hrs</td><td>Overhaul</td><td>50,000 Miles
(80 000 km)
24 Months/ 2000hrs</td></tr>
</table>

3.5.2 Oil And Filter Change Interval With Prognostics Mode Enabled

Oil Life Monitor and Filter Life Monitor of the Prognostics mode provide indicators of required maintenance actions. They are designed to maximize fluid and filter utilization. **Prognostics enabled requires the use of 100% TranSynd™ or an Allison approved TES-295 transmission fluid and Allison High Capacity filters**. If any other fluids or filters are used, Prognostic mode **must be disabled**. Prognostic information will not be accurate with any other fluids or filters and could result in missed maintenance activities resulting in transmission damage.

IMPORTANT NOTE

The following schedule is to be used with Prognostics enabled.

100% concentration of TES-295 Allison approved fluids and Allison High Capacity Filters is ***required****. Less than 100% concentration of TES-295 Allison approved fluids are considered a mixture and shall not be used with Prognostics mode or this change schedule. Utilization of previous Non-TES 295 fluid/filter change intervals (Table 1) is required.*

	General or Severe Vocation
FLUIDS Prognostics enabled	Change fluid when indicated by TRANSMISSION SERVICE indicator or 60 month (five years) whichever occurs first. In addition, change filters with fluid.
FILTERS Prognostics enabled	Change filters (Main & Lube) when indicated by TRANSMISSION SERVICE indicator between fluid change or 60 month (five years) whichever occurs first.

3.5.3 Changing The Transmission Oil And Oil Filters

The procedure for changing the transmission oil and oil filters is as follows:

Drain

1. The transmission should be at an operating temperature of 160ºF (71ºC) to 200ºF (93ºC) when the oil is drained. This will ensure quicker and more complete fluid drainage.

NOTE

Remove transmission protective panel located underneath transmission for easier access.

2. Remove the drain plug from under the transmission (Fig. 7) and allow the oil to drain

into a suitable container. Check the condition of the oil as described previously.

3. To replace the integral filters, remove twelve bolts (6 on each cover), two filter covers, two O-rings, two square cut seals and the two filters from the bottom of the control module (Fig. 7).
4. To install filters, pre-lube and install the two O-rings, the two square cut seals followed by the filters (lube the O-ring in filter cartridge only) into the filter compartment. Index each filter/cover assembly to holes in channel plate/sump. Push the cover assembly in by hand to seat the seals.

CAUTION
Do not use bolts to draw the cover to sump. This can damage the cover, seal, or sump.

5. Install twelve bolts and both covers, and then tighten to 38-45 Ft-lbs (51-61 Nm).
6. Inspect the drain plug and O-ring. Replace if necessary. Reinstall the drain plug and tighten to 18-24 Ft-lbs (25-32 Nm).
7. Reinstall transmission protective panel.

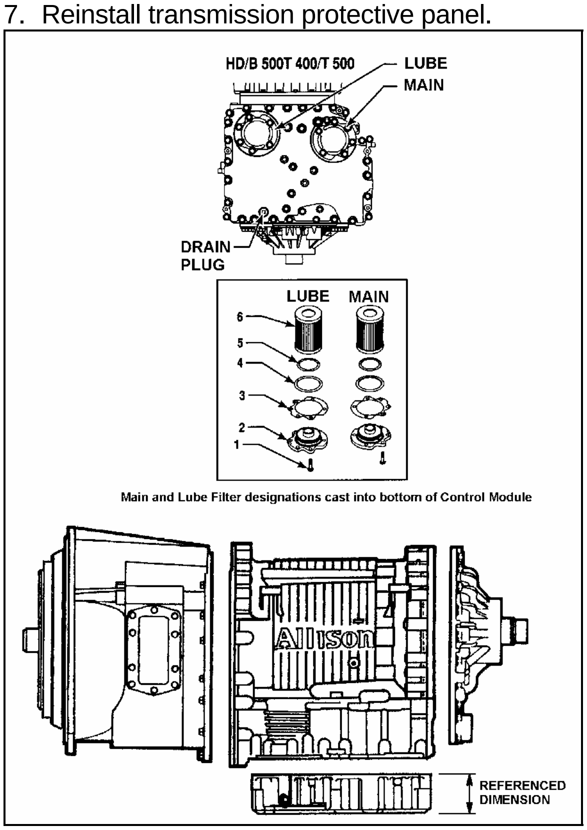


FIGURE 7: DRAIN PLUG AND FILTERS 07052

Fluid loss with filter change only

When changing main and lube filters at recommended intervals, approximate fluid loss for each filter as follows:

Main filter = 2 quarts (1.9 liters)
Lube filter =8 quarts (7.6 liters)

Refill transmission

The amount of refill fluid is less than the amount used for the initial fill. Fluid remains in the external circuits and transmission cavities after draining the transmission.

NOTE
Quantities listed below are approximations and do not include external oil cooler lines.

Using the oil level dipstick filler tube, refill with 24 US qts (23 liters) [28 US qts (26.5 liters) if equipped with retarder] and check the oil level using the **Fluid Level Check Using Pushbutton Shift Selector** procedure in this section.

4. ZF AS-TRONIC TRANSMISSION MAINTENANCE

The information needed for the removal /installation or maintenance of the ZF transmission is included in the documents annexed at the end of this section.

4.1 OIL CHANGE

Approximately 11 liters is needed for a complete oil change.

4.2 ZF AS-TRONIC / SACHS CLUTCH

Installation Procedure

Important Note:

The clutch hub splines, input shaft, release bearing, clutch fork, and clutch push rod ends all come pre-lubed from the factory.

- Clean the flywheel, clutch disc, and pressure plate surfaces, removing any grease prior to assembly.
- Slide the clutch disk onto the transmission input shaft to check for smooth engagement. Remove clutch disk.
- Apply a very thin coating of Optimol Olista Longtime synthetic grease to the transmission input shaft. Slide the clutch

disk along the full length of the input shaft to transfer grease to the clutch hub splines. Remove clutch disc, and remove any excess grease from the exterior of the clutch disc hub. **It is very important that no excess grease is left on the exterior of the clutch hub or clutch disk!**

- Install two temporary pilot studs (7/16-14, 3" long), placing them on the same diameter, 180^{o} apart. These are used to aid in the alignment of the clutch pressure plate.
- Verify that the pilot bearing is seated properly in the flywheel. Insert a clutch alignment tool (SAE 2" DIA, 10 Spline) through the clutch disc and into the pilot bearing. PLEASE NOTE: the direction matters – the large side of the hub should face the clutch pressure plate. The clutch disc hub should be marked "flywheel side" – this side should face the flywheel.
- Use the clutch alignment tool to keep the clutch disc in the proper position and align the clutch cover with the two studs. Push the cover in place in the direction of the flywheel and start installing the clutch bolts. Use Lock-Tite for each bolt. Install, but do not torque, the 10 bolts. Remove the two pilot studs and in their place install the remaining 2 bolts.
- When the bolts are hand tight, be sure that the clutch cover fits into the flywheel centering ring. Tighten each bolt a little at a time, in a crisscross pattern, until the pressure plate cover contacts the flywheel face. Once the cover has touched the face of the flywheel, torque the clutch bolts to 55 ft-lbs, again in a crisscross fashion.
- Remove the clutch alignment tool. If the installation was successful, it should slide out smoothly.
- Ensure that the release bearing retaining clip (located on the "fingers" of the pressure plate) is closed. Refer to figure 8.
- Remove the Clutch Inspection Cover from the bottom of the transmission.
- The transmission should have been shipped in gear. This will allow the installer to rotate the output shaft in order to align the input shaft with the clutch disc hub. If the transmission is in neutral, a "strap wrench" (with a rubber or leather strap) can be used to align the input shaft. Do not use a wrench of the "chain" variety, as damage to the input shaft may result. When aligned, push the transmission towards the engine. Be sure that the bell housing contacts the flywheel housing.
- **Warning!** Insure that the transmission moves in a straight line. It can very easily go off center relative to the clutch disc and pilot bearing.
- Insure that the bell housing interfaces evenly with the flywheel housing. Even surface contact should be attained before tightening bolts.
- Do not try to correct relative position of the bell housing and flywheel housing by pulling the transmission into place with the bell housing bolts. The transmission bell housing should seat into the flywheel housing freely.
- When the bell housing and flywheel housing surfaces and bolt holes are aligned, install the transmission bolts. Only hardened steel flat washers should be used, **SERRATED LOCK WASHERS ARE NOT ALLOWED**. Torque the transmission bolts to 55 lbf-ft in a crisscross fashion.
- From underneath, push the clutch release bearing forward (in the direction of flywheel) using the release fork. Use force to snap the bearing into the retaining clip located on the "fingers" of the pressure plate. The installer should be able to both hear and feel the bearing seat into place. Refer to figure 8.

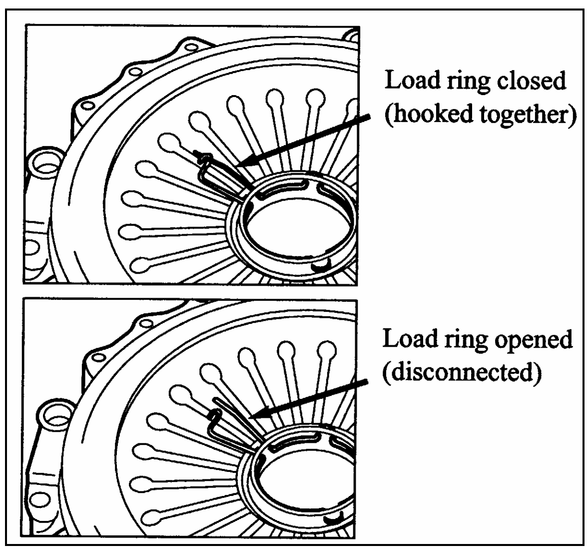


FIGURE 8: RELEASE BEARING RETAINING CLIP 07112

- Install the Clutch Actuator inspection cover.
- The clutch/transmission installation is now complete.

5. INSTALLATION OF ZF OR ALLISON TRANSMISSION BRACKETS

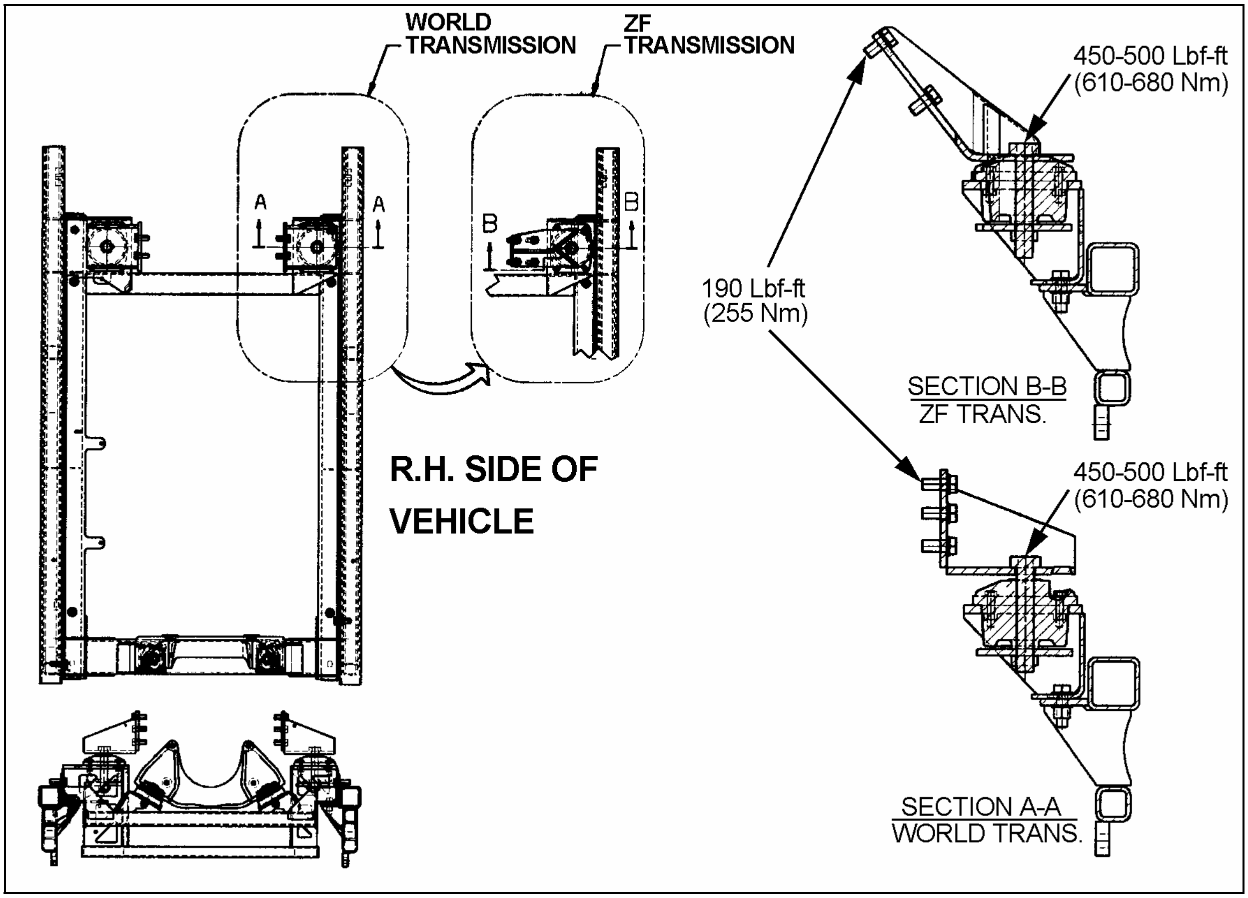


FIGURE 9: ZF OR ALLISON TRANSMISSION BRACKETS 07114

6. ALLISON TRANSMISSION REMOVAL

The following procedure deals with the removal of the Allison transmission without removing the power plant cradle from vehicle. The methods used to support the transmission and engine depend upon conditions and available equipment.

1. Select transmission's "NEUTRAL" position, apply parking brake, and then set battery master switch to the "OFF" position.
2. Jack up vehicle, then place safety supports underneath body.

> **CAUTION**
>
> Only the recommended jacking points must be used as outlined in Section 18, "BODY".

> *NOTE*
>
> *For more clearance between the tag axle and transmission, the tag axle may be unloaded and jacked up or retracted (if applicable).*

3. Remove engine splash guards and protective panels surrounding transmission.
4. Remove cross member from under transmission.
5. Remove the transmission drain plug and allow oil to drain. Inspect the drain plug washer and replace it if necessary. Reinstall the drain plug and tighten to 33-41 Lbf-ft (45-56 Nm) (see *"3.1.11 Oil and Filter Change"* in this section.

> **WARNING**
>
> It is better to drain oil when it is still warm. Avoid contact with oil since it can be very hot and cause personal injury.

6. Remove transmission dipstick and filler tube.
7. Disconnect propeller shaft from transmission and remove its safety guard. Refer to Section 09, *"PROPELLER SHAFT".*

8. Disconnect the two oil cooler hoses from transmission. Cover hose ends and fittings to prevent fluid contamination.

> **WARNING**
>
> A significant amount of oil may drain from oil lines when they are disconnected.

9. Disconnect all sensors on L.H. side of the transmission.
10. Disconnect main wiring harness.
11. Disconnect the air supply line (steel-braided hose) from retarder control valve (if applicable).
12. Remove any locking tie, clamp and bracket that may interfere with the removal of transmission.
13. Support transmission using a suitable transmission jack.

- **Detroit Diesel Series 60 Engine Only**

Remove the access plug from the flywheel housing on the R.H. side below starter. From access plug, remove the 12 converter-to-flexible plate attaching screws. Cranking the engine to gain access to the attaching screws may be done by turning the crankshaft pulley using a suitable adapter (fig. 10).

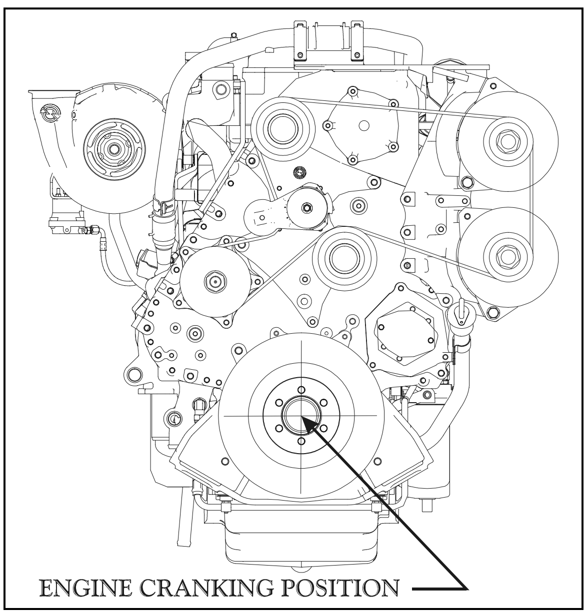


FIGURE 10: ENGINE CRANKING POSITION 01153

- **Volvo D13 Engine Only**

Remove starter motor located on engine L.H. side. Removing the starter motor will allow access to unfasten the 12 converter-to-flexible plate attaching screws. Remove the plug located below starter motor and install cranking tool (88800014). Cranking the engine to gain access to the attaching screws may be done by turning the cranking tool using a suitable adapter (fig. 11).

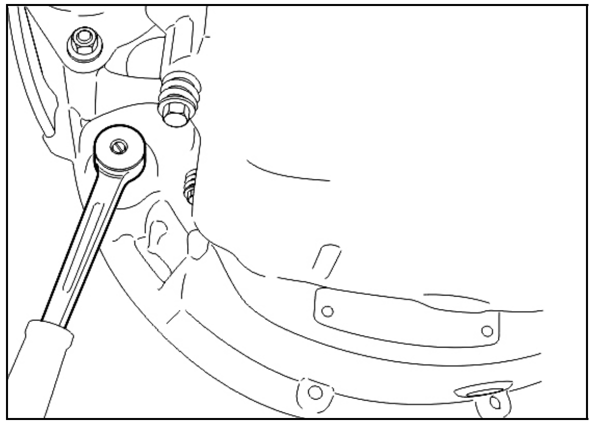


FIGURE 11: VOLVO ENGINE CRANKING POSITION

> **CAUTION**
>
> Do not rotate alternator shaft clockwise to avoid removing tension on belt.

14. Remove the 12 screws retaining the torque converter housing to the flywheel housing.

> **CAUTION**
>
> Make sure transmission-to-engine alignment is maintained when removing screws to avoid damaging torque converter housing.

15. Slowly pull transmission straight out to clear the engine.
16. Remove the transmission.

7. TRANSMISSION OIL COOLER REMOVAL

7.1 TRANSMISSION WITHOUT RETARDER

7.1.1 Detroit Diesel Series 60

Stop engine and allow engine to cool. Close both heater line shutoff valves (refer to Section 05 *''Cooling''*).

To drain the cooling system, proceed as per Section 05 *''Cooling''*, paragraph 5: Draining. If the cooling system is contaminated, flush system as per Section 05 *''Cooling''*, paragraph 7: Flushing.

1. Disconnect and remove the engine air intake duct mounted between the air cleaner housing and the turbocharger inlet.

CAUTION

To avoid damage to turbocharger, cover the turbocharger inlet opening to prevent foreign material from entering.

2. Disconnect the two transmission hoses from oil cooler. Cover hose ends and fittings to prevent fluid contamination (fig.12).

WARNING

A significant amount of oil may drain from oil lines when they are disconnected.

3. Unfasten the constant-torque hose clamps and remove the two hoses.

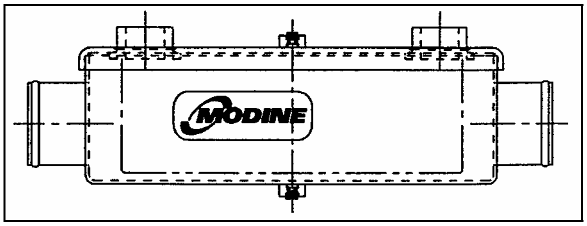


FIGURE 12: MODINE OIL COOLER 07072

4. Unscrew the four holding nuts and remove the U-bolts, remove the oil cooler from engine compartment.
5. Reinstall transmission oil cooler by using reverse procedure.

7.1.2 Volvo D13 engine

Stop engine and allow engine to cool. Close both heater line shutoff valves (refer to Section 05 *"Cooling"*).

To drain the cooling system, proceed as per Section 05 *"Cooling"*, paragraph 5: Draining. If the cooling system is contaminated, flush system as per Section 05 *"Cooling"*, paragraph 7: Flushing.

1. Remove the rear L.H. side tag axle wheel, then remove the rear L.H. side fender panel.
2. Disconnect the two transmission hoses from oil cooler. Cover hose ends and fittings to prevent fluid contamination (fig.12).

WARNING

A significant amount of oil may drain from oil lines when they are disconnected.

3. Unfasten the constant-torque hose clamps and remove the two hoses.
4. Unscrew the four holding nuts and remove the U-bolts, remove the oil cooler from engine compartment.
5. Reinstall transmission oil cooler by using reverse procedure.

7.2 TRANSMISSION WITH RETARDER

7.2.1 Detroit diesel series 60 engine

Stop engine and allow engine to cool. Close both heater line shutoff valves (refer to Section 05 *"Cooling"*).

1. To drain the cooling system, proceed as per Section 05 *"Cooling"*, paragraph 5: Draining. If the cooling system is contaminated, flush system as per Section 05 *"Cooling"*, paragraph 7: Flushing.
2. Disconnect and remove the engine air intake duct mounted between the air cleaner housing and the turbocharger inlet.

CAUTION

To avoid damage to turbocharger, cover the turbocharger inlet opening to prevent foreign material from entering.

3. Disconnect the transmission hoses from oil cooler. Cover hose ends and fittings to prevent fluid contamination.

WARNING

A significant amount of oil may drain from oil lines when they are disconnected.

4. Unfasten the constant-torque hose clamps and remove the two hoses.
5. Unscrew the holding bolts and nuts and remove the oil cooler from engine compartment.

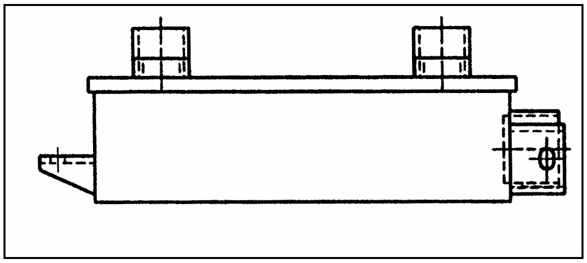


FIGURE 13: COOLER WITH RETARDER 07073

6. Reinstall transmission oil cooler by using reverse procedure.

7.2.2 Volvo D13 engine

Stop engine and allow engine to cool. Close both heater line shutoff valves (refer to Section 05 *''Cooling''*).

1. To drain the cooling system, proceed as per Section 05 *''Cooling''*, paragraph 5: Draining. If the cooling system is contaminated, flush system as per Section 05 *''Cooling''*, paragraph 7: Flushing.
2. Remove the rear L.H. side tag axle wheel, then remove the rear L.H. side fender panel.
3. Disconnect the transmission hoses from oil cooler. Cover hose ends and fittings to prevent fluid contamination.

WARNING

A significant amount of oil may drain from oil lines when they are disconnected.

4. Unfasten the constant-torque hose clamps and remove the two hoses.
5. Unscrew the holding bolts and nuts and remove the oil cooler from engine compartment.

8. CLEANING AND INSPECTION OF THE ALLISON TRANSMISSION

The exterior of the transmission should be cleaned and inspected at regular intervals. The length of service and severity of operating conditions will determine the frequency of such inspections. Inspect the transmission for:

1. Loose bolts (transmission and mounting components);
2. Oil leaks (correct immediately);
3. Loose, dirty, or improperly adjusted throttle sensor linkage;
4. Damaged or loose oil lines;
5. Worn or frayed electrical harnesses, improper routing;
6. Worn or out of phase drive line U-joint and slip fittings.

CAUTION

DO NOT pressure wash the transmission electrical connectors. Water and detergent will cause the contacts to corrode or become faulty.

8.1 BREATHER

The breather is located on the engine, flywheel side near the valve cover. It serves to prevent pressure build-up within the transmission and must be cleaned to keep the passage opened. The prevalence of dust and dirt will determine the frequency at which the breather requires cleaning. Use care when cleaning the engine. Spraying steam, water or cleaning solution directly at the breather can force the water or solution into the transmission. Always use care when removing the hose connector from transmission to prevent the entry of foreign matter.

9. ALLISON TRANSMISSION INSTALLATION

NOTE

For more clearance between the tag axle and transmission, the tag axle may be unloaded and jacked up, or retracted (if applicable).

- **Detroit Diesel Series 60 Engine Only**

With the access plug removed, align one of the 12 attaching screw holes in the flexible plate with the access opening (starter side).

- **Volvo D13 Engine Only**

With the starter motor removed, align one of the 12 attaching screw holes in the flexible plate with the access opening.

1. Place the transmission on a transmission jack.
2. Install a headless guide bolt into one of the 12 threaded holes for flexible plate attaching screws in the flywheel.

3. Lubricate the flywheel center pilot boss with molybdenum disulfide grease (Molycote G, or equivalent).
4. Raise transmission and position the flywheel pilot boss into the flexible plate adapter. Align the guide bolt previously installed in the flywheel with the flexible plate hole facing the access opening in the flywheel housing.

WARNING

Severe damages and/or personal injury can occur if transmission is not adequately supported.

5. Seat the transmission against the engine flywheel housing. NO FORCE IS REQUIRED. If interference is encountered, move the transmission away from engine, then investigate the cause.

CAUTION

The torque converter housing must be seated against the flywheel housing prior to tightening any screws. DO NOT USE SCREWS TO SEAT THE HOUSING.

6. Start all torque converter housing screws, and then tighten four of them gradually and in a criss-cross sequence around the housing. Tighten the 12 remaining screws. Recommended torque is between 42-50 Lbf-ft (57-68 Nm).
7. Remove the guide bolt through the access opening in the flywheel housing. Replace it with a self-locking screw, finger-tighten then start the remaining screws; tighten to 17-21 lbf-ft (23-28 Nm). Place a wrench on the crankshaft pulley attaching screw to turn the converter to gain access to the threaded holes.

- **Detroit Diesel Series 60 Engine Only**

Place a wrench on the crankshaft pulley attaching screw to turn the converter to gain access to the threaded holes.

Reinstall the access plug.

- **Volvo D13 Engine Only**

Remove the plug located below starter motor and install cranking tool (88800014). Crank the engine to gain access to the threaded holes by turning the cranking tool using a suitable adapter (Refer to fig. 11).

Reinstall starter motor and connect cables.

Reinstall access plug below starter motor.

8. Remove jack from under transmission.
9. Connect all sensors.
10. Connect the main wiring harness.
11. Connect the air supply line (steel-braided hose) to the retarder control valve (if applicable).
12. Connect the two transmission oil cooler hoses as they were previously.
13. Reinstall clamps and brackets, and replace locking ties previously removed during removal procedure.
14. Install propeller shaft and its safety guard. Refer to Section 09, *"PROPELLER SHAFT".*
15. Install transmission dipstick and filler tube.
16. Install cross member under transmission.
17. Install engine splash guards.
18. Adjust the retarder pressure to 80 ± 3 psi with the air pressure regulator. For more information refer to Section 12, *"BRAKE AND AIR SYSTEM*", under heading *"AIR PRESSURE REGULATOR".* The air pressure regulator is located at back of engine compartment, on R.H. side (Fig. 13) or in the R.H. side rear service compartment.
19. Make sure that the drain plug is in place, and then remove the transmission dipstick and pour approximately 24 US quarts (23 L) of automatic transmission fluid through the filler tube. Check and adjust oil level.

CAUTION

Do not overfill the transmission. Overfilling can cause oil aeration (milky appearance) and overheating. If overfilling occurs, drain oil as required to bring it to the proper level.

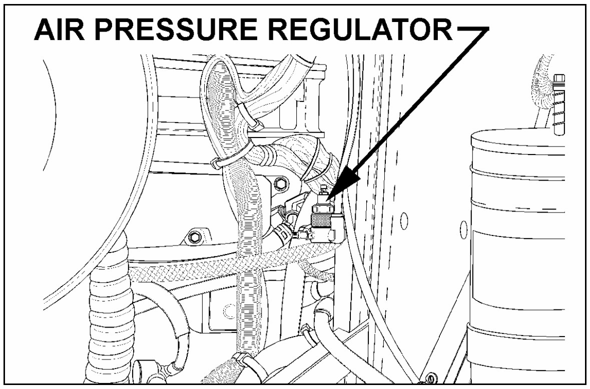


FIGURE 14: AIR PRESSURE REGULATOR (TYPICAL) 07037

10. ALLISON TRANSMISSION TROUBLESHOOTING

For complete information about Allison transmission troubleshooting, refer to ''Allison 4th Generation Controls – Troubleshooting Manual: 3000 and 4000 Product families (TS3989)".

10.1 4TH GENERATION TRANSMISSION CONTROL MODULE

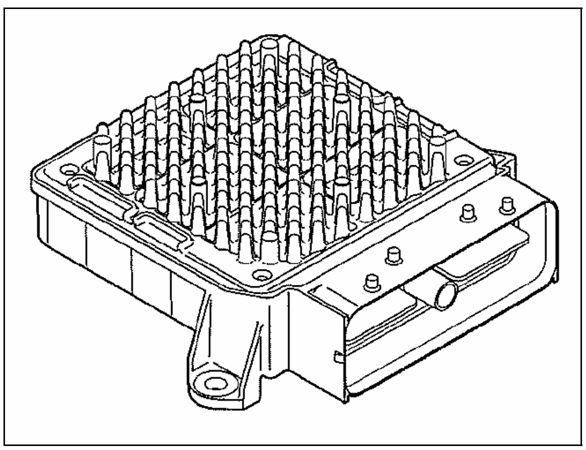


FIGURE 15: TRANSMISSION CONTROL MODULE 07140

The Allison transmission has a new Transmission Control Module (TCM) which involves specific diagnostic incident codes. The TCM unit is located in the coach main power compartment.

TCM Replacement

The TCM is a non-serviceable electronic device. When it fails, it must be replaced using the following procedure:

- Open the coach main power compartment in order to get access to the TCM;
- Remove the electrical cable connectors;
- Unscrew the TCM unit;
- Replace by reversing the procedure.

CAUTION
Place the battery master switch to the ''OFF'' position.

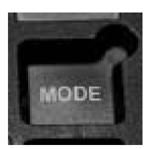
10.2 DIAGNOSTIC TROUBLESHOOTING CODES (DTC) — ALLISON 4TH GENERATION CONTROLS

Diagnostic codes (DTC) are numerical indications relating to a malfunction in transmission operation. These codes are logged in a list in the TCM memory with the most severe or most recent code listed first. A maximum of five codes (numbered d1 to d5) may be listed in memory at one time. As codes are added, the oldest inactive code is dropped from the list. If all codes are active, the code with the lowest priority that is not included on the severity list is dropped from the list.

Diagnostic codes (DTC) and code information may be accessed through the pushbutton shift selector or using an Allison DOC™ diagnostic tool.

The TCM separately stores the active and inactive codes. An active code is any code that is current in the TCM decision-making process. Inactive codes are codes that are retained in the TCM memory and will not necessary affect the TCM decision-making process. Inactive codes are useful in determining if a problem is:

- Isolated ;
- Intermittent ;
- Result from a previous malfunction.



The TCM may automatically delete a code from memory if it has not recurred. If the MODE INDICATOR (LED) is not illuminated, the displayed code is not active. An illuminated MODE INDICATOR (LED) during normal operation signifies secondary shift mode operation.

10.2.1 Diagnostic Codes – Allison 4th Generation Controls

When the diagnostic mode is entered, the first code (position d1) is displayed as follows:

Example: Code P0722

Displayed as: **d1**…**P**…**07**…**22**

The code list position is the first item displayed, followed by the DTC. Each item is displayed for about one second. The display cycles continuously until the next code list position is accessed by pressing the **MODE** button. The following example shows how DTC P0722 is displayed on the pushbutton shift selector.

SELECT	d	1	MONITOR
		P	
	0	7	
	2	2	

- d1 (code list position) – The position which a code occupies in the list. Positions are displayed as « d1 » through « d5 » (code list position 1 through code list position 5).
- P0722 (DTC) – The diagnostic troubleshooting code number referring to the general condition or area of fault detected by the TCM.

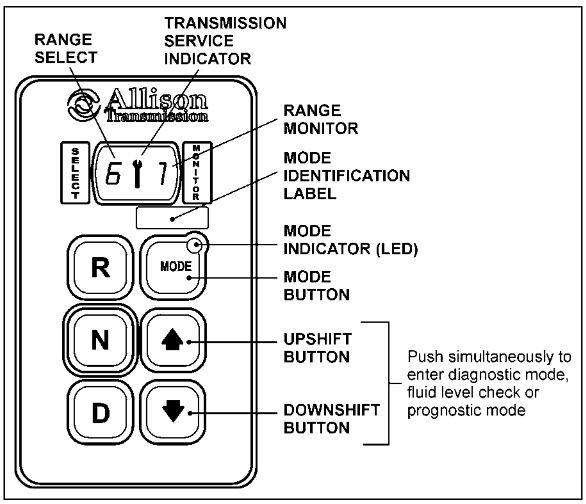


FIGURE 16: ALLISON PUSHBUTTON SHIFT SELECTOR

10.2.2 Diagnostic Code Display And Clearing Procedure – Allison 4th Generation Controls

Diagnostic codes can be read and cleared by two methods:

- Using an Allison DOC™ diagnostic tool. For specific instructions on how to use an Allison DOC™ diagnostic tool, refer to the User Guide.
- Using the pushbutton shift selector.

To begin the diagnostic process:

1. Bring the vehicle to a stop at a safe location.
2. Apply the parking brake.

To display stored codes:

1. Simultaneously press the ⬆ (Up) and ⬇ (Down) arrow buttons twice to access the Diagnostic Display Mode.

NOTE
To access the Oil Level Display Mode, simultaneously press the ⬆ *(Up) and* ⬇ *(Down)* arrow buttons *once. Consult paragraph: « ALLISON TRANSMISSION OIL LEVEL CHECK USING THE PUSHBUTTON SHIFT SELECTOR » at the end of this section.*

2. Observe the digital display for code (d1).
3. Press the MODE button to see the next code (d2) – repeat for subsequent codes (d3, d4 & d5).

NOTE
Be sure to record all codes displayed before they are cleared. This is essential for troubleshooting.

NOTE
The Diagnostic Display Mode can be entered for viewing codes at any speed. Codes can only be cleared when the output speed = 0 and no output speed sensor failure is active

Active indicators (MODE INDICATOR LED) and inactive codes can be cleared manually, while in the diagnostic display mode, after the condition causing the code is identified.

To clear active indicators and inactive codes:

1. While in Diagnostic Display Mode, press and hold the MODE button for 10 seconds to clear both active indicators and inactive codes.
2. Begin operating as normal. Have the transmission checked at the earliest opportunity by an Allison Transmission distributor or dealer.

NOTE
All active indicators are cleared at TCM power down. *Some codes will clear their active indicator when the condition causing the code is no longer detected by the TCM.*

The Diagnostic Display Mode can be exited by any of the following methods:

- Press simultaneously the ⬆ (Up) and ⬇ (Down) arrow buttons at the same time on the pushbutton shift selector.
- Press any range button «D», «N» or «R» on the pushbutton shift selector (the shift will be commanded if it is not inhibited by an active code).
- Wait until the calibrated time (approximately 10 minutes) has passed. The system will automatically return to the normal operating mode.
- Turn off power to the TCM (shut off the engine using the ignition key).

NOTE
If clearing a code while locked in a «D» (Drive) or «R» (Reverse) position (fail-to-range), the transmission will still be in «D» (Drive) or «R» (Reverse) when the clearing procedure is completed. «N» (Neutral) must be manually selected.

10.2.3 Diagnostic Code Response

The following responses are used in the "Diagnostic Troubleshooting Code List and Inhibited Operation Description" table to command safe operation when diagnostic codes are sent.

DNS - Do Not Shift Response

- Release lock up clutch and inhibit lock up operation.
- Inhibit all shifts.
- Turn *ON* the CHECK TRANS light.
- Display the range attained.
- Ignore any range selection inputs from the shift selector.

DNA - Do Not Adapt Response

The TCM stops adaptive shift control while the code is active.

SOL OFF - SOLenoid OFF Response

All solenoids are commanded *OFF* (turning solenoids “A” and “B” off electrically cause them to be on hydraulically).

RPR - Return to Previous Range Response

When the speed sensor ratio or C3 pressure switch test associated with a shift not successful, the TCM commands the same range as commanded before the shift.

NNC - Neutral No Clutches Response

When certain speed sensor ratio or C3 pressure switch tests are not successful, the TCM commands a neutral condition with no clutches applied.

10.2.4 Diagnostic Troubleshooting Codes (DTC) List - Allison 4th Generation Controls

DTC	Description	CHECK TRANS Light	Inhibited Operation Description
C1312	Retarder Request Sensor Failed Low	No	May inhibit retarder operation if not using J1939 datalink
C1313	Retarder Request Sensor Failed High	No	May inhibit retarder operation if not using J1939 datalink
P0122	Pedal Position Sensor Low Voltage	No	Use default throttle values. Freezes shift adapts.
P0123	Pedal Position Sensor High Voltage	No	Use default throttle values. Freezes shift adapts.
P0218	Transmission Fluid Over Temperature	No	Use hot mode shift schedule. Holds fourth range. TCC is inhibited. Freezes shift adapts.
P0561	System Voltage Performance		
P0562	System Voltage Low		
P0563	System Voltage High		
P0602	TCM Not Programmed	Yes	Lock in Neutral
P0610	TCM Vehicle Options (Trans ID) Error	Yes	Use TID A calibration
P0613	TCM Processor	No	All solenoids off
P0614	Torque Control Data Mismatch - ECM/TCM	Yes	Allows operation only in reverse and second range.
P0634	TCM Internal Temperature Too High	Yes	SOL OFF (hydraulic default)
P063E	Auto Configuration Throttle Input Not Present	Yes	Use default throttle values
P063F	Auto Configuration Engine Coolant Temp Input Not Present	No	None
P0658	Actuator Supply Voltage 1 (HSD1) Low	Yes	DNS, SOL OFF (hydraulic default)
P0659	Actuator Supply Voltage 1 (HSD1) High	Yes	DNS, SOL OFF (hydraulic default)
P0667	TCM Internal Temperature Sensor Circuit Range / Perform		
P0668	TCM Internal Temperature Sensor Circuit Low		
P0669	TCM Internal Temperature Sensor Circuit High		
P0701	Transmission Control System Performance		
P0702	Transmission Control System Electrical (TransID)	Yes	Use TID A calibration
P0703	Brake Switch Circuit Malfunction	No	No Neutral to Drive shifts for refuse packer. TCM inhibits retarder operation if a TPS code is also active.
P0708	Transmission Range Sensor Circuit High Input	Yes	Ignore defective strip selector inputs
P070C	Transmission Fluid Level Sensor Circuit – Low Input	No	None
P070D	Transmission Fluid Level Sensor Circuit – High Input	No	None
P0711	Transmission Fluid Temperature Sensor Circuit Performance	Yes	Use default sump temp
P0712	Transmission Fluid Temperature Sensor Circuit Low Input	Yes	Use default sump temp
P0713	Transmission Fluid Temperature Sensor Circuit High Input	Yes	Use default sump temp
P0716	Turbine Speed Sensor Circuit Performance	Yes	DNS, Lock in current range
P0717	Turbine Speed Sensor Circuit No Signal	Yes	DNS, Lock in current range
P0719	Brake Switch ABS Input Low	No	TCM assumes ABS is OFF
P071A	RELS Input Failed On	Yes	Inhibit RELS operation

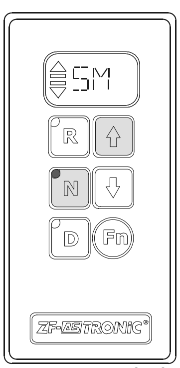
DTC	Description	CHECK TRANS Light	Inhibited Operation Description
P071D	General Purpose Input Fault	Yes	None
P0720	Output Speed Sensor Circuit		
P0721	Output Speed Sensor Circuit Performance	Yes	DNS, Lock in current range
P0722	Output Speed Sensor Circuit No Signal	Yes	DNS, Lock in current range
P0726	Engine Speed Sensor Circuit Performance	No	Default to turbine speed
P0727	Engine Speed Sensor Circuit No Signal	No	Default to turbine speed
P0729	Incorrect 6th Gear Ratio	Yes	DNS, Attempt 5th, then 3rd
P0730	Incorrect Neutral Gear ratio		
P0731	Incorrect 1st Gear ratio	Yes	DNS, Attempt 2nd, then 5th
P0732	Incorrect 2nd Gear ratio	Yes	DNS, Attempt 3rd, then 5th
P0733	Incorrect 3rd Gear ratio	Yes	DNS, Attempt 4th, then 6th
P0734	Incorrect 4th Gear ratio	Yes	DNS, Attempt 5th, then 3rd
P0735	Incorrect 5th Gear ratio	Yes	DNS, Attempt 6th, then 3rd, then 2nd
P0736	Incorrect Reverse Gear ratio	Yes	DNS, Lock in Neutral
P0741	Torque Converter Clutch System Stuck Off	Yes	None
P0776	Pressure Control Solenoid 2 Stuck Off	Yes	DNS, RPR
P0777	Pressure Control Solenoid 2 Stuck On	Yes	DNS, RPR
P0796	Pressure Control Solenoid 3 Stuck Off	Yes	DNS, RPR
P0797	Pressure Control Solenoid 3 Stuck On	Yes	DNS, RPR
P0842	Transmission Pressure Switch 1 Circuit Low	Yes	DNS, Lock in current range
P0843	Transmission Pressure Switch 1 Circuit High	Yes	DNS, Lock in current range
P0847	Transmission Pressure Switch 2 Circuit Low		
P0848	Transmission Pressure Switch 2 Circuit High		
P088A	Transmission Fluid Filter Deteriorated		
P088B	Transmission Fluid Filter Very Deteriorated		
P0880	TCM Power Input Signal	No	None
P0881	TCM Power Input Signal Performance	No	None
P0882	TCM Power Input Signal Low	Yes	DNS, SOL OFF (hydraulic default)
P0883	TCM Power Input Signal High	No	None
P0894	Transmission Component Slipping	Yes	DNS, Lock in first
P0960	Pressure Control Solenoid Main Mod Control Circuit Open	Yes	None
P0961	Pressure Control Solenoid (PCS) MM System Performance		
P0962	Pressure Control Solenoid Main Mod Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0963	Pressure Control Solenoid Main Mod Control Circuit High	Yes	None
P0964	Pressure Control Solenoid 2 (PCS2) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P0965	Pressure Control Solenoid (PCS) 2 System Performance		
P0966	Pressure Control Solenoid 2 (PCS2) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0967	Pressure Control Solenoid 2 (PCS2) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0968	Pressure Control Solenoid 3 (PCS3) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P0969	Pressure Control Solenoid (PCS) 3 System Performance		
P0970	Pressure Control Solenoid 3 (PCS3) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0971	Pressure Control Solenoid 3 (PCS3) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0973	Shift Solenoid 1 (SS1) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)

DTC	Description	CHECK TRANS Light	Inhibited Operation Description
P0974	Shift Solenoid 1 (SS1) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0975	Shift Solenoid 2 (SS2) Control Circuit Open	Yes	7-speed: Allow 2 through 6, N, R
P0976	Shift Solenoid 2 (SS2) Control Circuit Low	Yes	7-speed: Allow 2 through 6, N, R Inhibit TCC operation
P0977	Shift Solenoid 2 (SS2) Control Circuit High	Yes	7-speed: Allow 2 through 6, N, R
P0989	Retarder Pressure Sensor Failed Low	No	None
P0990	Retarder Pressure Sensor Failed High	No	None
P1739	Incorrect Low Gear Ratio	Yes	Command 2nd and allow shifts 2 through 6, N, R
P1891	Throttle Position Sensor PWM Signal Low Input	No	Use default throttle values
P1892	Throttle Position Sensor PWM Signal High Input	No	Use default throttle values
P2184	Engine Coolant Temperature Sensor Circuit Low Input	No	Use default engine coolant values
P2185	Engine Coolant Temperature Sensor Circuit High Input	No	Use default engine coolant values
P2637	Torque Management Feedback Signal (SEM)	Yes	Inhibit SEM
P2641	Torque Management Feedback Signal (LRTP)	Yes	Inhibit LRTP
P2670	Actuator Supply Voltage 2 (HSD2) Low	Yes	DNS, SOL OFF (hydraulic default)
P2671	Actuator Supply Voltage 2 (HSD2) High	Yes	DNS, SOL OFF (hydraulic default)
P2685	Actuator Supply Voltage 3 (HSD3) Low	Yes	DNS, SOL OFF (hydraulic default)
P2686	Actuator Supply Voltage 3 (HSD3) High	Yes	DNS, SOL OFF (hydraulic default)
P2714	Pressure Control Solenoid 4 (PCS4) Stuck Off	Yes	DNS, RPR
P2715	Pressure Control Solenoid 4 (PCS4) Stuck On	Yes	DNS, SOL OFF (hydraulic default)
P2718	Pressure Control Solenoid 4 (PCS4) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P2719	Pressure Control Solenoid (PCS) 4 System Performance		
P2720	Pressure Control Solenoid 4 (PCS4) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P2721	Pressure Control Solenoid 4 (PCS4) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P2723	Pressure Control Solenoid 1 (PCS1) Stuck Off	Yes	DNS, RPR
P2724	Pressure Control Solenoid 1 (PCS1) Stuck On	Yes	DNS, RPR
P2727	Pressure Control Solenoid 1 (PCS1) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P2728	Pressure Control Solenoid (PCS) 1 System Performance		
P2729	Pressure Control Solenoid 1 (PCS1) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P2730	Pressure Control Solenoid 1 (PCS1) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P2736	Pressure Control Solenoid 5 (PCS5) Control Circuit Open	Yes	Inhibit retarder operation
P2737	Pressure Control Solenoid (PCS) 5 System Performance		
P2738	Pressure Control Solenoid 5 (PCS5) Control Circuit Low	Yes	Allow 2 through 6, N, R. Inhibit retarder and TCC operation
P2739	Pressure Control Solenoid 5 (PCS5) Control Circuit High	Yes	Inhibit retarder operation
P2740	Retarder Oil Temperature Hot	No	None
P2742	Retarder Oil Temperature Sensor Circuit – Low Input	No	Use default retarder temp values
P2743	Retarder Oil Temperature Sensor Circuit – High Input	No	Use default retarder temp values
P2761	TCC PCS Control Circuit Open	Yes	Inhibit TCC operation
P2762	TCC PCS Control Circuit Range / Performance		
P2763	TCC PCS Control Circuit High	Yes	Inhibit TCC operation
P2764	TCC PCS Control Circuit Low	Yes	7-speed: Allow 2 through 6, N, R. Inhibit TCC operation
P2772	Four Wheel Drive Low Switch Circuit Performance		

DTC	Description	CHECK TRANS Light	Inhibited Operation Description
P278A	Kickdown Input Failed ON	No	Inhibit kickdown operation
P2793	Gear Shift Direction Circuit	Yes	Ignores PWM input from shift selector
P2808	Pressure Control Solenoid 6 (PCS6) Stuck Off	Yes	DNS, RPR
P2809	Pressure Control Solenoid 6 (PCS6) Stuck On	Yes	DNS, RPR
P2812	Pressure Control Solenoid 6 (PCS6) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P2813	Pressure Control Solenoid (PCS) 6 System Performance		
P2814	Pressure Control Solenoid 6 (PCS6) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P2815	Pressure Control Solenoid 6 (PCS6) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
U0001	Hi Speed CAN Bus Reset Counter Overrun (IESCAN)	No	Use default values, inhibit SEM
U0010	CAN BUS Reset Counter Overrun	No	Use default values, inhibit SEM
U0100	Lost Communications with ECM/PCM (J1587)	Yes	Use default values
U0103	Lost Communication with Gear Shift Module (Shift Selector) 1	Yes	Maintain range selected, observe gear shift direction circuit
U0115	Lost Communication with ECM	Yes	Use default values
U0291	Lost Communication with Gear Shift Module (Shift Selector) 2	Yes	Maintain range selected, observe gear shift direction circuit
U0304	Incompatible Gear Shift Module 1 (Shift Selector) ID	Yes	Ignore shift selector inputs
U0333	Incompatible Gear Shift Module 2 (Shift Selector) ID	Yes	Ignore shift selector inputs
U0404	Invalid Data Received From Gear Shift Module (Shift Selector) 1	Yes	Maintain range selected, observe gear shift direction circuit
U0592	Invalid Data Received From Gear Shift Module (Shift Selector) 2	Yes	Maintain range selected, observe gear shift direction circuit

11. ZF-ASTRONIC TRANSMISSION SYSTEM FAULTS AND ERROR MESSAGES

11.1 SYSTEM FAULTS (ERROR MESSAGES)



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If the "**SM**" symbol appears in the display, a system error has occurred.

- **Stop the vehicle**
- **Vehicle may no longer be driven**

Error messages and the reactions resulting from these errors can be deleted with the vehicle at a standstill and the "Ignition OFF". (Wait until the display goes out). If the display does not go out once the ignition has been turned "OFF", set the battery master switch to the **OFF** position.

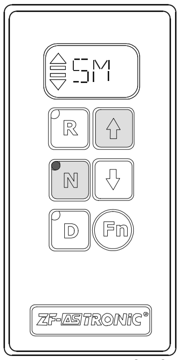
Switch the ignition back on. If the error message is still in place, the transmission has to be repaired. The transmission is inoperative. The vehicle will have to be taken to a service point. The error number(s) must be specified when the service point is contacted.

Calling up error numbers

07107

☞ Switch on ignition
☞Depress "**N**" key
☞ Hold down " ⇧ " key
☞ One or more error numbers appear on the display. These correspond to the errors presently active in the system.

Calling up error numbers from the error memory:



07107

☞ Switch on ignition

☞ Press "**N**" key and at the same time depress the foot-operated brake

☞ Hold down the foot-operated brake and depress and hold down "⇧" key

☞ The errors stored in the transmission ECU are shown on the display one after another.

ERROR CODES

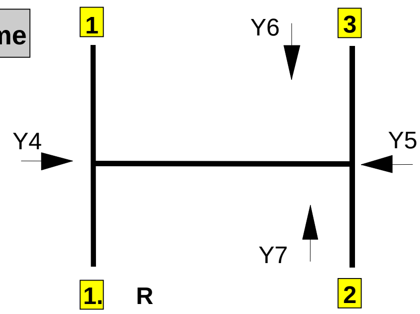
Remark to titles in table:

ZF fault number: defined by ZF.
Display SM-Symbol : (0=NO, 1=YES) Display shows "**SM**"(severe failure)
Warning lamp : (0=NO, 1=YES) Telltale panel warning lamp "**check trans**"(less severe failure)

Shift schemes of transmissions:

Y2 Splitter K2
Y3 Splitter K1
Y8 Range (GP) low
Y9 Range (GP)

10/12-Gear Scheme



ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
8, 7	8	161	Easy Start, Brake doesn't open completely
8, 14	8	162	Easy Start, Not Available
20,6	14	22	Short circuit to ground at output ACC (wakeup control signal for ZMTEC, keep alive signal for voltage doubler, and power signal for speed sensor #2)
20,5	14	54	Interruption at output ACC (wakeup control signal for ZMTEC, keep alive signal for voltage doubler, and power signal for speed sensor #2)
20,3	14	86	Short circuit to positive at output ACC (wakeup control signal for ZMTEC, keep alive signal for voltage doubler, and power signal for speed sensor #2)
21,2	15	127	Error on ECU temperature sensor signal
21,0	15	193	ECU temperature too high
31,3	1F	137	No range change group (GP) sensor signal (Short circuit to positive)
31,6	1F	138	No range change group (GP) sensor signal (Short circuit to ground)
31,5	1F	139	No range change group (GP) sensor signal (Interruption)
31,13	1F	140	Self adjustment error of range change group sensor in position fast
31,7	1F	159	Range-change group sensor signal leaves engaged position during driving
32,3	20	141	No splitter group (GV) sensor signal (Short circuit to positive)
32,6	20	142	No splitter group (GV) sensor signal (Short circuit to ground)
32,5	20	143	No splitter group (GV) sensor signal (Interruption)
32,13	20	144	Splitter group (GV) sensor self adjustment error
32,7	20	160	Splitter sensor signal leaves engaged position during driving

ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
33,14	21	107	Stabilised voltage supply at output AU (clutch sensor supply) too high or too low
33,13	21	117	Error in clutch self-adjustment process
33,2	21	124	Error on clutch travel signal
34,7	22	120	Mechanical failure of small clutch disengagement valve
34,7	22	121	Mechanical failure of large clutch disengagement valve
34,7	22	122	Mechanical failure of small clutch engagement valve
34,7	22	123	Mechanical failure of large clutch engagement valve
34,6	22	18	Short circuit to ground at output stage to small disengagement clutch valve
34,6	22	19	Short circuit to ground at output stage to small engagement clutch valve
34,6	22	20	Short circuit to ground at output stage to large disengagement clutch valve
34,6	22	21	Short circuit to ground at output stage to large engagement clutch valve
34,5	22	50	Interruption at output stage to small disengagement clutch valve
34,5	22	51	Interruption at output stage to small engagement clutch valve
34,5	22	52	Interruption at output stage to large disengagement clutch valve
34,5	22	53	Interruption at output stage to large engagement clutch valve
34,3	22	82	Short circuit to positive at output stage to small disengagement clutch valve
34,3	22	83	Short circuit to positive at output stage to small engagement clutch valve
34,3	22	84	Short circuit to positive at output stage to large disengagement clutch valve
34,3	22	85	Short circuit to positive at output stage to large engagement clutch valve
35,5	23	41	Interruption at output stage to Y9 (Valve Range)
35,3	23	73	Short circuit to positive at output stage to Y9 (Valve range)
35,6	23	9	Short circuit to ground at output stage to Y9 (Valve Range)
36,5	24	40	Interruption at output stage to Y8 (Valve Range)
36,3	24	72	Short circuit to positive at output stage to Y8 (Valve range)
36,6	24	8	Short circuit to ground at output stage to Y8 (Valve Range)
37,6	25	2	Short circuit to ground at output stage to Y2 (Valve Splitter)
37,5	25	34	Interruption at output stage to Y2 (Valve Splitter)
37,3	25	66	Short circuit to positive at output stage to Y2 (Valve Splitter)
38,6	26	3	Short circuit to ground at output stage to Y3 (Valve Splitter)
38,5	26	35	Interruption at output stage to Y3 (Valve Splitter)
38,3	26	67	Short circuit to positive at output stage to Y3 (Valve Splitter)
39,5	27	36	Interruption at output stage to Y4 (Valve Select)
39,6	27	4	Short circuit to ground at output stage to Y4 (Valve Select)
39,3	27	68	Short circuit to positive at output stage to Y4 (Valve Select)

ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
40,5	28	38	Interruption at output stage to Y6 (Valve Shift)
40,6	28	6	Short circuit to ground at output stage to Y6 (Valve Shift)
40,3	28	70	Short circuit to positive at output stage to Y6 (Valve Shift)
43,2	2B	175	Error on ”Ignition lock” signal (terminal 15)
48,3	30	129	No shift sensor signal (Short circuit to positive)
48,6	30	130	No shift sensor signal (Short circuit to ground)
48,5	30	131	No shift sensor signal (Interruption)
48,13	30	132	Self adjustment error of shift sensor
48,7	30	157	Selector sensor signal leaves position during driving
48,7	30	158	Engage sensor signal leaves engaged position during driving
50,5	32	37	Interruption at output stage to Y5 (Valve Select)
50,6	32	5	Short circuit to ground at output stage to Y5 (Valve Select)
50,3	32	69	Short circuit to positive at output stage to Y5 (Valve Select)
51,5	33	39	Interruption at output stage to Y7 (Valve Shift)
51,6	33	7	Short circuit to ground at output stage to Y7 (Valve Shift)
51,3	33	71	Short circuit to positive at output stage to Y7 (Valve Shift)
54,6	36	17	Short circuit to ground at output stage to Y1 (inertia brake valve)
54,5	36	49	Interruption at output stage to Y1 (inertia brake valve)
54,3	36	81	Short circuit to positive at output stage to Y1 (inertia brake valve)
55,7	37	114	Clutch engaged unintentionally at standstill, gear engaged
55,7	37	118	Clutch does not disengage
55,7	37	119	Clutch does not engage / does not transmit engine torque
56,7	38	145	Range change group (GP) disengagement error
56,7	38	146	Changeover error during range change group (GP) shifting
56,7	38	147	Range change group (GP) does not engage
57,2	39	108	Error in shift lever
57,14	39	110	ZF CAN timeout (can also means shift lever error through ZMP06400.hex)
58,7	3A	154	Main transmission gear does not disengage
58,7	3A	155	Main transmission gear does not engage
58,7	3A	156	Wrong gear shifting
59,7	3B	151	Selector cylinder does not disengage
59,7	3B	152	Change over error during gate selection procedure
59,7	3B	153	Selector cylinder does not engage
60,3	3C	133	No gate select sensor signal (Short circuit to positive)

ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
60,6	3C	134	No gate select sensor signal (Short circuit to ground)
60,5	3C	135	No gate select sensor signal (Interruption)
60,13	3C	136	Gate select sensor self adjustment error
61,7	3D	148	Splitter (GV) does not disengage
61,7	3D	149	Change over error during splitter shifting
61,7	3D	150	Splitter (GV) does not engage
63,14	3F	100	Error on output speed signal 2
106,0	6A	125	Error on pressure reduction valve
106,14	6A	126	Error on pressure sensor signal
150,14	96	59	Acknowledge fault of PTO 1
150,14	96	60	Acknowledge fault of PTO 2
150,7	96	61	Disengagement fault of PTO 1
150,7	96	62	Disengagement fault of PTO 2
150,7	96	63	Engagement fault of PTO1
150,7	96	64	Engagement fault of PTO2
151,14	97	102	Plausibility error between transmission input speed and output speed
152,6	98	10	Short circuit to ground at output stage to Y10 (Main valve)
152,5	98	42	Interruption at output stage to Y10 (Main valve)
152,3	98	74	Short circuit to positive at output stage to Y10 (Main valve)
153,14	99	-	Error on ISO 14320 communications line
154,14	9A	101	Error on both output speed signals
161,14	A1	98	Error on transmission input speed signal
177,2	B1	128	Error on oil temperature sensor signal
191,14	BF	194	Both sources of vehicle speed are faulty
191,14	BF	99	Error on output speed signal 1
230,14	E6	166	Permanent idle signal
230,1	E6	168	No idle signal or error on ”idle signal switch” signal (EEC2)

ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
4			
230,14	E7	103	Error on ”Wheel-based vehicle speed” signal (CCV
231,7	E7	163	Engine does not react on torque intervention
231,14	E7	164	Error on ”Drivers demand engine percent torque” (EEC1)
231,14	E7	165	Error on ”Accelerator pedal position” (EEC2)
231,14	E7	167	Error on ”Percent load at current speed” signal (EEC2)
231,14	E7	171	Error on ”Actual engine percent torque” signal (EEC1)
231,14	E7	172	Permanent engine brake request signal
231,14	E7	173	Error on ”Brake switch” signal (CCVS)
231,14	E7	177	System-CAN Busoff error
231,11	E7	178	CAN error frames
231,11	E7	179	CAN queue overrun
231,14	E7	180	CAN EEC1 timeout
231,14	E7	181	CAN EEC2 timeout
231,14	E7	182	CAN CCVS timeout
231,14	E7	183	CAN ERC1_ER timeout
231,14	E7	197	Error on "Front axle speed" (WSI)
231,14	E7	198	Error on "Relative wheel speeds" (WSI)
231,14	E7	199	CAN WSI timeout
231,14	E7	26	CAN engine configuration timeout
231,14	E7	27	Error on ”engine configuration message” (engine configuration)

ON MESSAGES CENTER DISPLAY (MCD) SAE-J1587 Codes	ON SHIFT SELECTOR DISPLAY	ISO CODES WITH TESTMAN TOOL	DESCRIPTION
231,14	E7	31	Error on ”Actual engine retarder - percent torque” signal (ERC1_ER)
231,14	E7	32	Error on ”Engine retarder configuration message” (Engine retarder configuration)
231,14	E7	33	CAN ”Engine retarder configuration” timeout
231,14	E7	91	CAN EBC1 timeout
231,14	E7	92	Error on ”ABS active” signal (EBC1)
231,14	E7	93	Error on ”ASR engine control active” signal (EBC1)
231,14	E7	94	Error on ”ASR brake control active” signal (EBC1)
231,14	E7	95	Error on ”Cruise control active” signal (CCVS)
231,14	E7	96	Error on ”Cruise control set speed” (CCVS)
231,14	E7	97	Error on ”Engine speed” signal (EEC1)
-	EE	-	Communication error between GS3 and ZMTEC on display line
248,6	F8	25	Short circuit to ground at output SD to display
248,3	F8	89	Short circuit to positive at output SD to display

12. SPECIFICATIONS

ALLISON AUTOMATIC TRANSMISSION WITH OR WITHOUT RETARDER

H3 Buses
Gross input power (maximum)....500 HP (335 kW)
Gross input torque (maximum) ....1525 Lbf-ft (2068 Nm)
Rated input speed (minimum-maximum) ....1600-2300 rpm
H3-45 VIP
Gross input power (maximum)....525 HP (392 kW)
Gross input torque (maximum) ....1650 Lbf-ft (2237 Nm)
Rated input speed (minimum-maximum) ....1600-2300 rpm

Mounting:
Engine....SAE #1 flywheel housing, flex disk drive

Torque converter:
Type .... One stage, three element, polyphase
Stall torque ratio ....TC 551-1.8
Lockup clutch with torsional damper .... Integral/standard

Gearing:
Type .... Patented, constant mesh, helical, planetary

Ratio:
First 3.51:1
Second....1.91:1
Third....1.43:1
Fourth....1.00:1
Fifth 0.74:1
Sixth 0.64:1
Reverse 4.80:1

Ratio coverage:
6 speed 5.48:1

- **Gear ratios do not include torque converter multiplication.**

Oil System:
Oil type....TRANSYND, DEXRON-III, DEXRON-VI
Capacity (excluding external circuits) ....Initial fill 47 US qts (45 liters)
Oil change.... 24 US qts (23 liters)
Oil change (with retarder).... 27.6 US qts (26.5 liters)

Oil Filters:
Make .... Allison Transmission
Type .... Disposable cartridge
Prevost part number (2-filters replacement kit) 571709

CONTENTS

ILLUSTRATIONS

1. PROPELLER SHAFT

1.1 DESCRIPTION

The propeller shaft transmits power from the transmission to the differential (Fig. 1). Refer to paragraph *"6. SPECIFICATIONS"* at the end of this section for propeller shaft length. The propeller shaft is "Dana 1810" type with tubular shafts. It is provided with two heavy-duty universal joints (Fig. 1).

The propeller shaft has a full round end yoke at one end and a half round end yoke at the other end. The tube yoke is connected to the differential by the full round end yoke with four needle bearings.

The other extremity (slip yoke assembly) is connected to the transmission by the half round end yoke with two needle bearings.

Furthermore, a slip joint on the propeller shaft compensates for variations in distance between the transmission and the differential, or between the output retarder (optional on the automatic transmission) and differential.

The rise and fall of the drive axle bring about these variations as the vehicle passes over uneven surfaces. The slip joint also eases removal of the transmission or the drive axle.

2. REMOVAL, DISASSEMBLY, REASSEMBLY AND INSTALLATION

Refer to *"SPICER UNIVERSAL JOINTS AND DRIVESHAFTS"* annexed to this section, under headings *"Heavy Duty - removal, disassembly, reassembly and installation".*

Where applicable:

- Remove or install propeller shaft safety guard.
- Screw bolts to the specified torque (Fig. 1).

Note: *Disregard the procedure on "Lock straps" mentioned in the "Spicer Universal Joints and Driveshafts Manual".*

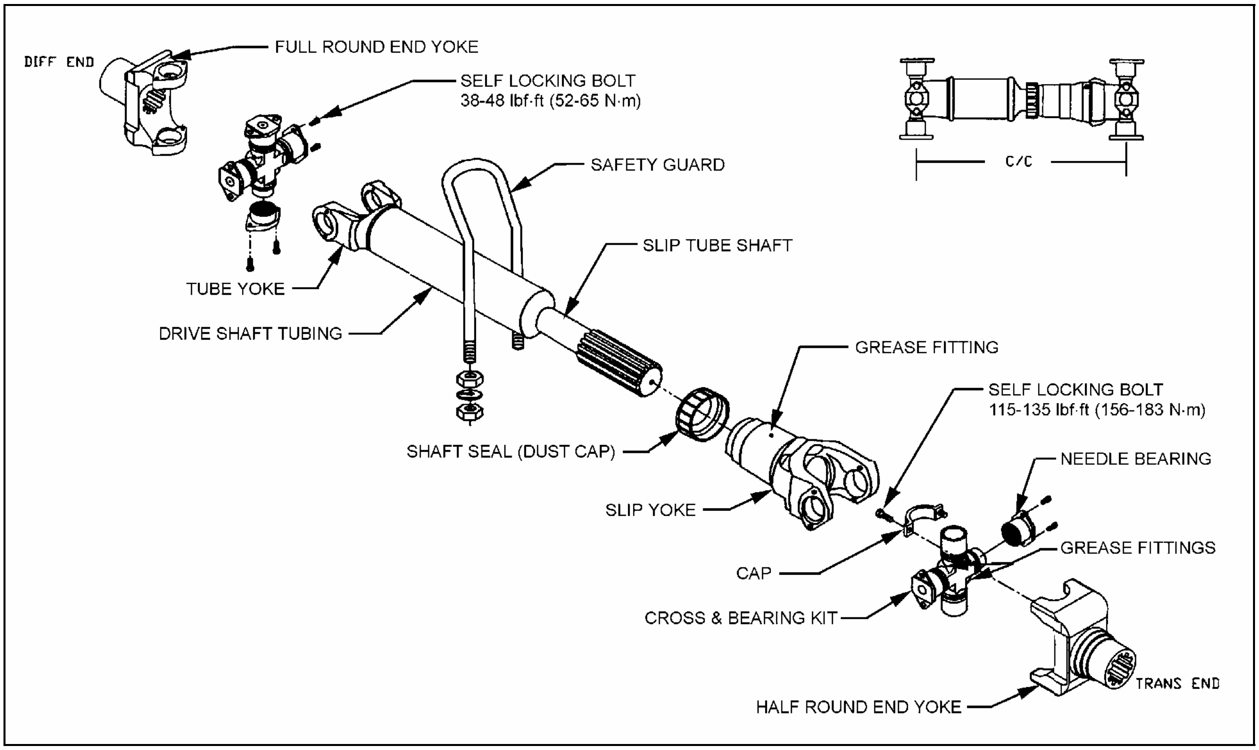


FIGURE 1: PROPELLER SHAFT ASSEMBLY 09003

3. CLEANING, INSPECTION AND LUBRICATION

3.1 CLEANING AND INSPECTION

Thoroughly clean grease from bearings, journal, lubricating grease fittings and other parts. Needle bearing assemblies may be soaked in a cleaning solution to soften hard grease particles. It is extremely important that bearing assemblies be absolutely clean and blown out with compressed air, since small particles of dirt or grit can cause rapid bearing wear. Do not attempt to disassemble needle bearings.

Bearing journal areas should be inspected for roughness or grooving. If light honing does not remove roughness, the entire bearing assembly should be replaced. Excessive wear of the needle bearing is indicated if the needles drop out of the retainer, or if marks are present on the journal bearing surface. In such case, replace bearing assembly. Finally, inspect yokes for cracks, wear or distortion.

Note: *Repair kits are available for overhaul of the propeller shaft assembly. Refer to the paragraph "6. Specifications" of this section.*

3.2 LUBRICATION

Lubricate propeller shaft universal joints and slip yoke periodically, every 6,250 miles (10 000 km) or twice a year, whichever comes first. Apply grease gun pressure to the lube fitting. Use a good quality lithium-base grease such as: NLGI No.2 (suitable for most temperatures) or NLGI No.1 (suitable for extremely low temperatures). Refer to "Spicer Universal Joints and Driveshafts, Service Manual", under heading, "Inspection and Lubrication". See lubrication procedures for U-joints and lubrication for slip splines.

Note: *Do not assume that bearing cavities have been filled with new grease unless it has expelled around all seals.*

4. EXPLANATION OF COMMON DAMAGES

1. Cracks: Stress lines due to metal fatigue. Severe and numerous cracks will weaken the metal until it breaks.

2. Galling: Scraping off of metal or metal displacement due to friction between surfaces. This is commonly found on trunnion ends.

3. Spalling (surface fatigue): Breaking off of chips, scales, or flakes of metal due to fatigue rather than wear. It is usually found on splines and U-joint bearings.

4. Pitting: Small pits or craters in metal surfaces due to corrosion. If excessive, pitting can lead to surface wear and eventual failure.

5. Brinelling: Surface wear failure due to the wearing of grooves in metal. It is often caused by improper installation procedures. Do not confuse the polishing of a surface (false brinelling), where no structural damage occurs, with actual brinelling.

6. Structural Overloading: Failure caused by a load greater than the component can stand. A structural overload may cause propeller shaft tubing to twist under strain or it may cause cracks or breaks in U-joints and spline plugs.

5. TROUBLESHOOTING

Refer to *"Spicer Service Manual - Universal Joints and Driveshafts"* under heading *"Troubleshooting".*

6. SPECIFICATIONS

PROPELLER SHAFT

H3 VEHICLES EQUIPPED WITH AN AUTOMATIC WORLD TRANSMISSION

Make .... Hayes-Dana Inc.
Series 1810
Supplier number 819325-1900
Prevost number 580069

H3 COACHES EQUIPPED WITH ZF TRANSMISSION

Make .... Hayes-Dana Inc.
Series 1810
Supplier number 816688-1400
Prevost number 580081

Repair kits

Make .... Hayes-Dana Inc.
U-joint kit (tube yoke), Supplier number 5-281X
U-joint kit (tube yoke), Prevost number 580043
U-joint kit (slip yoke), Supplier number 5-510X
U-joint kit (slip yoke), Prevost number 580062
Cap and bolt kit, bolt torque 115-135 lbf•ft (156-183 N•m), Supplier number 6.5-70-18X
Cap and bolt kit, bolt torque 115-135 lbf•ft (156-183 N•m), Prevost number 580063
Bolts kit, bolt torque 38-48 lbf•ft (52-65 N•m), Supplier number 6-73-209
Bolts kit, bolt torque 38-48 lbf•ft (52-65 N•m), Prevost number 580071

Note: *U-joint kits will come equipped with the serrated bolt and lock patch and will no longer contain a lock strap.*

CONTENTS

ILLUSTRATIONS

1. FRONT AXLE

1.1 DESCRIPTION

This front axle is of the ''Reverse Elliot'' type manufactured by Dana Spicer Europe. The front axle consists of a girder section axle bed or beam with stub axles. Each stub axle is carried on a taper king pin, with a plain phosphor bronze bushing at the top and at the bottom. The unitized hub bearings used on the NDS range of axles, are non-serviceable items. Bearings are pre-adjusted, lubricated and have seals fitted as part of the manufacturing process. The bearings are greased for life and there is no need or facility for re-lubrication. Brakes are manufactured by KNORR-BREMSE. Steering ball joints with hardened balls and rubbing pads incorporate compression springs which automatically take up any wear.

The tie rod simplifies toe-in adjustment. The maximum turning angle is set through stop screws installed on the inner side of the knuckle.

Steering stabilizer (damper) and steering drag link which are mounted on the front axle are described in Section 14; *''Steering''* of this manual.

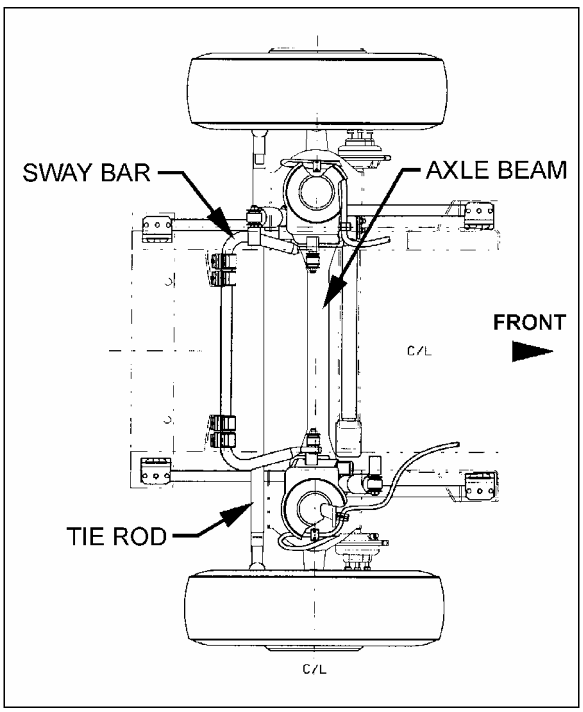


FIGURE 1: FRONT AXLE ASSEMBLY 10025

2. LUBRICATION

Pressure lubricate axle every 6 months or 30,000 miles (48 000 km) whichever comes first (Fig. 2). Tie rod ends and knuckle pins are provided with grease fittings for pressure lubrication. These grease fittings should be serviced every 6,250 miles (10 000 km) or twice a year whichever comes first. Good quality lithium-base roller bearing grease NLGI No.1 and 2 are recommended.

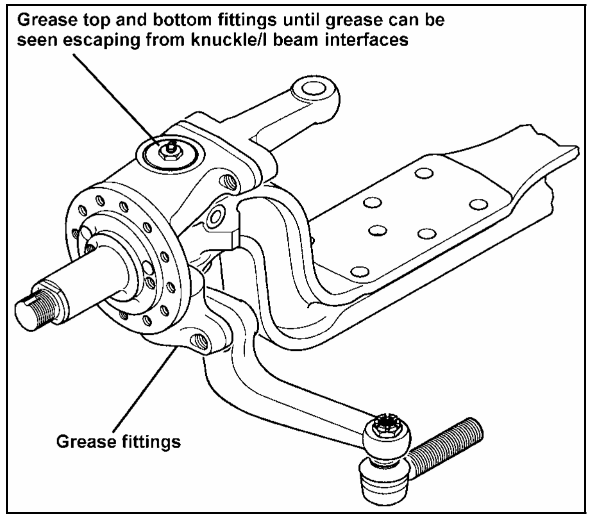


FIGURE 2: FRONT AXLE GREASING POINTS

3. MAINTENANCE

A periodic inspection of the front axle assembly should be made to check that all bolts are tight, and that no damage and distortion have taken place. Suspension support stud nuts, U-bolt nuts, tie rod arms, steering arm nuts and stop screws should be checked and tightened, as required, to the torque specifications given at the end of this section. Also check the condition of the steering knuckle pins and bushings. In case of excessive looseness, the bushings and pins should be replaced.

Any looseness in the steering linkage, under normal steering loads, is sufficient cause to immediately check all pivot points for wear, regardless of accumulated mileage. Steering linkage pivot points should be checked each time the front axle assembly is lubricated. Any looseness can be visually detected while rotating the steering wheel in both directions.

Steering knuckles, knuckle pins and bushings can be overhauled or replaced without removing the axle from the vehicle. However, if extensive overhaul work is necessary, the axle assembly should be removed.

Caution: *Should removal of a locking device be required when undergoing repairs, disassembly or adjustments, always replace with a new one.*

3.1 TIE ROD END PLAY ADJUSTMENT

If end play exceeds 0.047” (1.2 mm), readjustment is necessary.

Remove protective cap, using a suitable tool ie: a 1” x 1/8” x 9” long flat bar, tighten adjuster piece fully home (SOLID) locating thrust cup onto ball pin.

Still with tool located on adjuster piece, back off carefully (LEAST AMOUNT) until adjuster piece cotter pin is allowed to pass through body, then remove tool.

Reinstall protective cap.

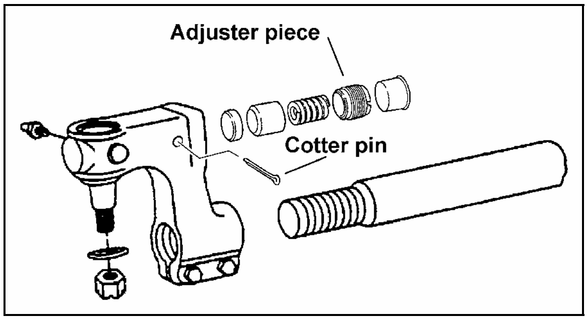


FIGURE 3: TIE-ROD END PLAY ADJUSTMENT 10029

4. REMOVAL AND REPLACEMENT

The following procedure deals with the removal of the front axle assembly. The method used to support the axle assembly and suspension components during removal and disassembly depends upon local conditions and available equipment.

4.1 REMOVAL

1. Raise the vehicle by its jacking points on the body (see Section 18, *''Body''* under heading 34; Vehicle Jacking Points) until vehicle body is approximately 20 inches (508 mm) from the floor. Place jack stands under frame. Remove the wheels (if required, refer to Section 13, *''Wheels, Hubs and Tires''*).

Caution : *Use only the recommended jacking points as outlined in section 18 “BODY”.*

2. Exhaust compressed air from the air supply system by opening the drain valve of each reservoir.
3. Install jacks under axle jacking points to support the axle weight.

Warning : *To help prevent injury caused by the axle rolling off the jacks, these should be equipped with U-adapters, or similar precautions must be taken.*

4. Disconnect the steering drag link from the steering arm.
5. Remove the ABS sensors from their location in hubs (if applicable).
6. Disconnect the height control valve link from its support on the axle.
7. Disconnect air lines from front brake chambers, and cover line ends and fittings to prevent the entry of foreign matter.

Caution: *Position the air lines and electric wires so they will not be damaged while removing the front axle assembly.*

8. Proceed with steps a, b and c, while referring to Section 16: *''SUSPENSION''.*
   a) Disconnect sway bar links from axle brackets.
   b) Remove shock absorbers.
   c) Disconnect five radius rods: one transversal and two longitudinal from subframe, and two upper rods from axle.
9. Remove the bolts and nuts fixing the axle to the left-hand and right-hand side air bellows mounting supports.
10. Using the jacks, slowly lower the axle assembly, and carefully pull away from underneath vehicle.

4.2 REPLACEMENT

Reverse front axle “*Removal”* procedure. Ensure cleanliness of air bellows support mounting plates.

Note : *Refer to Section 16, ''SUSPENSION'', Section 14, ''Steering'' and to paragraph 8 ''Specifications'' at the end of this section for applicable checks and recommended tightening torques.*

5. SERVICE INSTRUCTIONS FOR STEER AXLE

Refer to “DANA SPICER Maintenance Manual Model NDS and Maintenance Manual NDS Axles” annexed at the end of this section.

6. FRONT WHEEL ALIGNMENT

Correct front wheel alignment must be maintained for steering comfort and satisfactory tire life. Road shocks and vibrations, as well as normal stress and strains on the front-end system can, under normal operating conditions, result in loss of front wheel alignment.

Check the front wheel alignment when the following occurs:

1. Every 200,000 miles (320 000 km) or 24 months (normal maintenance);
2. When the vehicle does not steer correctly; or
3. To correct a tire wear condition.

There are two types of front wheel alignment: **minor alignment** and **major alignment**.

6.1 MINOR FRONT WHEEL ALIGNMENT

Perform a minor front wheel alignment for all normal maintenance conditions.

Perform the minor front wheel alignment in the following sequence :

1. Inspect all the systems that affect the wheel alignment. See paragraph 6.3, *''Inspection Before Alignment''* in this section.
2. Check the hub bearings. See section 13, *''Wheels, hubs and Tires''* under heading 8: Front and Tag Axle Wheel Hubs.
3. Check and adjust the toe-in.

6.2 MAJOR FRONT WHEEL ALIGNMENT

Perform a major front wheel alignment to correct steering and tire wear conditions.

Perform the major front wheel alignment in the following sequence:

1. Inspect all systems affecting the wheel alignment. See paragraph 6.3, *''Inspection Before Alignment''* in this section.
2. Check the hub bearings. See section 13, *''Wheels, hubs and Tires''* under heading 8: Front and Tag Axle Wheel Hubs.

Note: *If steering angle stoppers are changed, a special procedure is required for readjusting gearbox steering limiter. See paragraph 6.5 ''HYDRAULIC STOP'' in this section.*

3. Check and adjust the turning angle adjustment.
4. Check the camber angle.
5. Check and adjust the caster angle.
6. Check and adjust the toe-in.

6.3 INSPECTION BEFORE ALIGNMENT

Check the following before doing a front wheel alignment:

1. Ensure that the vehicle is at normal riding height. See Section 16, *''Suspension''* under heading 7: *''Suspension Height Adjustment''*.
2. Ensure that front wheels are not the cause of the problem. See Section 13, *''Wheels, Hubs and Tires''*. Inspect the tires for wear patterns indicating suspension damage or misalignment.
   a. Make sure the tires are inflated to the specified pressure.
   b. Make sure the front tires are the same size and type.
   c. Make sure the wheels are balanced.
   d. Check wheel installation and straightness.
3. Check the wheel bearing adjustment. See Section 13, *''Wheels, Hubs and Tires''.*
4. Check steering linkage for bending and pivot points for looseness.
5. Check knuckle pins for evidence of excessive wear.
6. Check radius rods for bending and rubber bushings for evidence of excessive wear.
7. Make sure all fasteners are tightened to the specified torque. Use a torque wrench for verification. As soon as the fastener starts to move, record the torque. Correct if necessary. Replace any worn or damaged fasteners.

6.4 TURNING ANGLE ADJUSTMENT

The maximum turning angle is set through the two steering stop screws installed on the axle center. The turning angle is factory adjusted to accommodate the chassis design, and therefore, does not require adjustment on new vehicles. However, it should be checked and adjusted any time any component of the steering system is repaired, disassembled or adjusted.

Check if front tires rub against the frame or if the steering gear has been serviced.

Proceed with the following method to check the steering maximum turning angle :

6.4.1 R.H. Turn Adjustment

Caution : *To prevent the steering damper from interfering with the adjustment of turning angles, make sure its fixing bracket is at the correct location on the axle center (refer to section 14 "STEERING").*

1. Turn steering wheel to the right until the boss on the axle center touches the right stop screw.
2. Verify the nearest point of contact of the ball socket body with the air bellows support assembly. Measure the distance between those two points.
3. The distance between these two points should be approximately 1/8 inch (3 mm). If not, the steering stop screws must be readjusted.
4. Verify the nearest point of contact of the drag link with the tire. Measure the distance between those two points.
5. The distance should be 1 inch (25 mm) or more. If not, the steering stop screws must be readjusted.
6. This must be done for a full right turn.
7. If readjustment is required:
   a. Remove the swivel stop screw.
   b. Add to the stop screw the required number of washers to obtain the proper measure, tighten the stop screw afterwards. Two washers of different thickness are available: 1/16 inch and 3/16 inch.

6.4.2 L.H. Turn Adjustment

1. Turn steering wheel to the left until the boss on the axle center touches the left stop screw.
2. Verify the nearest point of contact of the ball socket body with the air bellows support assembly. Measure the distance between those two points.
3. The distance between these two points should be approximately 1/8 inch (3 mm). If not, the steering stop screws must be readjusted.
4. Check the stroke of the steering stabilizer cylinder (damper). It should not exceed 12.59 inches (320 mm).
5. The steering stopper screw must be in contact before the steering stabilizer reaches the end of the stroke.
6. This must be done for a full left turn.
7. If readjustment is required:
   a. Remove the swivel stop screw.
   b. Add to the stop screw the required number of washers to obtain the proper measure, tighten the stop screw afterwards. Two washers of different thickness are available: 1/16 inch and 3/16 inch.

Note : *If steering angle stoppers are changed, a special procedure is required for readjusting gearbox steering limiter. See paragraph 6.5 ''HYDRAULIC STOP'' in this section.*

6.5 HYDRAULIC STOP

Note : *Before readjusting steering limiter, verify vehicle wheel alignment and ensure that oil level is checked and that air bleeding is done.*

Refer to *'ZF-Servocom Repair Manual''* annexed at the end of Section 14 *''Steering''* under heading *'Setting and Functional Test.*

6.6 FRONT WHEEL CAMBER

Wheel camber is the number of degrees the top of the wheel tilts outward (positive) or inward (negative) from a vertical angle (Fig. 4).

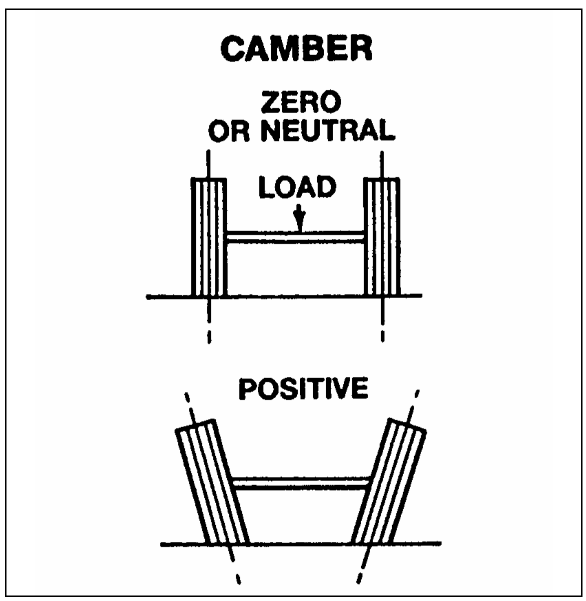


FIGURE 4: CAMBER 10006

The camber angle is not adjustable. Camber variations may be caused by wear at the wheel bearings, steering knuckle pins or by a bent knuckle or sagging axle center. Steering effort is affected by improper camber, and uneven tire wear will result. Excessive positive camber causes an irregular wear of tire at the outer shoulder and excessive negative camber causes wear at the inner shoulder.

6.6.1 Camber Check

For camber specifications, refer to paragraph 8: ''SPECIFICATIONS'' in this section

Note: *Camber angle varies with the axle loading. If the vehicle is not completely empty, please refer to the camber angle curve in the specifications at the end of this section.*

1. Use an alignment machine to check the camber angle.
2. If camber reading is not in the specifications, adjust the wheel bearings and repeat the check. If the reading is still not within specifications, verify the steering knuckle pins and axle center.
3. See instructions in “DANA SPICER Maintenance Manual Model NDS and Maintenance Manual NDS Axles” annexed at the end of this section.
4. Check the wheel lateral distortion as instructed in Section 13, *''Wheels, Hubs and Tires''* under heading, *''Checking for Distorted Wheel on Vehicle''*. If distortion is excessive, straighten or replace wheel(s).

6.7 FRONT AXLE CASTER

For caster specifications, refer to paragraph 8: ''SPECIFICATIONS'' in this section.

Positive caster is the rearward tilt from the vertical axis of the knuckle pin. Negative caster is the forward tilt from the vertical axis of the knuckle pin (Fig. 5). This vehicle is designed with a positive caster. The purpose of the caster angle is to give a trailing effect. This results in stabilized steering and a tendency for the wheels to return to the straight-ahead position after taking a turn.

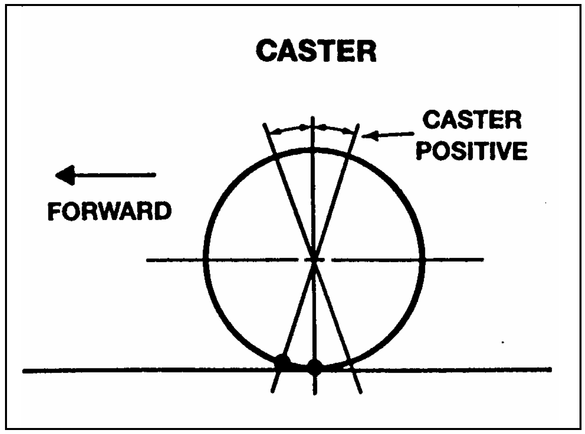


FIGURE 5: CASTER 10007

Excessive caster results in hard steering around corners. A shimmy may also develop when returning to the straight ahead position (pulling out of curves).

Insufficient caster will cause wandering and steering instability. Caster variations may be caused by a bent axle, tilting or distortion of the side suspension supports, damaged radius rod bushings, or unequal tightening of the front and rear suspension support bolts. Incorrect caster must be corrected by replacing the damaged suspension parts. A precision instrument should be used to measure the caster.

Note : *The caster of this vehicle is factory set and is not adjustable. However, if after replacing damaged parts or in case of improper caster due to irregular setting, the front axle caster needs adjustment; it can be adjusted by means of shims (Prévost #110663) on the left-hand side upper radius rod support in order to obtain minor adjustment.*

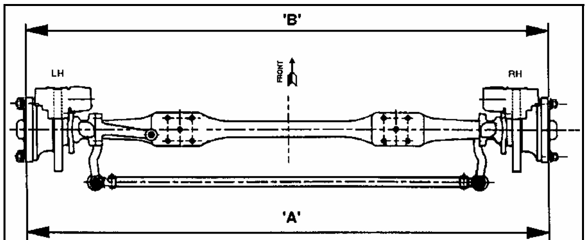
6.8 FRONT WHEEL TOE-IN

Wheel toe-in is the degree (usually expressed in fractions of an inch) to which the forward part of the vehicle front wheels are closer together than the rear part, measured at wheel centerline height with the wheels in the normal ''straight-ahead'' position of the steering gear.

Incorrect toe-in results in excessive tire wear caused by side slippage and also steering instability with a tendency to wander. Toe-in may be measured from the center of tire tread or from the inside of the tires. Take measurements at both front and rear of axle (see ''A” and ''B'' in fig. 6).

When setting toe-in adjustment, the front suspension must be neutralized; that is, all component parts must be in the same relative position when marking the adjustment as they will be when in operation.

To neutralize the suspension, the vehicle must be rolled forward, approximately ten feet.



A - B = TOE-IN (INCHES)

FIGURE 6: TOE-IN MEASUREMENT 10008B

For toe-in specifications, refer to paragraph 8 ''Specifications'' in this section.

By rolling the vehicle forward, all tolerances in the front suspension are taken up and the suspension is then in its normal operating position. Neutralizing the front suspension is extremely important, especially if the vehicle has been jacked up in order to mark the tires. Otherwise, the front wheels will not return to their normal operating position due to the tires gripping the floor surface when the vehicle jack is lowered.

Note: *''Toe-in'' measurements must be taken at the horizontal axis of the wheel centerline.*

6.8.1 Inspection and Adjustment

Before checking front wheel toe-in, first check the camber angles and make the necessary corrections.

1. Measure the toe-in.
2. If the toe-in measurement is not within the specified tolerance, carry out the following procedure :
    a. Loosen the pinch bolt nuts and bolts on each tie rod end.
    b. Turn the tie rod until the specified toe-in measurement is obtained.
    c. Tighten the pinch bolt nuts alternately and progressively to 65-75 lbf-ft (88-102 Nm), thus securing all tie rod joints.

7. TROUBLESHOOTING

CONDITION	CAUSE	CORRECTION
Tires wear out quickly or have uneven tire tread wear.	1. Tires have incorrect air pressure. 2. Tires out-of-balance. 3. Incorrect tag axle alignment. 4. Incorrect toe-in setting. 5. Incorrect steering arm geometry.	1. Put specified air pressure in tires. 2. Balance or replace tires. 3. Align tag axle. 4. Adjust toe-in specified setting. 5. Service steering system as necessary.
Vehicle is hard to steer.	1. Low pressure in the power steering system. 2. Steering gear not assembled correctly. 3. Steering linkage needs lubrication. 4. King pins binding. 5. Incorrect steering arm geometry. 6. Caster improperly adjusted. 7. Tie rod ends hard to move. 8. Worn thrust bearing.	1. Repair power steering system. 2. Assemble steering gear correctly. 3. Lubricate steering linkage. 4. Replace king pins. 5. Service steering system as necessary. 6. Adjust caster as necessary. 7. Replace tie rod ends. 8. Replace thrust bearing.
Bent or damaged steering arm, steering top lever or tie rod assembly.	1. Too much pressure in the power steering system. 2. Cut-off pressure of the power steering system improperly adjusted. 3. Vehicle not powered on correctly. 4. Power steering system not installed correctly.	1. Replace damaged part(s), adjust power steering system to specified pressure. 2. Make sure vehicle is powered on correctly. 3. Correctly install the power steering system. 4. Correctly install the power steering system.
Worn or damaged steering ball stud.	1. Drag link fasteners tightened past specified torque. 2. Lack of lubrication or incorrect lubricant. 3. Power steering stops improperly adjusted.	1. Replace damaged part(s), tighten drag link fasteners to specified torque. 2. Lubricate linkage with specified lubricant. 3. Adjust stops to specified dimension.
Worn king pins and knuckle bushings.	1. Worn or missing seals and gaskets. 2. Incorrect lubricant. 3. Axle not lubricated at scheduled frequency. 4. Incorrect lubrication procedures. 5. Lubrication schedule does not match operating conditions.	1. Replace damaged part(s), replace seals and gaskets. 2. Lubricate axle with specified lubricant. 3. Lubricate axle at scheduled frequency. 4. Use correct lubrication schedule to match operating conditions. 5. Change lubrication schedule to match operating conditions.
Vibration or shimmy of front axle during operation.	1. Caster not adjusted properly. 2. Wheels and/or tires out-of balance. 3. Worn steering stabilizer cylinder.	1. Adjust caster. 2. Balance or replace wheels and/or tires. 3. Replace steering stabilizer cylinder.

8. SPECIFICATIONS

Front Axle

Make .... DANA SPICER EUROPE
Model .... NDS
Front Track .... 84.4 inches (2 145 mm)
Rated load capacity .... 16,500 lbs (7 500 kg)

Torque specifications

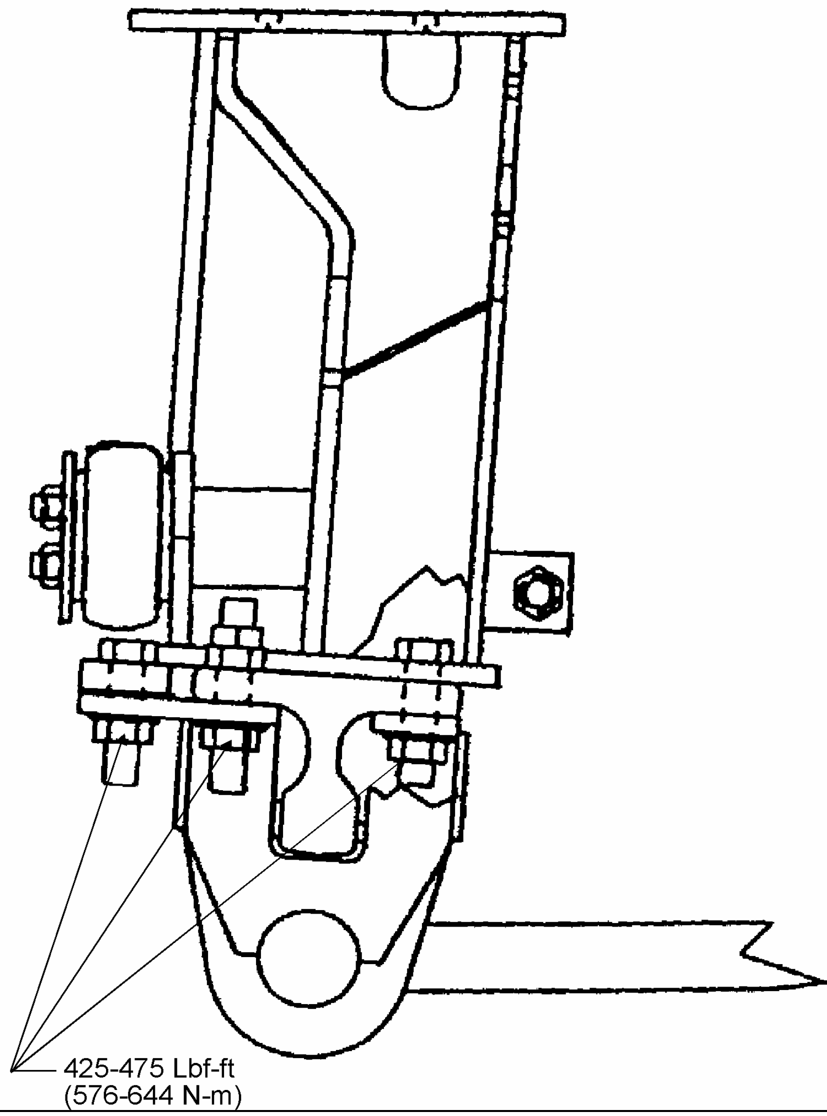


FIGURE 7: AIR BELLOWS MOUNTING SUPPORT AND AXLE 10009

For more torque specifications, see 'Dana Spicer Maintenance Manual NDS Axles and Maintenance Manual Model NDS'' annexed at the end of this section.

FRONT WHEEL ALIGNMENT SPECIFICATIONS			
Front Wheel Alignment	**Minimal**	**Nominal**	**Maximal**
Camber, (degrees) R.H. and L.H. *****	-0.250	0.125	0.375
Caster, (degrees) R.H. and L.H.	2	2.75	3.5
Toe-in (A minus B), (degrees)	0.06	0.08	0.10

- ***Note :*** *Camber angle changes with loading. The given numbers are for an empty vehicle.*

SECTION 11: REAR AXLES

CONTENTS

ILLUSTRATIONS

1. DRIVE AXLE

1.1 DESCRIPTION

The Meritor drive axle is equipped with a single reduction standard carrier mounted in front of the axle housing. The carrier consists of a hypoid drive pinion, a ring gear set and gears in the differential assembly.

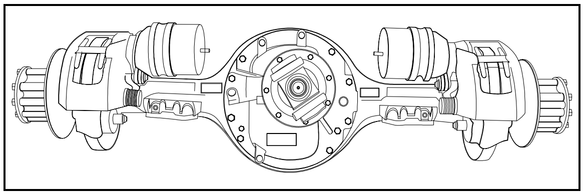


FIGURE 1: DRIVE AXLE 11019

A straight roller bearing (spigot) is mounted on the head of the drive pinion. All other bearings in the carrier are tapered roller bearings. When the carrier operates, there is a normal differential action between the wheels all the time.

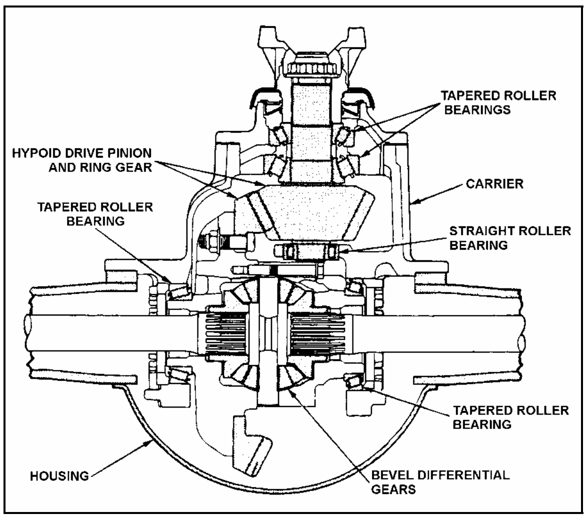


FIGURE 2: DIFFERENTIAL ASSEMBLY 11024

Several speed ratios are available for the drive axle. These ratios depend upon the motor and transmission. Also, special applications may suggest slightly different gear ratios.

1.2 DCDL (DRIVER-CONTROLLED MAIN DIFFERENTIAL LOCK)

Meritor Single-reduction carriers with driver-controlled main differential lock (DCDL) have the same type of gears and bearings as the standard-type carriers. The differential lock is operated by an air actuated shift assembly that is mounted on the carrier.

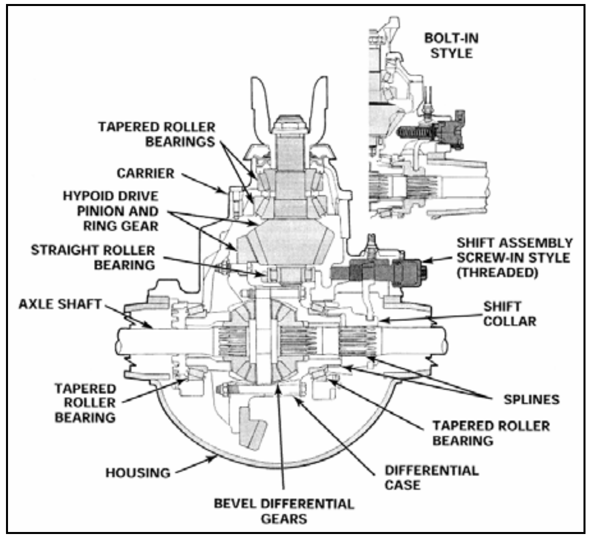


FIGURE 3: DRIVER-CONTROLLED DIFFERENTIAL LOCK

1.3 DRIVE AXLE LUBRICATION

Use Multigrade gear oil 85W140 meeting MIL-PRF-2105-E, tested and approved to SAE J2360. If temperature drops below 10°F (-12°C), 80W90 should be used, and below -15°F (-26°C), 75W90 should be used. Additional lubrication information is covered in the Meritor Technical Bulletin *"Approved Rear Drive Axle Lubricants"* annexed to this section.

In extreme conditions, or for better performance, fill with synthetic gear oil.

MAINTENANCE

Check oil level and add (if necessary) every 25,000 miles (40 000 km) or according to the fleet maintenance interval, whichever comes first (Fig. 4).

MAINTENANCE

Change differential oil and clean the breathers, magnetic fill and drain plugs, every 100,000 miles (160 000 km) or once a year, whichever comes first.

If using full synthetic gear oil, change differential oil and clean the breathers, magnetic fill and drain plugs, every 250,000 miles (400 000 km) or every four years, whichever comes first.

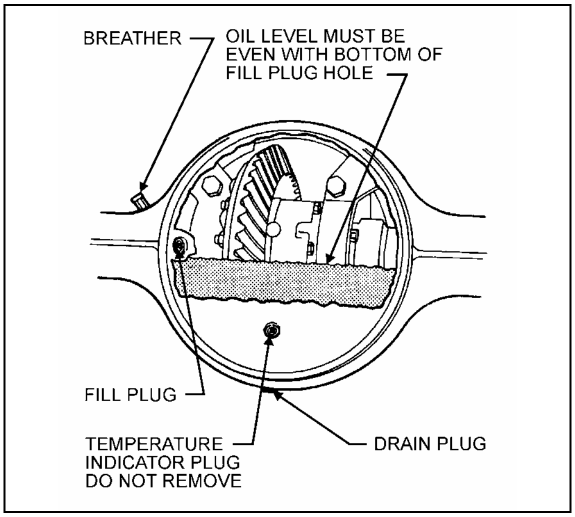


FIGURE 4: DIFFERENTIAL HOUSING BOWL 11007

1.4 MAINTENANCE

Proper vehicle operation begins with preventive maintenance, such as good differential use. The most common types of drive axle carrier failures are spinout, shock, fatigue, overheating and lubrication. Avoid neglecting these points since they would be the first steps to improper maintenance, expensive repairs, and excessive downtime.

MAINTENANCE

Inspect the pinion oil seal, axle shaft flange and carrier housing gaskets for evidence of lubricant leakage. Tighten the bolts and nuts, or replace the gaskets and seals to correct leaks. Maintenance of the axle mountings consists primarily in a regular and systematic inspection of the air suspension units and radius rods, as directed in Section 16, *"Suspension".*

1.4.1 Checking and Adjusting the Oil Level

WARNING

Before servicing, park safely over a repair pit; apply parking brake, stop engine and set battery master switch to the "OFF" position.

1. Make sure the vehicle is parked on a level surface.

CAUTION

Check the oil level when the axle is at room temperature. When hot, the oil temperature may be 190ºF (88ºC) or more and can cause burns. Also, a correct reading is not obtained when the axle is warm or hot.

2. Make sure the axle is "cold" or at room temperature.
3. Clean the area around the fill plug. Remove the fill plug from the differential axle housing bowl (Fig. 4).
4. The oil level must be even with the bottom of the hole of the fill plug.
   a. If oil flows from the hole when the plug is loosened, the oil level is high. Drain the oil to the correct level.
   b. If the oil level is below the bottom of the hole of the fill plug, add the specified oil.
5. Install and tighten the fill plug to 35-50 lbf-ft (48-67 Nm).

1.4.2 Draining and Replacing the Oil

WARNING

Before servicing, park safely over a repair pit; apply parking brake, stop engine and set battery master switch to the "OFF" position.

1. Make sure the vehicle is parked on a level surface. Put a large container under the axle's drain plug.

NOTE

Drain the oil when the axle is warm.

2. Remove the drain plug from the bottom of the axle. Drain and discard the oil in an environment friendly manner.
3. Install and tighten the drain plug to 35-50 lbf-ft (48-67 Nm).
4. Clean the area around the fill plug. Remove the fill plug from the differential housing bowl.
5. Add the specified oil until the oil level is even with the bottom of the hole of the fill plug. Allow the oil to flow through the axle and check the oil level again (lube capacity 41 pints [13,3 liters]).

CAUTION

The differential overheats when the oil temperature rises above 250ºF (120ºC).

6. Install and tighten the fill plug to 35-50 lbf-ft (48-67 Nm).

1.4.3 Speed Sensors (Anti-Lock Brake system, ABS)

For removing and installing the drive axle speed sensors (for anti-lock brake systems, ABS), refer to Section 12: *''Brake and Air System''* and to Rockwell WABCO Maintenance Manual: *"Anti-Lock Brake Systems For Trucks, Tractors and Buses"*, annexed at the end of section 12.

1.5 REMOVAL AND REINSTALLATION

The following procedure deals with the removal of the drive axle assembly and its attachments as a unit. The method used to support the axle during removal and disassembly depends upon local conditions and available equipment.

1. Raise vehicle by its jacking points on the body (fig. 5 or see Section 18, *"Body"* under heading *"Vehicle Jacking Points").* Place jack stands under frame. Remove drive axle wheels (if required, refer to Section 13, *"Wheels, Hubs And Tires".*

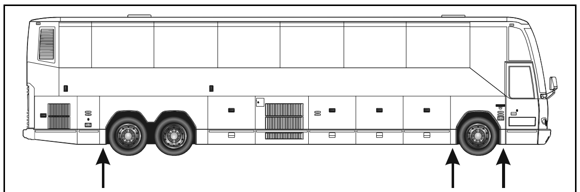


FIGURE 5: JACKING POINTS ON FRAME 18524

2. Exhaust compressed air from the air supply system by opening the drain cock on each air reservoir.
3. Disconnect the propeller shaft as directed in Section 9, *"Propeller Shaft",* in this manual.
4. On both sides of the vehicle, unscrew fasteners retaining front wheel housing plastic guards, and remove them from vehicle.
5. Disconnect both height control valve links from air spring mounting plate brackets then move the arm down to exhaust the air suspension.
6. Remove cable ties securing the ABS cables (if vehicle is so equipped) to service brake chamber hoses. Disconnect the ABS cable plugs from the drive axle wheel hubs.

NOTE

When removing drive axle, if unfastening cable ties is necessary for ease of operation, remember to replace them afterwards.

NOTE

Position the hoses so they will not be damaged when removing the axle.

7. Disconnect the brake chamber hoses.
8. Install jacks under the axle jacking points to support the axle weight (refer to figure 6).

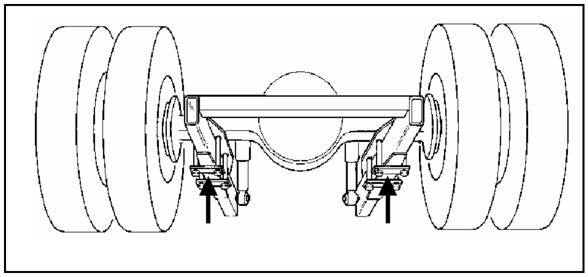


FIGURE 6: JACKING POINTS ON DRIVE AXLE H3B762

9. Remove the four shock absorbers as outlined in Section 16, *"Suspension"* under heading *"Shock Absorber Removal".*
10. Remove the sway bar.
11. Remove the lower and upper longitudinal radius rod supports from vehicle sub-frame as outlined in Section 16, *"Suspension",* under heading *"Radius Rod Removal".*
12. Remove the transversal radius rod support from the vehicle sub-frame.
13. Remove the two retaining nuts from each of the four air bellows lower mounting supports.
14. Use the jacks to lower axle. Carefully pull away the jacks axle assembly from underneath vehicle.
15. Reverse removal procedure to reinstall drive axle.

NOTE

Refer to Section 16, "Suspension" for suspension components' proper tightening torques.

NOTE

Refer to section 13 "Wheels, Hubs And Tires" for correct wheel bearing adjustment procedure.

1.6 DISASSEMBLY AND REASSEMBLY

Disassembly and re-assembly procedures are covered under applicable headings in Meritor's *"MAINTENANCE MANUAL, NO. 5",* annexed to this section.

1.7 GEAR SET IDENTIFICATION

Gear set identification is covered under applicable heading in Meritor's *"MAINTENANCE MANUAL NO. 5",* annexed to this section.

1.8 ADJUSTMENTS

Adjustments are covered under applicable headings in Meritor's *"MAINTENANCE MANUAL NO. 5",* annexed to this section.

1.9 FASTENER TORQUE CHART

A differential fastener torque chart is provided in Meritor's *"MAINTENANCE MANUAL NO. 5",* annexed to this section.

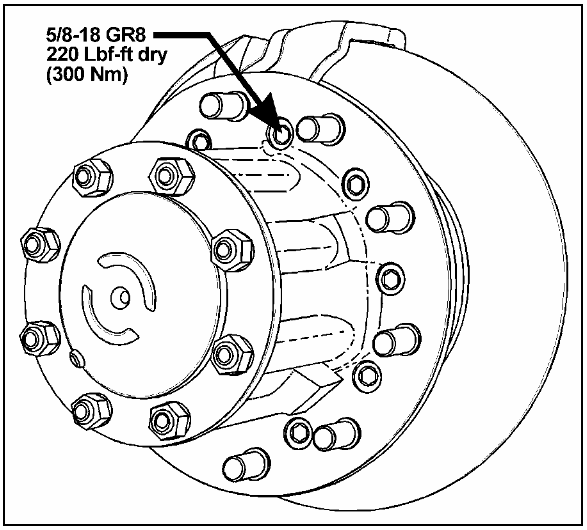


FIGURE 7: TORQUE SPECIFICATION

1.10 TIRE MATCHING

Drive axle tire matching is covered under the applicable heading in Section 13, *"Wheels, Hubs And Tires"* in this manual.

1.11 DRIVE AXLE ALIGNMENT

NOTE
For drive axle alignment specifications, refer to paragraph 3: ''Specifications'' in this section.

The drive axle alignment consists in aligning the axle according to the frame. The axle must be perpendicular to the frame. The alignment is achieved with the use of shims inserted between the lower longitudinal radius rod supports and the frame.

Drive axle alignment is factory set and is not subject to any change, except if the vehicle has been damaged by an accident or if there are requirements for replacement.

If the axle has been removed for repairs or servicing and if all the parts are reinstalled exactly in the same place, the axle alignment is not necessary. However, if the suspension supports have been replaced or altered, proceed with the following instructions to verify or adjust the drive axle alignment.

NOTE
When drive axle alignment is modified, tag axle alignment must be re-verified.

1.11.1 Procedure

1. Park vehicle on a level surface, then chock front vehicle wheels.
2. Using two jacking points (which are at least 30 inches [76 cm] apart) on drive axle, raise the vehicle sufficiently so that wheels can turn freely at about ½ inch from ground. Secure in this position with safety stands, and release parking brake.
3. Install wheel mount sensors on front and drive axles (fig. 7). Adjust front axle according to appropriate specifications chart below.

NOTE
See reference numbers on wheel mount sensors (fig. 7).

NOTE
Select axle specifications in the appropriate chart.

DRIVE AXLE ALIGNMENT

- With the system installed as for front axle alignment (fig.7), adjust drive axle according to specifications' chart below.

DRIVE AXLE ALL VEHICLES			
Alignment / value	Minimum value	Nominal value	Maximum value
Thrust angle (deg.)	-0.04	0	0.04
Total Toe (deg.)	0.18 Toe-in	0	0.18 Toe-in

TAG AXLE ALIGNMENT

- Remove and reinstall all wheel mount sensors on the drive and tag axles (fig. 8);

NOTE
For an accurate alignment, the tag axle must be aligned with the drive axle.

NOTE
Reinstall wheel mount sensors as shown in figure 8. For example, the sensor from the right side of the front axle is mounted on the left side of the tag axle. For corresponding wheel mount sensor reference numbers, refer to figure 6.

- Adjust tag axle according to specifications' chart below in reference with drive axle.

TAG AXLE ALL VEHICLES			
Alignment / value	Minimum value	Nominal value	Maximum value
Parallelism (deg.)	-0.02	0	0.02

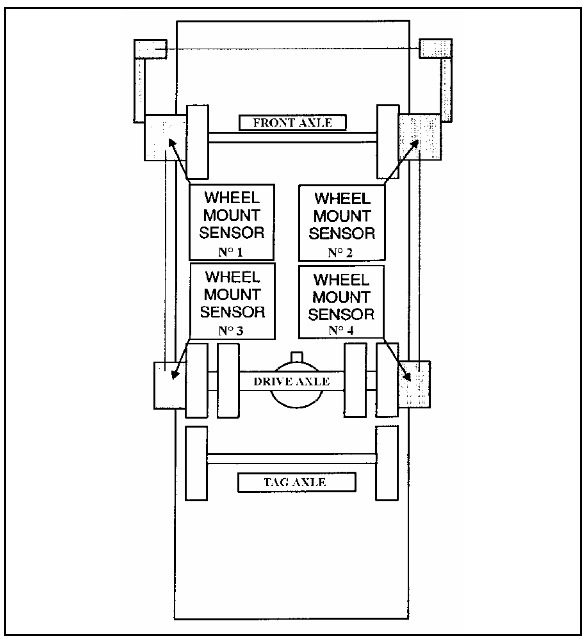


FIGURE 8: FRONT & DRIVE AXLE ALIGNMENT 11025

NOTE
Refer to Section 16, "Suspension", *for proper torque tightening of the longitudinal radius rod support nuts.*

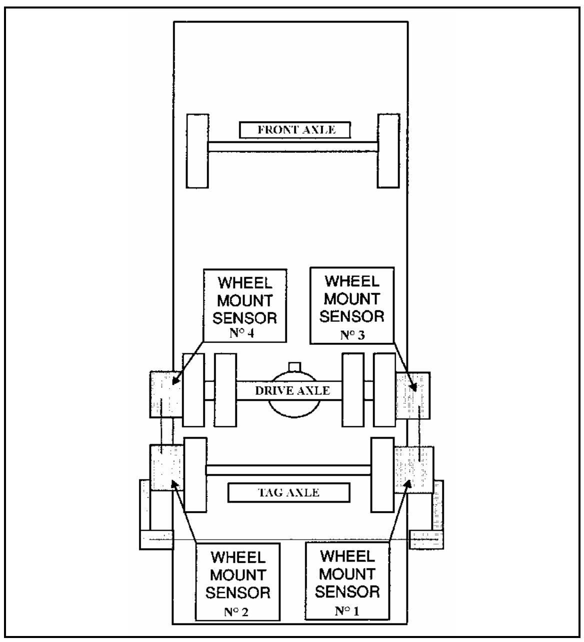


FIGURE 9: TAG AXLE ALIGNMENT 11026

NOTE
When the drive alignment is changed, the tag alignment must also be adjusted.

1.12 AXLE SHAFT SEALING METHOD

The following method is to be used to ensure that axle shaft installation is fluid-tight:

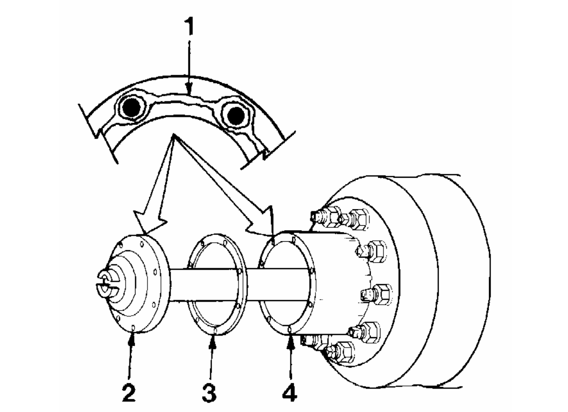


FIGURE 10: AXLE SHAFT INSTALLATION 11003

1 .... Silicone sealant*
2 .... Axle shaft
3 ....Gasket
4 ....Wheel hub

1. Clean the mounting surfaces of both the axle shaft flange and wheel hub where silicone sealant will be applied. Remove all old silicone sealant, oil, grease, dirt and moisture. Dry both surfaces.

2. Apply a continuous thin bead of silicone sealant* (Prevost P/N 680053) on the mounting surfaces and around the edge of all fastener holes of both the axle shaft flange and wheel hub.

* *GENERAL ELECTRIC Silicone Rubber Adhesive Sealant RTV 103 Black.*

WARNING

Carefully read cautions and instructions on the tube of silicone sealant and its packing.

3. Assemble components immediately to permit the silicone sealant to compress evenly between parts.

   a. Place a new gasket and then install the axle shaft into the wheel hub and differential carrier. The gasket and flange of the axle shaft must fit flat against the wheel hub.

   b. Install the tapered dowels at each stud and into the flange of the axle shaft. Use a punch or drift and hammer if needed.

   c. Install the lock washers and nuts on the studs. Tighten nuts to the correct torque value.

NOTE

Torque values are for fasteners that have a light application of oil on the threads (refer to Meritor Maintenance Manual).

9/16-18 plain nut: 110 – 165 lbf-ft (149 – 224 Nm)

5/8-18 plain nut: 150 - 230 lbf-ft (203 - 312 Nm)

2. TAG AXLE

The tag axle is located behind the drive axle. It carries a single wheel and tire on each side. One optional system allows unloading of the tag axle air springs without raising the axle, while the other system enables unloading and raising of the tag axle (refer to the *"OPERATOR'S MANUAL"* for location of controls). Both of these systems have been designed for the following purposes:

1. Shortening of wheelbase, thus allowing tighter turning in tight maneuvering areas such as parking lots or when making a sharp turn.

2. Transferring extra weight and additional traction to the drive wheels on slippery surfaces.

CAUTION

Do not use tag axle in raised position for an extended period. Raising tag axle increases load on the drive axle, suspension and tires.

Do not drive vehicle with tag axle raised when speed is exceeding 9mph (15 km/h).

In order to prevent damage to the suspension, always raise the tag axle before lifting the coach.

The tag axle service brakes operate only when the axle is in normal driving (loaded) position.

2.1 RETRACTING TAG AXLE FOR REPAIR PURPOSES

- Connect an external air pressure line to the emergency fill valve in the engine compartment.

- Lift the tag axle by pushing the lever forward.

WARNING

Install a protective cover to prevent unfortunate lever operation while work is being carried out under the vehicle.

- Raise the vehicle using the lifts.

WARNING

Lift manufacturers recommended lowering the vehicle to the ground or installing some safety stands before activating the suspension to prevent the lifts from becoming unstable.

- For added safety, install nylon sling over tag axle shock absorbers.

2.2 GREASE LUBRICATED WHEEL BEARINGS

The unitized hub bearings used on the NDS range of axles, are non-serviceable items. Bearings are pre-adjusted, lubricated and have seals fitted as part of the manufacturing process. The bearings are greased for life and there is no need or facility for re-lubrication.

MAINTENANCE

Front and tag axle hub bearings need to be checked every 30,000 miles (48 000 km).

For more information on front and tag axle wheel hub, refer to “DANA SPICER Maintenance Manual Model NDS and Maintenance Manual NDS Axles” annexed at the end of Section 10.

2.3 REMOVAL AND REINSTALLATION

2.3.1 Removing Tag Axle Only

The following procedure deals with the removal of the tag axle while keeping the air springs installed. The method used to support the axle and suspension components during removal and disassembly depends upon local conditions and available equipment.

- Connect an external air pressure line to the emergency fill valve in the engine compartment.
- Lift the axle by pushing the lever forward.

WARNING

Install a protective cover to prevent unfortunate lever operation while work is being carried out under the vehicle.

- Disconnect tag axle air springs pneumatic hoses and install valves or plugs.
- Raise the vehicle using the lifts.
- Dismount tag axle components.

Before reinstalling air spring hoses, make sure there is no pressure left inside by opening the valves or unloading tag axle.

2.3.2 Removing Tag Axle Along With Suspension Components

The following procedure deals with the removal of the tag axle assembly along with the suspension components. The method used to support the axle and suspension components during removal and disassembly depends upon local conditions and available equipment.

1. Raise vehicle by its jacking points on the body (fig. 5 or see Section 18, *"Body"* under heading: *"Vehicle Jacking Points"*). Place jack under frame. Remove drive axle wheels (if required, refer to Section 13, *"Wheels, Hubs And Tires"*).
2. Exhaust compressed air from the air supply system by opening the drain cock on each air reservoir and deplete air bags by moving leveling valve arm down.
3. Install jacks under tag axle jacking points to support the axle weight (refer to figure 10).

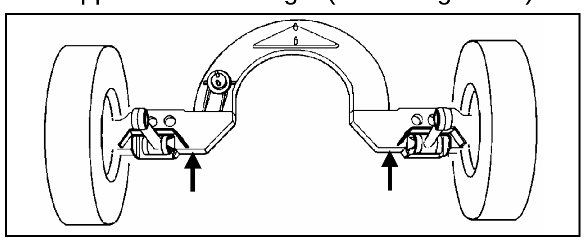


FIGURE 11: JACKING POINTS ON TAG AXLE 11023

Disconnect tag axle lifting chain collars from lower longitudinal radius rods.

5. Remove the propeller shaft as directed in Section 9, *"Propeller Shaft",* in this manual.
6. Disconnect the tag axle brake chamber hoses.

CAUTION

Position the hoses so they will not be damaged when removing axle.

Disconnect hose from the air spring upper mounting plate.

8. Remove the two shock absorbers as outlined in Section 16, *"Suspension",* under *"Shock Absorber Removal".*
9. Disconnect the lower longitudinal radius rods as outlined in Section 16, *"Suspension",* under *"Radius Rod Removal".*
10. Disconnect the transversal radius rod.
11. Disconnect the upper longitudinal radius rod.
12. Remove the air bellows retaining nuts from each of the two upper mounting plates.
13. Use the jacks to move the axle forward to clear the axle off the transmission. Lower the axle.

CAUTION

On vehicles equipped with an automatic transmission (with or without the output retarder), move tag assembly very carefully. Pay special attention to the U-shaped section, as the transmission end components may be easily damaged through a false maneuver.

14. Reverse removal procedure to reinstall tag axle.

NOTE

Refer to Section 16, "Suspension", for proper torque tightening of suspension components.

NOTE

Refer to section 13 *"Wheels, Hubs And Tires" for correct wheel bearing adjustment procedure.*

2.4 TAG AXLE ALIGNMENT

The tag axle alignment consists in aligning the tag axle parallel to the drive axle position. Before aligning the tag axle, proceed with the drive axle alignment (paragraph 1.10). Tag axle alignment is achieved with the use of shims inserted between the lower longitudinal radius rod supports and axle. Tag axle alignment is factory set and is not subject to any change, except if vehicle has been damaged by an accident or if there are requirements for parts replacement.

CAUTION

If this setting is altered significantly, it will cause excessive tire wear.

NOTE

It may be necessary to adjust the axle TOE as well as its alignment. In this case, insert shims (7 min. - P/N 121203 or 15 min. - P/N 121240) in between mounting plate and spindle, as required.

If axle has been removed for repair or servicing and if all parts are reinstalled exactly in their previous locations, axle alignment is not necessary. However, if the suspension supports have been replaced or have changed position, proceed with the following instructions to verify or adjust the tag axle alignment.

3. SPECIFICATIONS

Drive Axle

Make .... Meritor
Drive track .... 76.7 inches (1 949 mm)
Gear type .... Hypoid
Axle type .... Full floating
Lube capacity .... 41 pints (19,3 liters)

Drive axle ratio

<u>Allison Transmission</u>

4.88:1 Standard
4.56:1 Optional

NOTE
The drive axle alignment consists in aligning the axle with reference to the frame. The axle must be perpendicular to the frame.

Tag Axle

Make .... Prevost
Rear track .... 83.6 inches (2 124 mm)
Axle type .... Dana Spicer Europe TS8U Hub Unit

NOTE
The tag axle alignment consists in aligning the tag axle parallel to the drive axle.

CONTENTS

ILLUSTRATIONS

1. AIR SYSTEM

The basic air system consists of an air compressor, reservoirs, valves, filters and interconnecting lines and hoses. It provides a means for breaking, operating controls and accessories, and suspension (refer to Section 16, *"Suspension"*, for complete information on suspension description and maintenance). An air system schematic diagram is annexed in the technical publications box provided with the vehicle for better understanding of the system.

2. BRAKES

This vehicle uses both the service brake and emergency/parking brake. The service brake air system is divided into two independent circuits to isolate front brakes from rear brakes, thus providing safe breaking in the event that one circuit fails. Front axle brakes operate from the secondary air system, while brakes on both the drive axle and tag axle operate from the primary air system.

NOTE
The tag axle service brake operates only when the axle is in normal ride position (loaded and down).

Furthermore, the brake application or release, which is speed up by pneumatic relay valves (R-12 & R-12DC), will start with the rear axles and will be followed by the front axle, thus providing uniform braking on a slippery road. The vehicle is also equipped with an Anti-Lock Braking System (ABS), which is detailed later in this section.

The drive and tag axles are provided with spring-loaded emergency/parking brakes, which are applied automatically whenever the control valve supply pressure drops below 40 psi (275 kPa). The optional emergency/parking brake overrule system allows the driver to release spring brakes, and to move the vehicle to a safe parking place, such as in the case of a self-application of these brakes due to a drop in air pressure.

3. AIR RESERVOIRS

The air coming from the air dryer is first forwarded to the wet air tank, then to the primary (for the primary brake system), secondary (for the secondary brake system), and accessory (for the pneumatic accessories) air tanks (Fig. 1).

Two additional air reservoirs may be installed on the vehicle: the kneeling air tank and emergency/ parking brake overrule air tank.

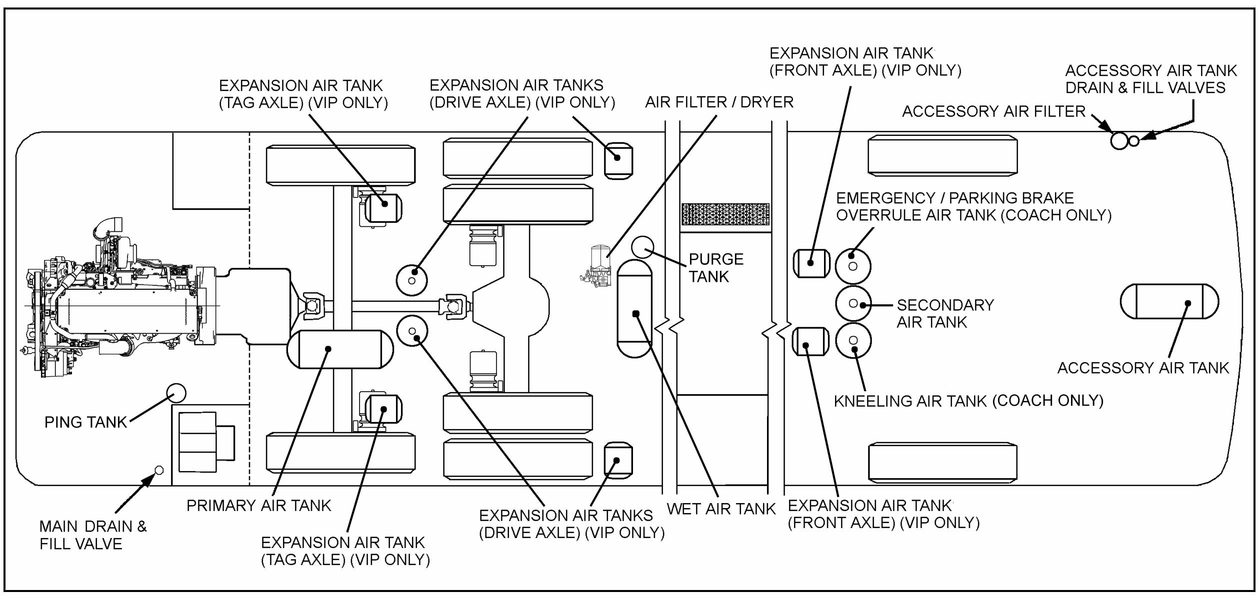


FIGURE 1: AIR RESERVOIRS LOCATION 12196

3.1 MAINTENANCE

Ensure that both the accessories and the wet (main) air tanks are purged during pre-starting inspection. In addition, it is good practice to purge these reservoirs at the end of every working day. The remaining reservoirs must be purged at every 12,000 miles (or 20 000 km) or once every year, whichever comes first.

3.1.1 Wet (Main) Air Tank

This reservoir, located in front and above the drive axle in the rear wheelhousing, is provided with a bottom drain valve. A recommended purge using the bottom drain valve should be done every 12,000 miles (20 000 km), or once a year, whichever comes first. Purge daily using the drain valve located in the engine compartment R.H. side (Fig. 2).

3.1.2 Primary Air Tank

This reservoir is located above the tag axle, and is provided with a bottom drain valve (Fig. 1). It is recommended to purge the primary air tank every 12,500 miles (20 000 km) or once a year, whichever comes first.

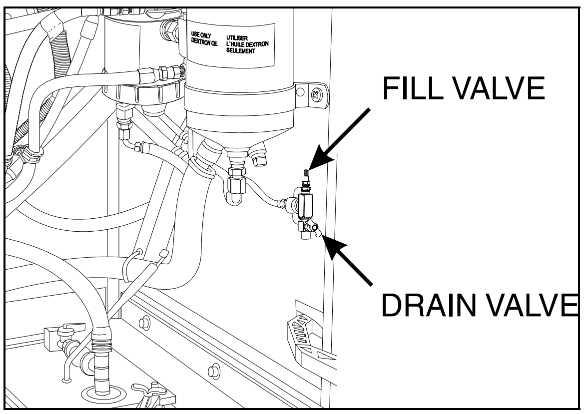


FIGURE 2: REAR VALVE LOCATION 12148

3.1.3 Accessory Air Tank

The accessory air tank is installed at the ceiling of spare wheel compartment and is provided with a bottom drain valve (Fig. 1). Purge daily using the remote drain valve located in the front service compartment (Fig. 3). Purge the reservoir by its drain valve every 12,500 miles (20 000 km) or once a year, whichever comes first.

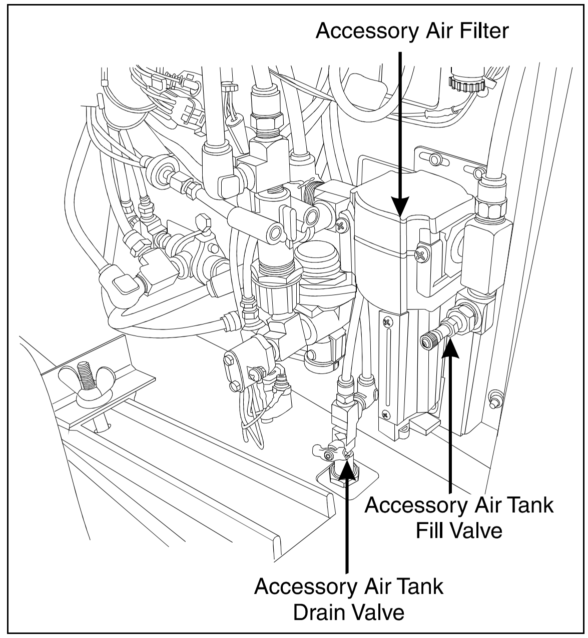


FIGURE 3: FRONT SERVICE COMPARTMENT 12130

3.1.4 Emergency/Parking Brake Overrule Air Tank

Installed on vehicles equipped with this option, this reservoir is located in the front wheelhousing (Fig. 1). It is provided with a bottom drain valve.

Purge this reservoir every 12,500 miles (20 000 km) or once a year, whichever comes first.

3.1.5 Secondary Air Tank

Located in the front wheelhousing, this tank is set between the optional Emergency/Parking Brake overrule air tank and the Kneeling air tank (Fig. 1). It is provided with a bottom drain valve.

Purge this reservoir every 12,500 miles (20 000 km) or once a year, whichever comes first.

3.1.6 Kneeling Air Tank

The kneeling air tank is installed on vehicles equipped with the Kneeling or Hi/Low-Buoy options. It is located in the front wheelhousing (Fig. 1), and is provided with a bottom drain valve. Purge this reservoir every 12,500 miles (20 000 km) or once a year, whichever comes first.

3.2 PING TANK

The ping tank is located in the engine compartment and is accessible through the engine compartment R.H. side door. It is used to dissipate heat and to reduce noise produced by the air compressor cycling on and off.

4. AIR SYSTEM EMERGENCY FILL VALVES

All vehicles come equipped with two emergency fill valves that enable system pressurization by an external source such as an air compressor.

The rear valve is located in the engine compartment and is accessible from engine compartment R.H. side door (Fig 2.).

CAUTION

Maximum allowable air pressure is 140 psi (965 kPa). Air filled through these two points will pass through the standard air filtering system provided by Prevost. Do not fill system by any point on the system.

The front valve is located in the front electrical and service compartment close to R.H. side of doorframe (Fig. 3).

These two air system emergency fill valves are fitted with the same valve stems as standard tires, and can be filled by any standard external air supply line.

The rear air system emergency fill valve will supply air for all systems (brakes, suspension and accessories) while the front fill valve will supply air to accessories only.

5. ACCESSORY AIR FILTER

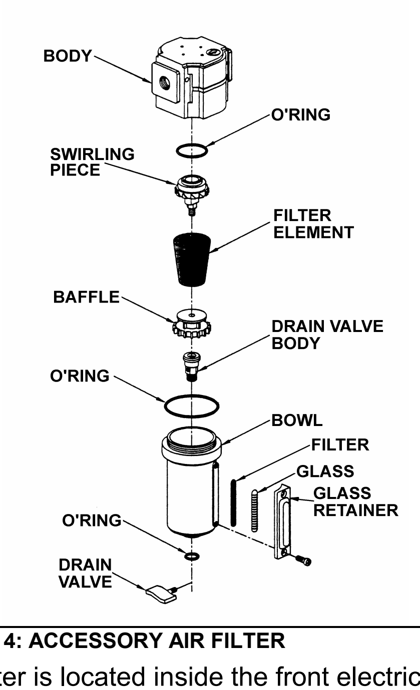


FIGURE 4: ACCESSORY AIR FILTER 12088

This filter is located inside the front electrical and service compartment (Fig. 3). Its main function consists in filtering the air supplied to the accessory air system, when connected to an external supply line. Ensure filter is purged whenever supplying the system with an external air line and at least every 12,500 miles (20 000 km).

To purge, open drain valve (Fig. 4) let the moisture come out, then close the drain valve.

5.1 FILTER ELEMENT REPLACEMENT

Replace filter element whichever of the following occurs first: every 100,000 miles (160 000 km), every two years, or whenever differential pressure exceeds 15 psi (105 kPa) between filter inlet and outlet ports. Check condition of all three O'rings for damage. Replace when necessary (Fig. 4).

5.2 CLEANING

Clean filter body and bowl with a warm water and soap solution. Rinse thoroughly with clean water.

Blow dry with compressed air making sure the air stream is moisture free and clean. Pay particular attention to the internal passages. Inspect all parts for damage and replace if necessary.

6. AIR GAUGES (PRIMARY, SECONDARY AND ACCESSORY)

The air pressure gauges, located on the dashboard (see *"Operator's Manual" or "Owner's Manual"*), are connected to the DC-4 double check valve, located on the pneumatic accessories panel in the front service compartment.

The latter is connected to the air lines running from the primary and secondary air tanks, as shown on the pneumatic system diagram provided in the technical publication box. The vehicle should never be set in motion until the buzzer alarm and warning lights turn off, i.e. when air pressure registers at least 66 psi (455 kPa). Moreover, if pressure drops below 66 psi (455 kPa), the *"Low air pressure"* warning lights will turn on, and the *"Low air pressure"* buzzer will sound. Stop the vehicle immediately, determine and correct the cause(s) of pressure loss. Check the gauges regularly with an accurate test gauge. Replace the gauge with a new unit if there is a difference of 4 psi (27 kPa) or more in the reading.

7. AIR FILTER/DRYER

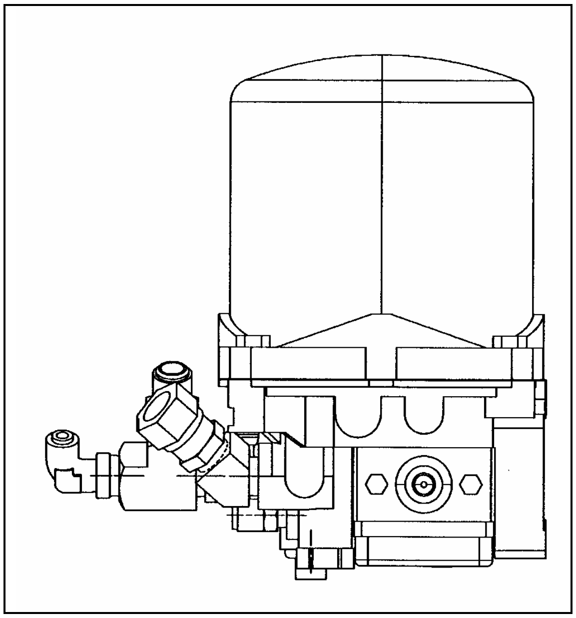


FIGURE 5: HALDEX AIR FILTER DRYER 12194

The air filter/dryer is located in front of rear wheelhousing above drive axle (Fig. 1 & 5). Its purpose is to remove moisture that could damage the air system before the air enters the system reservoir. The air filter/dryer also filters the air to remove dirt, compressor oil, and other contaminants that can damage the system. Change cartridge every 100,000 miles (160 000 km) or once every two years, whichever comes first. The air dryer may be purged for maintenance purposes using the remote drain valve located in the engine compartment and accessible through the engine compartment R.H. side door. The valve is positioned close to the door hinge (Fig. 2). The air filter/dryer has a built-in governor to maintain the system between 108 and 123 psig.

Maintenance and repair information is supplied in the applicable booklet annexed to this section.

7.1 AIR FILTER/DRYER PURGE TANK

A tank is supplied to purge the air filter/dryer to remove moisture and contaminants.

8. AIR LINES

Copper piping, nylon-reinforced tubing, and flexible hoses are used to connect the units in the pneumatic system, including air brake system, suspension system and accessory systems such as the entrance door, air horns, etc. Furthermore, the nylon tubing is color coded to ease identification. Refer to the following table for the complete color identification code. Service instructions for each type of air line are also provided under the applicable headings.

Color	Circuit
Red	Secondary
Green	Primary and Delivery
Yellow	Parking Brake
Blue	Suspension
Black	Accessory
Brown	Trailer Brake

8.1 COPPER PIPING

A heat dissipation copper piping assembly is used to dissipate the heat coming from the compressor before it enters the air filter/dryer. Connections should be checked for leakage at least every 6,250 miles (10 000 km) or twice a year, whichever comes first. Tighten or replace when necessary. When replacing copper piping, the parts must be free of burrs, copper cuttings, and dirt. Blow out piping with compressed air. Any such particles will destroy sealing seats in air control units. Also, new piping must be the same size as the old one.

8.2 FLEXIBLE HOSES

A flexible hose is used normally where it is impractical to use copper or nylon tubing due to constant flexing during operation, such as brake chamber hoses or belt tensioner air cylinder hoses. Hose connections should be tested for leakage at least every 6,250 miles (10 000 km) or twice a year, whichever comes first and tightened or replaced if necessary. Any hose, which is chafed, worn or kinked, should be replaced.

Teflon-braided stainless steel hoses used in the engine compartment must be replaced only with similar hoses.

8.3 NYLON TUBING

Nylon tubing is used for air lines in areas where usage of this material is suitable. Nylon tubing is flexible, durable, and weather resistant. When replacing an air line, use nylon tubing only where it has been used previously.

Nylon air lines must never be routed in areas where temperature could exceed 200°F (93°C).

⚠ CAUTION

Nylon air lines should be used to replace existing nylon lines only, and must comply with the color identification code to ease pneumatic system troubleshooting.

8.4 AIR LINE OPERATING TEST

If any trouble symptom such as slow brake application or slow brake release indicates a restricted or clogged air line, disconnect the suspected tube or hose at both ends and blow through it to clear the passage.

Inspect tubing and hose for partial restriction that may be caused by dents or kinks. If such a condition is found, the tubing or hose should be replaced.

8.5 AIR LINE LEAKAGE TEST

With air system fully charged and the brakes applied, coat all tubing and hose connections with a soapy solution to check for air leakage. No leakage is permitted. Leakage can sometimes be corrected by tightening the connection. If this fails to correct the leakage, new fittings, nylon tubing, copper tubing, teflon-braided stainless steel and flexible hoses must be installed as applicable.

8.6 MAINTENANCE

Inspect all lines for cuts, swelling, kinks or other damage or deterioration. Check for lines being pinched by other components. Retaining clips and ties must be in place.

Any support or bracket should be in good condition and mounted firmly in position. Hose spring guards should be in usable condition and not distorted. Particular attention should be given to long lines. Any supporting component (clips, ties, grommets, etc.) must be secured to prevent against unnecessary vibration and eventual loosening of connection. Any detected leak should be repaired. Be sure nylon lines are not near areas of intense heat. Check for any missing grommets or loose material where chafing or cutting may occur. Replace with new material as required. In general, lines should be securely located in position and free from any binding condition, which would hinder air flow.

9. PRESSURE REGULATING VALVES

There is one pressure regulator for the belt tensioners, and an optional one installed on vehicles equipped with the world transmission output retarder.

The belt tensioner pressure regulating valve is located in the engine compartment at the back of the engine starting control panel. It is used to limit the air pressure in belt tensioners to 45 ± 2 psi (310 ± 15 kPa) (Fig. 7).

The optional regulator is located in the engine compartment and is accessible through the engine R.H. side door. It is used for transmission retarder and should be adjusted to 80 ± 3 psi (550 ± 20 kPa).

	Air Pressure (psi)	Air Pressure (kPa)
Belt Tensioner	45 ± 2	310 ± 15
Retarder	80 ± 3	550 ± 20

9.1 MAINTENANCE

Every 100,000 miles (160 000 km) or once every two years, whichever comes first, disassemble the pressure regulating valve and wash all metal parts in a cleaning solvent (Fig. 6). Examine the diaphragm; if cracked, worn or damaged, replace with a new one. If the valve is excessively grooved or pitted, it should be replaced. Replace any other part that appears worn or damaged. After reassembly, adjust to the specified pressure setting and check for air leakage.

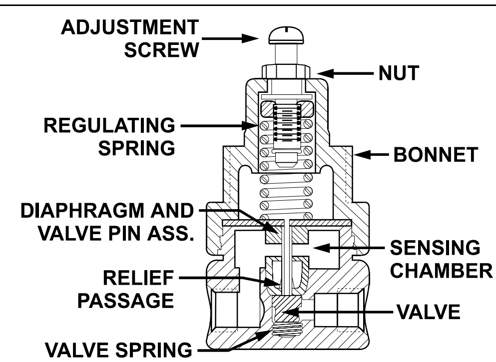


FIGURE 6: AIR PRESSURE REGULATING VALVE 12141A

9.2 PRESSURE SETTING PROCEDURE

Remove the dust cap from the pressure check port (Fig. 7). Attach a pressure gauge at this port and check the pressure reading. If the pressure reading is incorrect, adjust as follows:

1. Loosen the locking nut, turn the adjustment screw counterclockwise to decrease pressure by approximately 10 psi (70 kPa) below the required pressure.

2. Turn the adjustment screw clockwise to increase the pressure slowly until the required pressure setting is reached. Tighten the locking nut.
3. Remove pressure gauge and replace dust cap on the pressure check port.

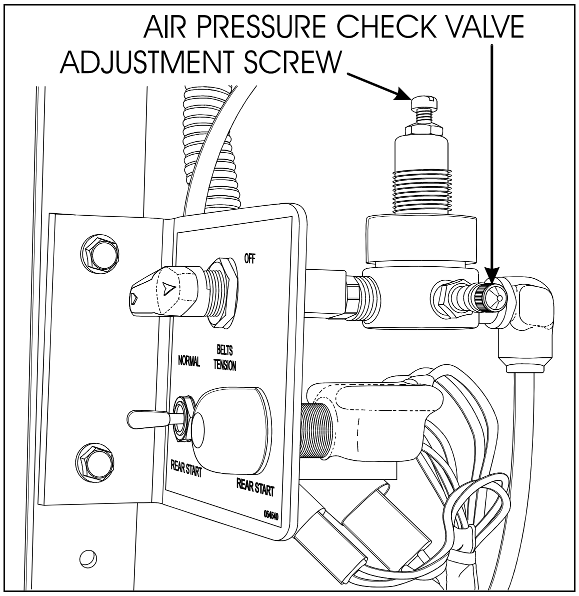


FIGURE 7: AIR PRESSURE REGULATOR 12143

10. AIR COMPRESSOR (BA-921)

The air compressor is located on starter side of the engine, on the rear of the engine gear case (Fig. 8). Its function is to provide and maintain air under pressure to operate devices in brake and air systems.

This air compressor also drives the engine fuel pump, which is bolted to the rear end of the compressor. The compressor crankshaft is designed to accept a drive coupling which is placed between the compressor and fuel pump.

The compressor is driven by the bull gear, and is water cooled. Engine coolant is fed to the compressor through a flexible hose tapped into the block water jacket and connected to the rear of the compressor. Coolant returns from the top of the compressor (fuel pump side) through a flexible hose to the engine pump.

The air is taken from the air intake manifold and entered in the top of the compressor. The compressed air is pushed into the discharge line located on side of the compressor, which sends air to the air dryer. Lubricating oil is supplied to the compressor by a line from the cylinder block oil gallery connected to the air compressor. Lubricating oil returns to the engine crankcase through the air compressor drive assembly.

Maintenance and repair information on the Bendix BA-921 air compressor is supplied in the applicable booklet annexed to this section under reference number SD-01-676.

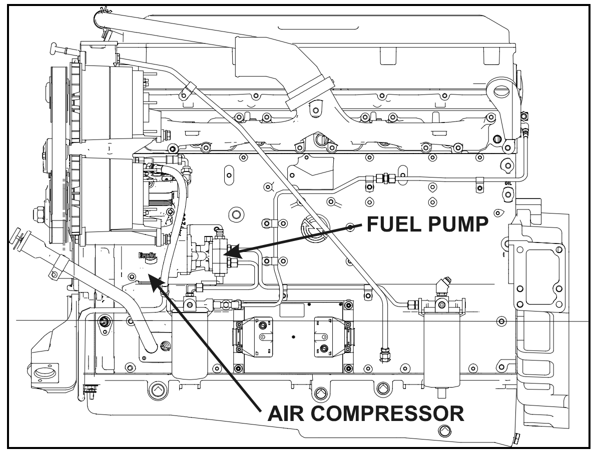


FIGURE 8: AIR COMPRESSOR INSTALLATION 03061

10.1 COMPRESSOR REMOVAL AND INSTALLATION

1. Exhaust compressed air from air system by opening the drain valve of each air tank.
2. Drain the engine cooling system. See Section 5: "*Cooling System*".
3. Identify and disconnect all air, coolant and oil lines from the compressor assembly.
4. Access the compressor by the engine R.H. side compartment. Remove the four compressor mounting bolts and the two fuel pump support bracket bolts.
5. Slide air compressor rearward to disengage the hub from coupling. Remove the air compressor.

Reverse removal procedure for installation.

11. EMERGENCY / PARKING BRAKE CONTROL VALVE (PP-1)

A push-pull control valve mounted on the L.H. lateral console is provided for parking brake application or release. The spring brakes are self-actuated whenever the control valve supply pressure drops below 40 psi (275 kPa). In the UP position, brakes are ON. In the DOWN position, brakes are RELEASED. A protective case around the knob prevents accidentally releasing the brakes.

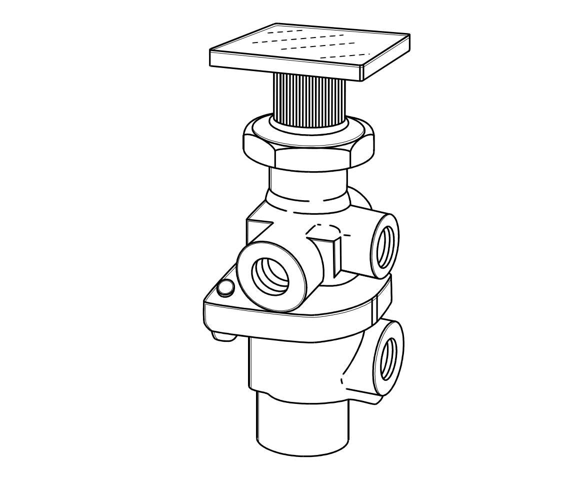


FIGURE 9: PP-1 12142

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3611.

Remove the valve the following way:

1. Drain the air system.
2. Access this valve by tearing out the finishing panel, which holds the controls in place (Fig. 9).
3. Disconnect the air tubes.
4. Remove the retaining screws.
5. Service or replace the valve.
6. Installation is the reverse of removal.

12. EMERGENCY / PARKING BRAKE OVERRULE CONTROL VALVE (RD-3)

A RD-3 control valve is used with the optional parking brake overrule system. In the case of self-application of spring brakes due to a pressure drop, the brakes can be released by holding down this control valve. Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3611.

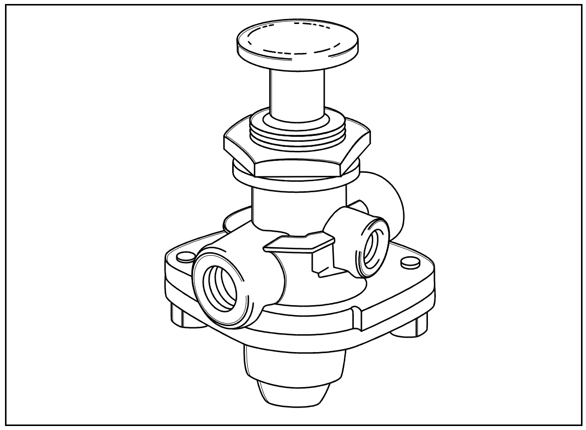


FIGURE 10: RD-3 12136

13. FLIP-FLOP CONTROL VALVE (TW-1)

A flip-flop control valve mounted on the L.H. lateral console is provided to unload tag axle air springs (and to lift tag axle if vehicle is so equipped). Another one controls the low-buoy system (coaches only). It is a manually operated "on-off" valve. Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3602.

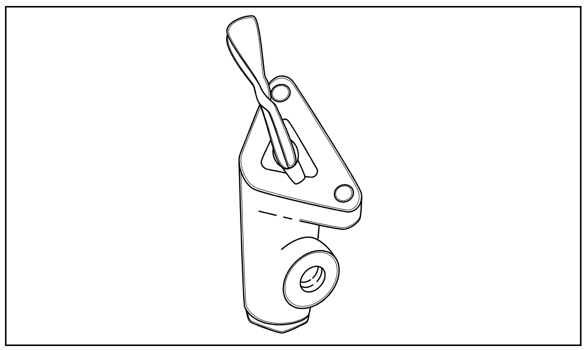


FIGURE 11: TW-1 12138

14. DUAL BRAKE APPLICATION VALVE (E-10P)

The E-10P dual brake valve is a floor mounted, foot-operated type brake valve with two separate supply and delivery circuits. This valve is located in the front service compartment (Fig. 12).

14.1 BRAKE PEDAL ADJUSTMENT

After brake pedal replacement or repair, adjust the pedal to its proper position according to the following procedure:

1. Replace the linkage, loosen threaded rod lock nuts and screw or unscrew the threaded adjustment rod in order to obtain a 45° brake pedal inclination (Fig. 12).

2. Tighten threaded rod lock nuts.

14.1.1 Maintenance

Maintenance and repair information on the E-10P dual brake application valve is supplied in the applicable booklet annexed to this section under reference number SD-03-830.

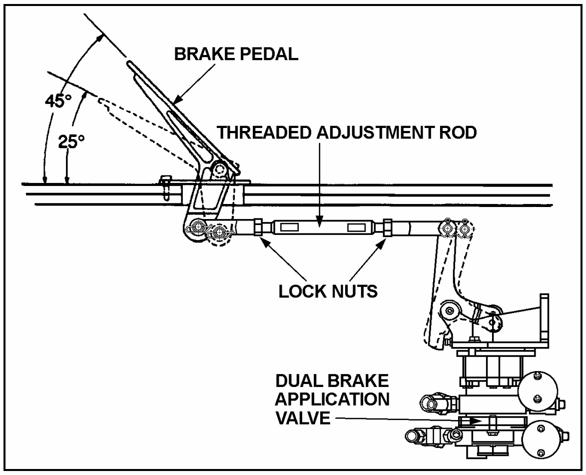


FIGURE 12: BRAKE PEDAL ADJUSTMENT 12208

15. STOPLIGHT SWITCHES

Two Electro-pneumatic stoplight switches are mounted on the dual brake application valve (E-10P). The upper one is used for the primary air circuit while the lower one is used for the secondary air circuit. Both switches are connected in parallel and have the same purpose, i.e. completing the electrical circuit and lighting the stoplights when a brake application is made. The upper switch (AC Delco) is designed to close its contact between 2 psi and 4 psi (14 kPa to 28 kPa) (Fig. 13), while the lower one (Bendix, SL-5) closes its contact at 4 psi (28 kPa) (Fig. 14). The switches are not serviceable items; if found defective, the complete unit must be replaced.

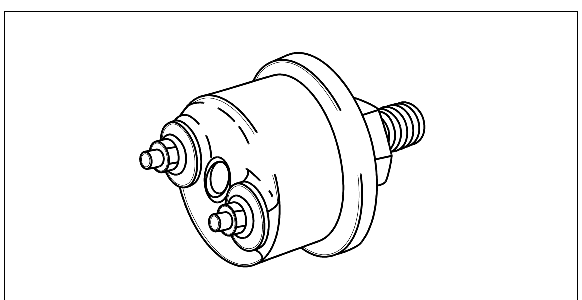


FIGURE 13: DELCO SWITCH 12139

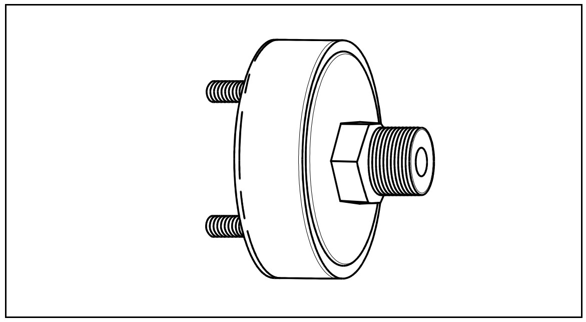


FIGURE 14: BENDIX SWITCH 12140

16. PARKING BRAKE ALARM SWITCH

Refer to the appropriate annexed booklet (Bendix, SL-5 Stop Light Switch; reference no. SD-06-2501).

The parking brake alarm uses the same switch as the stoplights. It is mounted on the spring brake valve and operates in conjunction with a NC relay to sound a warning alarm by completing the electrical circuit when the ignition key is turned OFF with parking brake released.

17. BRAKE RELAY VALVE (R-12 & R-14)

The primary air system includes three brake relay valves being supplied by the dual brake valve, and which function is to speed up the application and release of the service brakes.

One Wabco R-14 valve located above the drive axle supplies the drive axle service brake air line, while the other two R-12 valves supply independently both the tag axle right and left service brake air line and act as interlock valves. These valves are accessible from under the vehicle at the level of the tag axle. Maintenance and repair information on these valves is supplied in the applicable booklet annexed to this section under reference number SD-03-1064 and Wabco Relay Valves.

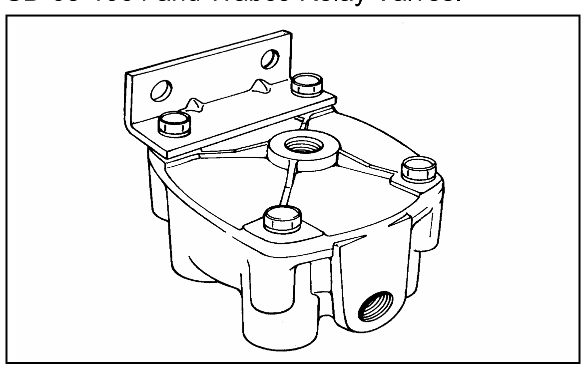


FIGURE 15: R-12 12074

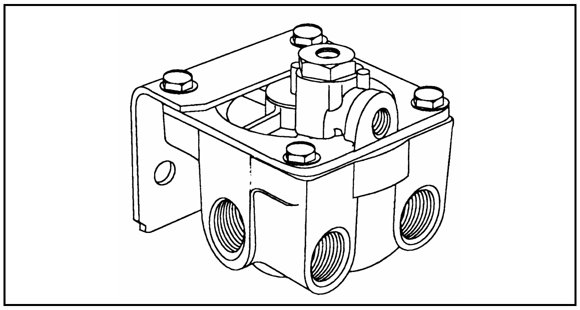


FIGURE 16: R-14 12207

18. QUICK RELEASE VALVES (QR-1)

One quick release valve is installed on this vehicle and is used on Low Buoy rear release system. It permits rapid exhaust of air pressure from brakes, thus decreasing the brake release time.

Maintenance and repair information on these valves is supplied in the applicable booklet annexed to this section under reference number SD-03-901.

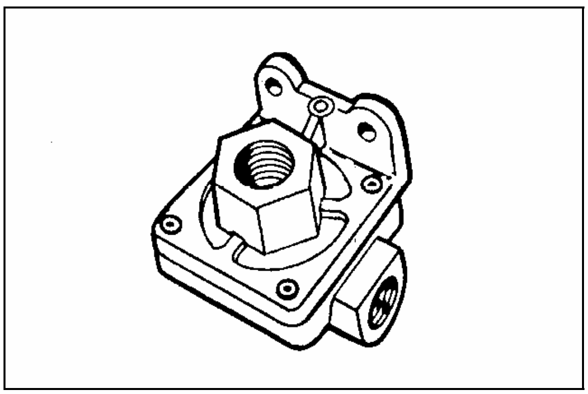


FIGURE 17: QR-1 12075

19. SPRING BRAKE VALVE (SR-7)

The spring brake valve is located above the drive axle. The SR-7 Modulating Valve is used in conjunction with a dual air brake system and spring brake actuator and performs the following functions:

- Provides a rapid application of the spring brake actuator when parking.
- Modulates the spring brake actuator application using the dual brake valve should a primary failure occur in the service brake system.
- Prevents compounding of service and spring forces.

Maintenance and repair information on the spring brake valve is supplied in the applicable booklet annexed to this section under reference number SD-03-9043.

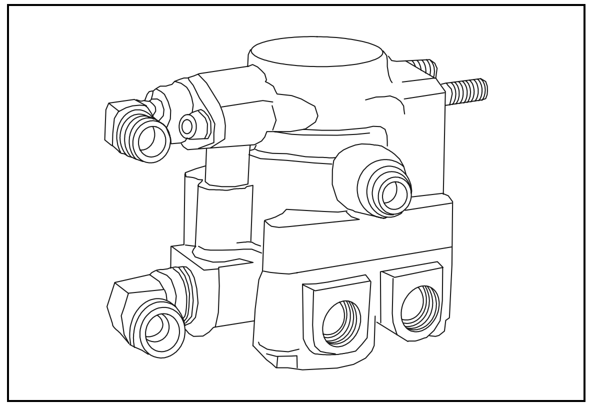


FIGURE 18: SR-7

20. PRESSURE PROTECTION VALVE (PR-2 & PR-4)

Maintenance and repair information on the pressure protection valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2010.

The air system includes two pressure protection valves (Fig. 19). One valve, the PR-2 is installed on the manifold block, and insures at all times a minimum pressure of 75 psi (517 kPa) in the suspension air system in the event that a pressure drop occurs in either the suspension air system or accessory air system. This valve is located in the front service compartment besides the air filter.

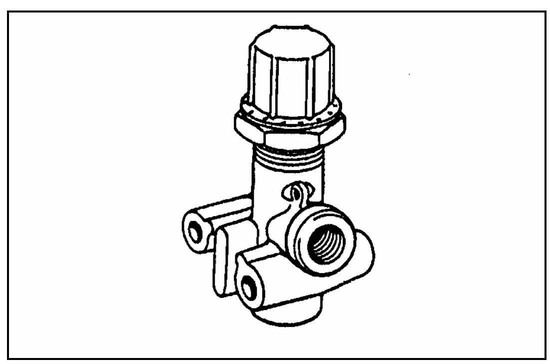


FIGURE 19: PR-2 & PR-4 12077

The other valve, the PR-4 is installed on the accessory air tank, and insures a minimum pressure of 70 psi (482 kPa) in the accessory air system in the event that a pressure drop occurs in either the suspension air system or braking air system (refer to Fig. 1 for accessory air tank location). The closing pressure of the PR-2 is externally adjustable while the PR-4 has a fixed setting.

21. LOW PRESSURE INDICATORS (LP-3)

Maintenance and repair information on the low pressure indicators is supplied in the applicable booklet annexed to this section under reference number SD-06-1600.

The air system includes two low pressure switches. One is located on the pneumatic accessories panel in the front service compartment. The remaining pressure switch is mounted on the spring brake valve, and monitors the parking brake pilot lamp. Its pressure setting is 30 psi (205 kPa).

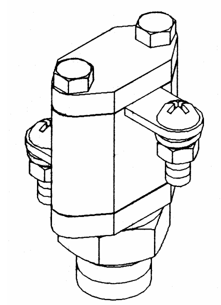


FIGURE 20: LP-3 12078

22. SHUTTLE-TYPE DOUBLE CHECK VALVE (DC-4)

Maintenance and repair information on the shuttle-type double check valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2202.

The double check valve is located on the pneumatic accessories panel in the front service compartment. In the event of a pressure drop in either the primary or secondary system, this unit will protect the emergency /parking brake control valve and the intact portion of the air system from pressure loss.

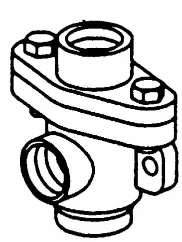


FIGURE 21: DC-4 12134

23. EMERGENCY DOOR OPENING VALVES

Two emergency door opening three-way valves are installed on coaches. One is in the front service compartment, readily accessible. The other one is on the R.H. side lateral console, close to the entrance door. When used, the valve releases pressure in the door locking cylinder, thus allowing the door to be manually opened.

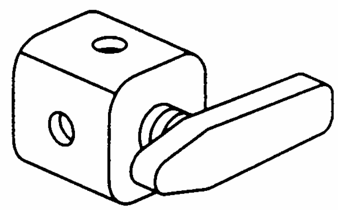


FIGURE 22: THREE WAY VALVE 12186

23.1 INTERIOR VALVE MAINTENANCE

When needed, this valve can be changed according to the following procedure:

1. Unscrew the front R.H. decorative panel in order to access the valve.
2. Unscrew and remove the valve handle.
3. Unscrew and remove the valve retaining ring.
4. Push the valve inside the console.
5. Disconnect the air tubes.
6. Reverse the procedure to install a new valve.

24. AIR HORN VALVE

The air horn solenoid valve is located in the front service compartment. The air horn activating button is on the center of the steering wheel. Refer to section 23 "ACCESSORIES" for more information.

25. AIR SYSTEM TROUBLESHOOTING

The following list has been designed to help in troubleshooting some of the most common problems in the air system and main causes. For air brakes troubleshooting, refer to "*Air Brakes Troubleshooting*" in this section. For more troubleshooting information, refer to the manufacturer's brochures annexed to this section.

Air pressure doesn't rise to, or doesn't maintain, a normal setting:

- Defective air gauge (registering incorrectly).
- Excessive leaking in air system.
- Reservoir drain cock open.
- Air filter/dryer built-in governor poorly adjusted or defective.
- Defective compressor.
- Worn compressor or excessive wear on piston and/or ring.

Air pressure rises to normal setting too slowly:

- Excessive leaking in air system.
- Clogged engine air cleaner.
- Worn compressor or excessive wear on piston and/or ring.
- Engine speed too low.

Air pressure rises above a normal setting:

- Defective air gauge (registering incorrectly).
- Air filter/dryer built-in governor poorly adjusted or defective.

Air pressure drops quickly when engine is stopped:

- Leaks in compressor discharge valve.
- Leaks in air lines.
- Leaks in air system valves.

26. BRAKE OPERATION

The vehicle braking system uses both service and parking air-operated brakes. The air system is divided into two independent circuits to isolate the front axle brakes and the rear axle brakes (drive and tag), thus providing safe brake operation in the event that one circuit of the system fails. The primary circuit is connected to the drive and tag axle brakes, while the secondary circuit is connected to the front axle brakes. The tag axle service brakes operate only when the axle is in the normal driving (loaded) position. The spring-type emergency brakes are mounted on the drive and tag axles, and will apply automatically if primary system pressure falls below 40 psi (276 kPa). The optional parking brake override system can cancel the parking brakes, enabling the driver to move the vehicle to a safe parking place. To operate this system, push down and hold the control knob located on the R.H. side of the driver’s seat (see *"Operator's Manual"* for more details).

Furthermore, brake application or release, which is sped up by a pneumatic relay valve (R-12 & R-12DC), will start with the rear axles and be followed by the front axle, thus providing uniform braking on a slippery surface. The vehicle is also equipped with an Anti-lock Brake System (ABS), detailed later in this section.

Brake and air system maintenance consists of periodic inspections. Check all parts for damage and brake adjustment (refer to subsequent headings in this section for more details). Ensure all fasteners are tight (refer to “*Specifica-tions"* for recommended tightening torques).

27. AIR BRAKES

Knorr-Bremse SN7000 disc brakes are used on all axles. The front and drive axle discs are actuated by 24 inch^2 effective area air brake chambers (22 inch^2 for front solid beam axle), while on tag axle, the brake chambers have a 14 inch^2 effective area for service brake and a 16 inch^2 effective area for emergency/parking brakes. The *Knorr-Bremse SN7000* brakes are supplied with automatic clearance (slack) adjusters as standard equipment for easier adjustment. For more information on disc brake components and maintenance, refer to the manufacturer's brochure at the end of this section.

27.1 DISC BRAKE PADS

Brake pads have to be checked on a regular basis depending on the vehicle operation. The remaining thickness of the pads should never be less than 3/32 in (2 mm). To check pad condition without removing the wheel, verify the position of guide bushing (6) relatively to guide sleeve (4) (see Fig. 23). When guide sleeve is in alignment with guide bushing, brake pad thickness has to be checked more precisely with the wheel removed. When replacing brake pads, all four pads on an axle have to be changed at the same time. There is no inner or outer pad, since all pads are the same. Once removed, worn pads should be replaced in their original position.

IMPORTANT NOTE

To maintain your vehicle's air disc brakes at their original performance standard, we strongly recommend use of only genuine, approved service replacement parts on Bendix and Knorr-Bremse air disc brake systems. If non-approved friction materials or replacement components are used, neither Prevost Car nor Bendix Spicer Foundation Brake LLC will accept any air disc brake-related warranty returns or claims.

For more information on this policy, refer to Bendix-Prevost product notification annexed at the end of Section 12 of Maintenance Manual.

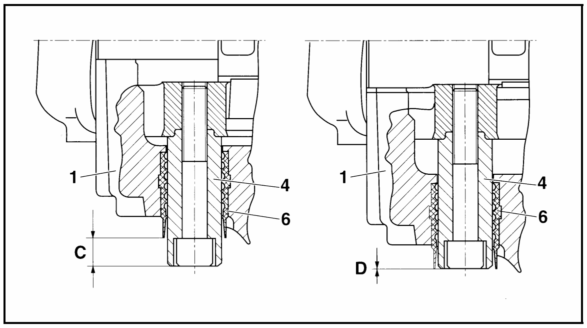


FIGURE 23: BRAKE PAD CHECK 12117

27.2 CALIPER MAINTENANCE

Use the following procedure for brake calipers servicing. The procedure must be followed in proper sequence to ensure that only needed repairs or replacements are performed on calipers. Problems such as hot brakes or cracked rotors may be effects of sticking calipers, too-small clearance between rotor and pad or possible trapped air pressure in the brake chamber. If any of these symptoms occur, perform this procedure before replacing the rotor to ensure the cause of the problem is properly solved.

1. Check for presence of residual pressure:

To check if there is any residual air pressure in the brake chamber, make four or five brake applications, then try to turn the wheel manually. If the wheel does not turn, use a wrench to crack the air line and listen for trapped air in the brake chamber then try to turn the wheel manually again. If you find trapped air in the brake booster, ensure that all pneumatic components in the braking system are functioning properly.

***Note**: A residual pressure of 2-3 PSI in the system is sufficient to prevent the brakes from releasing. Also the stop light switch can operate with as little as 1 PSI, therefore an illuminated brake light does not mean brakes are dragging.*

2. Pad to rotor clearance inspection:

Remove clip and washer (26 & 45, Fig. 24), push down retainer bar (11), pull out pin (44) and remove retainer bar. Push caliper toward actuator (center of vehicle) for maximum clearance.

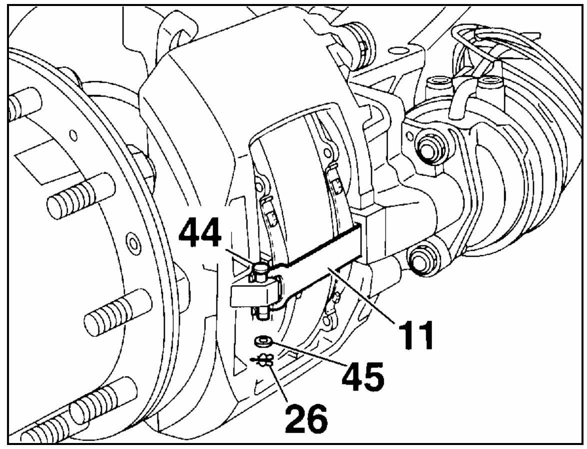


FIGURE 24: CLEARANCE INSPECTION 12119

3. Measure pad to rotor clearance:

Place a long feeler gauge (long enough to measure across entire tappet surface) between the tappet and the backing plate of the pad, measure clearance at both tappets. Clearance should range between 0.020 and 0.035 inch (0.5 mm and 0.9 mm), with a maximum difference between tappet measurements on same brake of 0.008 inch (0.2 mm).

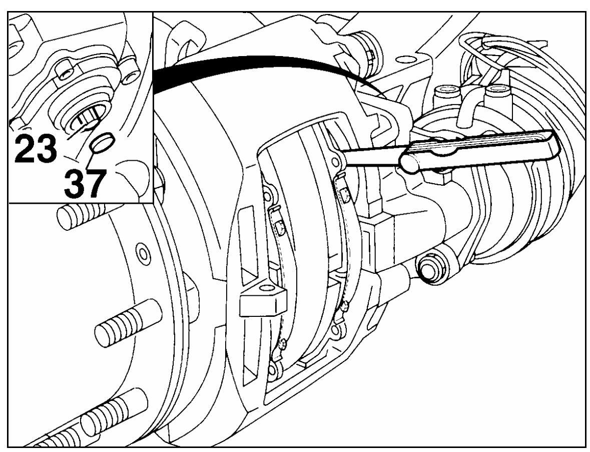


FIGURE 25: RUNNING CLEARANCE 12116

4. Checking the adjuster

CAUTION

Use only a standard box wrench on the adjuster hexagonal pinion. Do not overtorque the pinion as overtorquing will damage the pinion.

a) Remove cap (37, Fig. 26).

b) Using a box wrench (8 mm), turn the adjuster pinion (23, Fig. 26) counterclockwise about 2-3 clicks to increase running clearance. By operating the braking system about 5-10 times (30 PSI or 2 bar), the wrench should turn clockwise in small increments if the adjuster is functioning correctly (Figs. 26 and 27).

NOTE

With increasing number of applications, the incremental adjustment will decrease.

c) In case of malfunction, i. e. the pinion or box wrench:

   i) Does not turn.

   ii) Turns only with the first application.

   iii) Turns forwards then backwards with every application.

In any of the above cases, the automatic adjuster has failed and the caliper must be replaced. In such cases the brakes can be adjusted manually to run a short distance.

d) Take the box wrench off. Replace the cap and check for proper sealing.

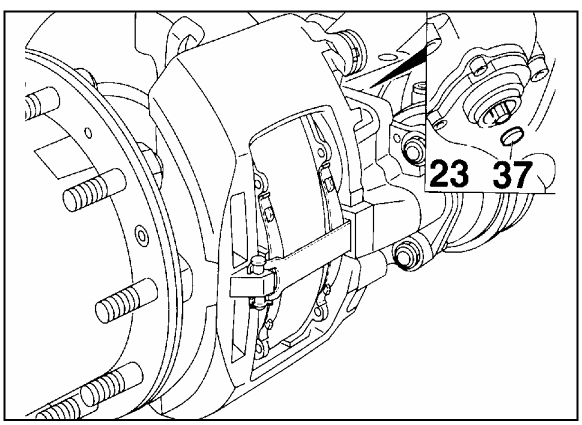


FIGURE 26: ADJUSTER PINION 12120

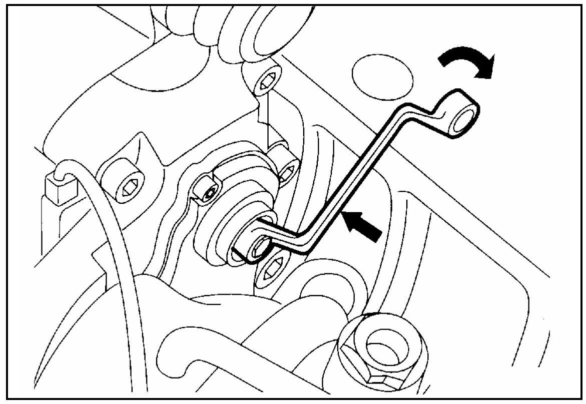


FIGURE 27: BOX WRENCH ON ADJUSTER PINION 12118

27.3 ROADSIDE INSPECTION FOR KNORR -BREMSE AIR DISC BRAKES

The coach is equipped with air disc brakes and therefore, cannot be inspected using the requirements for chamber stroke or visible lining clearance or lining thickness as specified for drum brakes. The roadside inspector should use the following instructions to determine that the air disc brakes are within proper adjustment and have sufficient pad wear thickness.

The Knorr-Bremse air disc brake is designed to move freely, with minimal force, in the axial direction on the two sliding pins as identified in figure 28. The movement in the axial direction should not exceed 2 mm (5/64”).

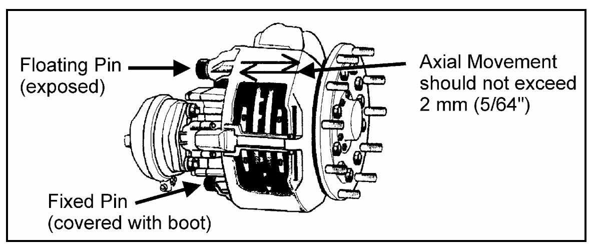


FIGURE 28: CALIPER AXIAL MOVEMENT 12132

The caliper flotation consists of two pins. One pin (fixed pin) floats and should have minimal movement in the radial direction. The other pin is floating in a rubber bushing. The maximum radial movement should not exceed 2.0 mm (0.080”). To check the radial movement, insert a pry tool between the caliper and carrier near the middle and then measure the relative movement as shown in figure 29.

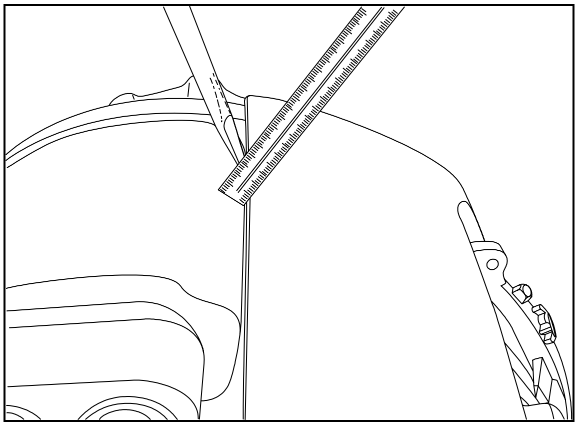


FIGURE 29: RADIAL MOVEMENT INSPECTION 12187

The pad thickness can be seen but would require removal of the tire and rim. An indicator of the pad wear condition is available by inspecting the floating pin location in relation to the rubber bushing as shown in figure 30. When pads are in new thickness condition, the pin will be exposed (C) 19 mm (¾”). When the pads are worn to replacement conditions, the pin will be nearly flush to the bushing (D) or within 1 mm (3/64”) of the edge of the rubber bushing.

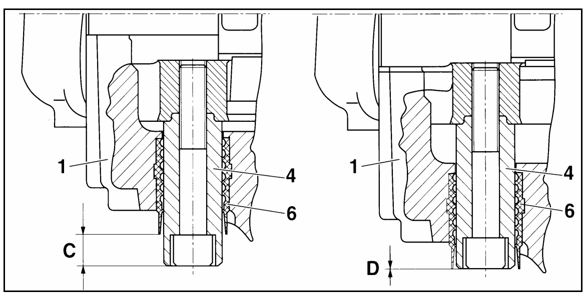


FIGURE 30: BRAKE PAD CHECK 12117

27.4 PAD REMOVAL

Turn adjuster pinion (23) counterclockwise to increase pad to rotor clearance (a clicking noise will be heard). Push caliper toward actuator and remove pads (12).

CAUTION

Do not apply brakes while pads are removed as this could cause over stroke damage to the adjusting mechanism.

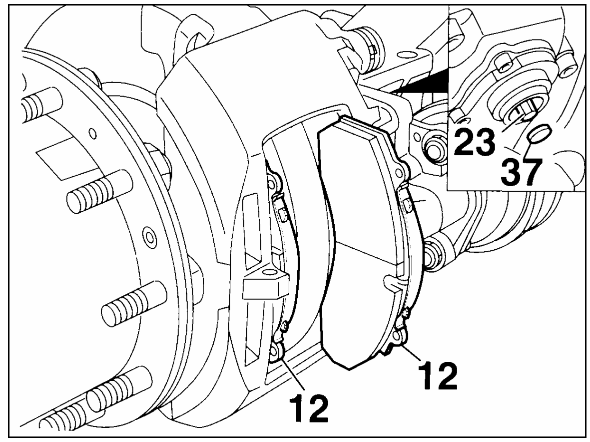


FIGURE 31: PAD REMOVAL 12111

27.5 CHECKING PAD WEAR

Minimum friction material thickness is 2 mm (A, Fig. 32)

New friction material has a thickness of 21 mm (B, Fig. 32)

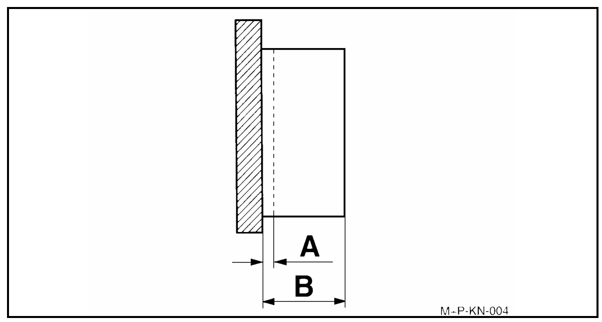


FIGURE 32: PAD WEAR 12112

27.6 IMPORTANT PAD AND ROTOR MEASUREMENTS

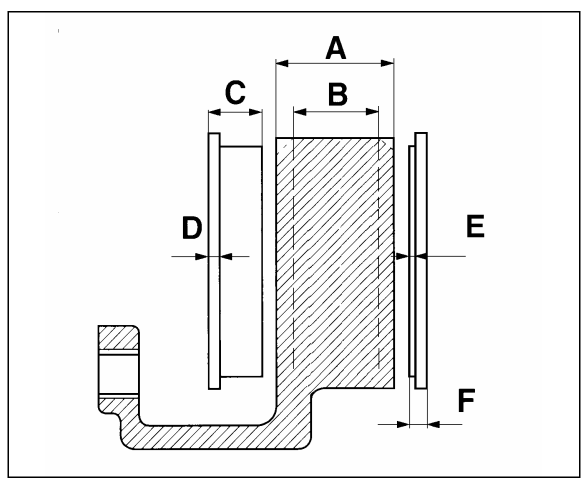


FIGURE 33: ROTOR AND PAD WEAR LIMITS 12113

A = Rotor thickness (new): 45 mm;

B = Rotor thickness (worn): 37 mm. Requires replacement;

C = Overall thickness of pad (new): 30 mm;

D = Backplate: 9 mm;

E = Minimum thickness of pad material: 2 mm;

F = Minimum allowed thickness of overall backplate and friction material: 11 mm. **Replacement necessary.**

27.7 CHECKING CALIPER GUIDANCE AND SEAL CONDITION

Perform sliding test. You must be able to slide the caliper easily at any time. Sliding test should be performed at least every three months or more often depending on the type of operation.

Sliding Test (Refer to Fig. 34):

a) Using hand pressure only, the caliper (1) must slide freely with its guide pin arrangements (4-7) across a distance of 1 3/16 inch (30 mm) when the pads are removed. The sleeve (5) is sealed using the boot (9) and the cap (10).

b) The rubber components (9 and 10) should show no damage. The positioning must be checked. If necessary the caliper has to be repaired using the guide kit (part #611168) or with the seal and guide kit (part #611199). When repairing a caliper with the above kits, make sure all parts in the kit are used. Use special green grease (Prevost #683344) to reassemble the slide pin into the bushing, white or yellow grease (Prevost #683345) may be used for all other lubrication needs.

c) Depending on caliper manufacturing date, black paint may be present on the unsealed pin (short pin). Paint on the slide pin can prevent the caliper from sliding properly especially when the pad starts to wear. If paint is present on the pin, separate the pin from the bushing, clean and reinstall the pin according to procedure.

NOTE
Do not attempt to use thinner or alcohol to clean the pin without removing it as it may damage the rubber bushing.

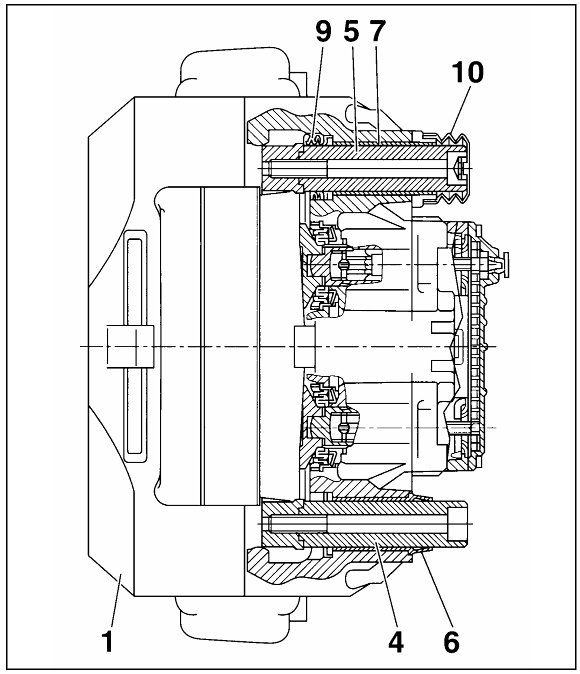


FIGURE 34: CALIPER GUIDANCE 12114

27.8 CHECKING THE TAPPET BOOTS

a) The rubber boots (13, Fig. 35) should show no damage, check the attachment.

⚠ **CAUTION**
Any ingress of water and dirt will lead to corrosion and may affect the function of the actuation mechanism and adjuster unit.

b) If boots are damaged but show no corrosion, the boots and tappets should be replaced (Prevost #611177).

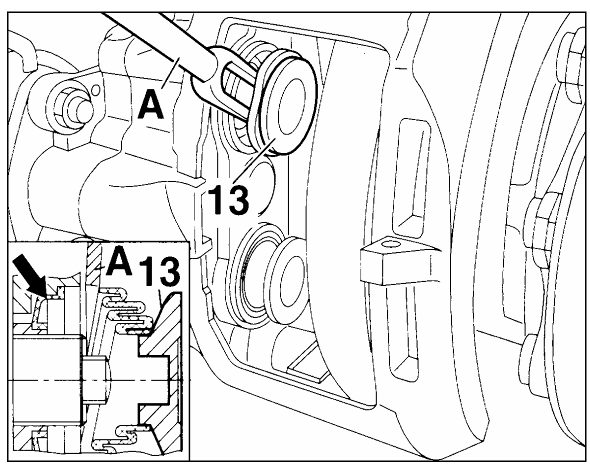


FIGURE 35: RUBBER BOOTS 12115

27.9 PAD INSTALLATION

Turn adjuster pinion (23, Fig. 36) counterclockwise until tappets are fully retracted and clean pad seat area. Slide caliper to full outboard position and install outside pad. Slide caliper to full inboard position and install inside pad.

WARNING

It is recommended to change all pads on an axle at the same time.

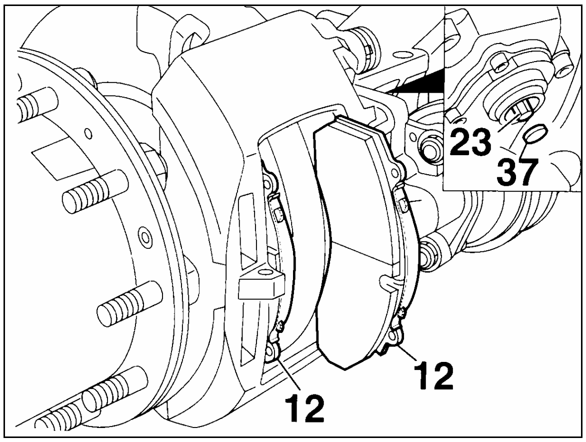


FIGURE 36: PAD INSTALLATION 12111

27.10 ADJUSTING THE RUNNING CLEARANCE

a) Insert a feeler gauge 0.028 inch (0.7 mm thickness) between tappet and pad back-plate (Fig. 37). Turn adjuster pinion clockwise until 0.028 inch (0.7 mm) clearance is achieved. Replace cap (37) (Prevost # 641313).

b) To ensure a constant running clearance between the rotor and pads, the brake is equipped with an automatic adjuster unit. When the pads and rotor wear, the running clearance between the pads and rotor increases. The adjuster (23, Fig. 37) and turning device turn the threaded tubes by the amount necessary to compensate the wear.

Total running clearance should be between 0.020 and 0.035 inch (0.5 and 0.9 mm). Smaller clearances may lead to overheating problems.

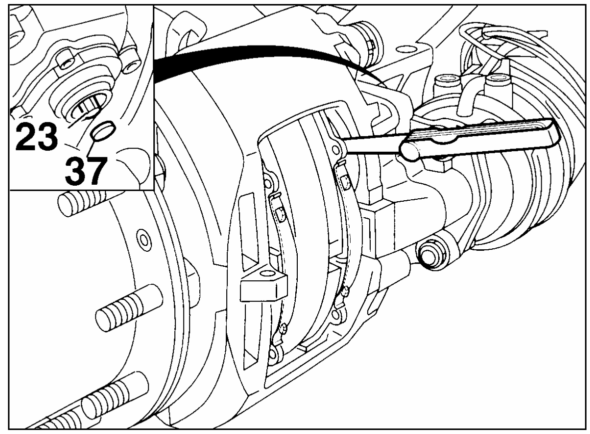


FIGURE 37: RUNNING CLEARANCE 12116

27.11 BRAKE TOOLS

Four brake tools are available from Prevost to facilitate disc brake maintenance:

a) #641321, Tappet with boot (item 13).
b) #641322, Caliper inner boot (item 9).
c) #641323, Caliper bushing (item 7).
d) #641435, Fork for boot tappet (item 13).

Maintenance tip

Using the following procedure, pad wear can be determined without removing the wheel.

27.12 TORQUE SPECIFICATIONS

For proper caliper maintenance, refer to the following figures.

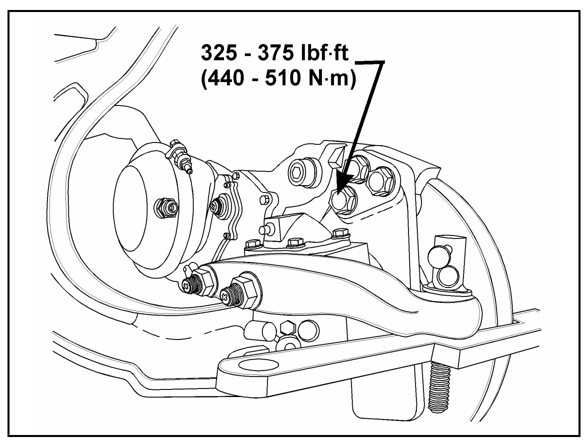


FIGURE 38: TORQUE SPECIFICATION 12145

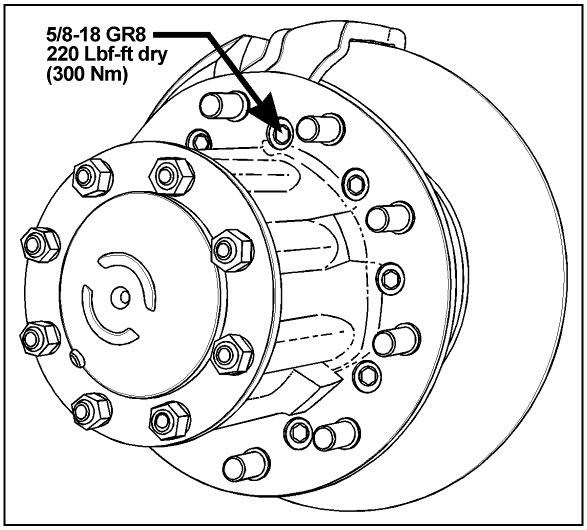


FIGURE 39: TORQUE SPECIFICATION 11030

28. SAFE SERVICE PROCEDURES

Most recently manufactured brake linings no longer contain asbestos fibers. Instead of asbestos, these linings contain a variety of ingredients, including glass fibers, mineral wool, aramid fibers, ceramic fibers, and carbon fibers. At present, OSHA (Occupational Safety and Health Administration) does not specifically regulate these non-asbestos fibers, except as nuisance dust. Medical experts do not agree about the potential long-term risks from working with and inhaling non-asbestos fibers. Nonetheless some experts think that long-term exposure to some non-asbestos fibers could cause diseases of the lung, including pneumoconiosis, fibrosis, and cancer. Therefore, lining suppliers recommend that workers use caution to avoid creating and breathing dust when working on brakes that contain non-asbestos fibers.

WARNING

Whenever possible, work on brakes in a separate area away from other operations.

Always wear a respirator approved by NIOSH (National Institute of Occupational Safety and Health) or MSHA (Mine Safety and Health Administration) during all brake service procedures. Wear the respirator from removal of the wheels through assembly.

NEVER use compressed air or dry brushing to clean brake parts or assemblies. OSHA recommends that you use cylinders that enclose the brake. These cylinders have vacuums with high efficiency (HEPA (Health and Environment Protection Agency)) filters and workmans' arm sleeves. But, if such equipment is not available, carefully clean parts and assemblies in the open air.

Clean brake parts and assemblies in the open air. During disassembly, carefully place all parts on the floor to avoid getting dust into the air. Use an industrial vacuum cleaner with a HEPA filter system to clean dust from the brake drums, backing plates and other brake parts. After using the vacuum, remove any remaining dust with a rag soaked in water and wrung until nearly dry.

If you must grind or machine brake linings, take additional precautions because contact with fiber dust is higher during these operations. In addition to wearing an approved respirator, do such work in an area with exhaust ventilation.

When cleaning the work area, NEVER use compressed air or dry sweeping to clean the work area. Use an industrial vacuum with a HEPA filter and rags soaked in water and wrung until nearly dry. Dispose of used rags with care to avoid getting dust into the air. Use an approved respirator when emptying vacuum cleaners and handling used rags.

Wash your hands before eating, drinking or smoking. Do not wear your work clothes home. Vacuum your work clothes after use and then launder them separately, without shaking, to prevent fiber dust from getting into the air.

Material safety data sheets on this product, as required by OSHA, are available from Rockwell and Knorr-Bremse.

29. AIR BRAKE TROUBLESHOOTING

The following tests and check lists have been designed to identify the cause(s) of a sluggish performance and/or leaks in the system. These tests require very little time to perform, and give you a general idea of the system condition. Each test is provided with a corresponding check list which will guide you to the most common causes of problems.

Before performing any test, check all air lines for kinks or dents, and hoses for signs of wear, drying out or overheating.

WARNING

When working on or around brake system and its related components, the following precautions should be observed:

Always block vehicle wheels. Stop engine when working under a vehicle. Keep hands away from chamber push rods and slack adjusters as they may apply when system pressure drops.

Never connect or disconnect a hose or line containing air pressure. It may whip as air escapes. Never remove a component or pipe plug unless you are sure all system pressure has been depleted.

Never exceed recommended air pressure and always wear safety glasses when working with air pressure. Never look into air jets or direct them at anyone.

Never attempt to disassemble a component until you have read and understood the recommended procedures. Some components contain powerful springs and injury can result if not properly disassembled. Use only proper tools and observe all precautions pertaining to the use of those tools.

Always clean connecting piping and/or fittings, and coat pipe threads with Teflon pipe sealant before installing any air brake system component.

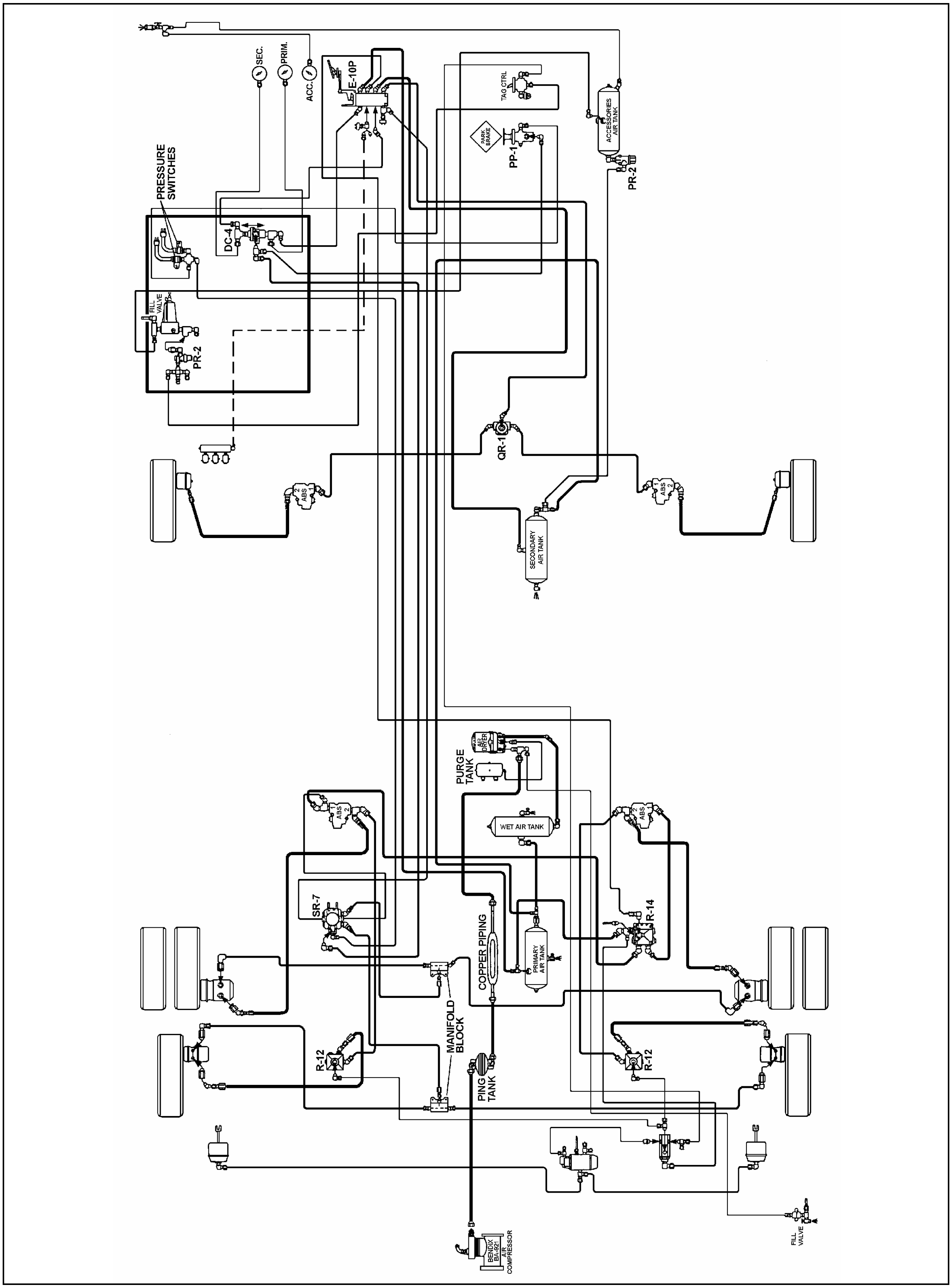


FIGURE 40: H3.COACHES AIR-OPERATED BRAKING SYSTEM 12197

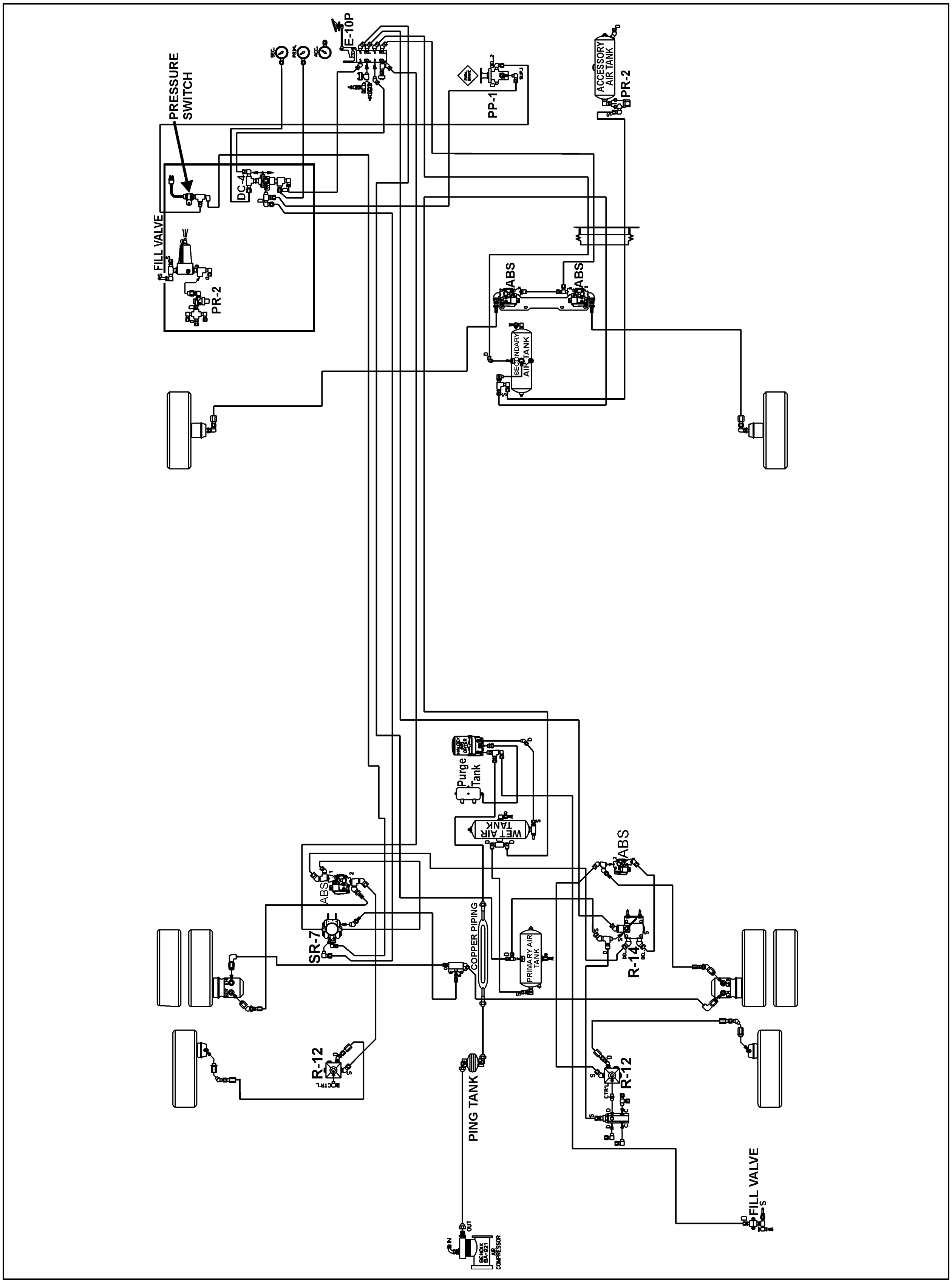


FIGURE 41: VIP-45 BASIC AIR-OPERATED BRAKING SYSTEM

Pressure Build-Up / Low Pressure Warning / Cutoff Point / Air Filter/Dryer Built-in Governor Cutout

CONDITION: Vehicle leveled, parking brake applied.

1. Completely drain wet, primary and secondary air reservoirs only.
2. Start engine and run at fast idle. Low pressure warning lights should be *"On"*.
3. Start checking pressure at 50 psi (344 kPa).
4. Low pressure warning lights and buzzer should go off at or above 60 psi (415 kPa).
5. At 85 psi (586 kPa), run engine at full rpm, then check that build up time to 100 psi (690 kPa) is 30 seconds or less.
6. Air filter/dryer built-in governor cut-out. Cuts out at the correct pressure of 123 psi ±3 (847±21 kPa).
7. Air filter/dryer built-in governor cut-in. Cuts in around 110 psi (758 kPa).

For common corrections, refer to the following check list:

High or Low Warning Cutoff Point

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

High or Low Air Filter/Dryer Built-in Governor Cutout Point

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

OR

- Repair or replace air filter/dryer as necessary after checking that compressor unloader mechanism operates correctly.

More than 30 seconds to build-up pressure from 85 to 100 psi (585 - 690 kPa) at full engine RPM

- Perform a telltale light and gauge test. Replace entire cluster if found defective.
- Check compressor strainer or inlet line. If restricted, clean or replace element or faulty line.
- Check compressor head or discharge line for carbonization or restriction. Clean or replace as necessary.
- If discharge valves leak, pull head and correct or replace cylinder head.
- If drive is slipping, replace gear.
- If inlet valves are stuck, open or leaking severely, replace unloader kit, inlet valves and/or seats as necessary.
- If drain cock is found open, close it.
- Listen for air leaks and repair.
- Redo list to check all items repaired or replaced.

Air Supply Reservoir Leakage

CONDITION**:** Full pressure, engine stopped, parking brake applied

1. Allow at least 1 minute for pressure to stabilize.
2. Stop engine, then check air pressure gauge for 2 minutes. Note any pressure drop.
3. Pressure should not drop by more than 3 psi (20 kPa) per minute.

For common corrections, refer to the following check list:

Excessive air loss:

- With the primary air system at normal operating pressure (95 - 125 psi (655 - 860 kPa)), coat all air line connections and pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.
- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

Brake System Air Leakage

CONDITION**:** Full pressure, engine stopped, parking brake released.

1. Apply service (foot) brakes, allow at least 1 minute for pressure to stabilize.
2. Hold down foot valve for 2 minutes while observing air pressure gauge on the dash-board.
3. Pressure drop should not be more than 4 psi (27 kPa) per minute.

For common corrections, refer to the following check list.

Excessive leakage on brake service side:

- With the primary air system at normal operating pressure (95 - 125 psi (655 - 860 kPa)) and foot brake applied, coat all air line connections and brake pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.
- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

30. BRAKE AIR CHAMBER

This vehicle uses "Knorr-Bremse" brake chambers on all axles. The tag and drive axle chambers consist of two separate air chambers, each having its own diaphragm and push rod. They are used as a service brake chamber, an emergency brake in case of air pressure loss and a spring-applied parking brake. Refer to figures 42 and 43.

The front axle brake air chambers are used only for service brake duty (Fig. 42).

30.1 MAINTENANCE

Every 6,250 Miles (10 000 km) or twice a year, whichever comes first depending on type of operation:

1. Insert a box wrench (8 mm) onto the adjuster pinion.
2. Apply brakes 5 – 10 times and observe that the pads move out promptly without binding and that box wrench turns clockwise in small increments.
3. Check tightness of mounting nuts. Check that cotter pins are in place.
4. Check all hoses and lines. They should be secure and in good condition.

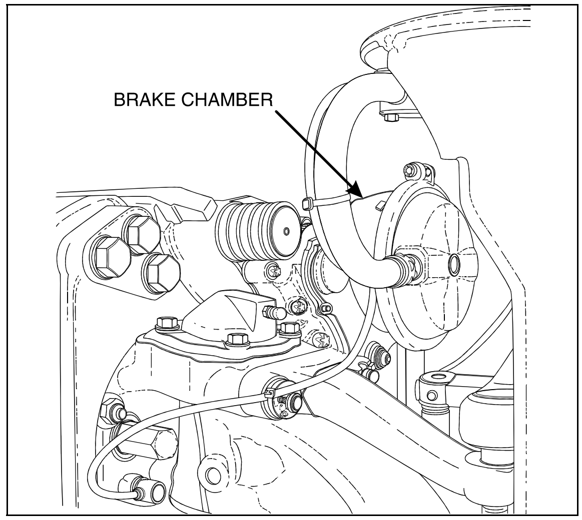


FIGURE 42: I-BEAM FRONT AXLE BRAKE AIR CHAMBER 12158

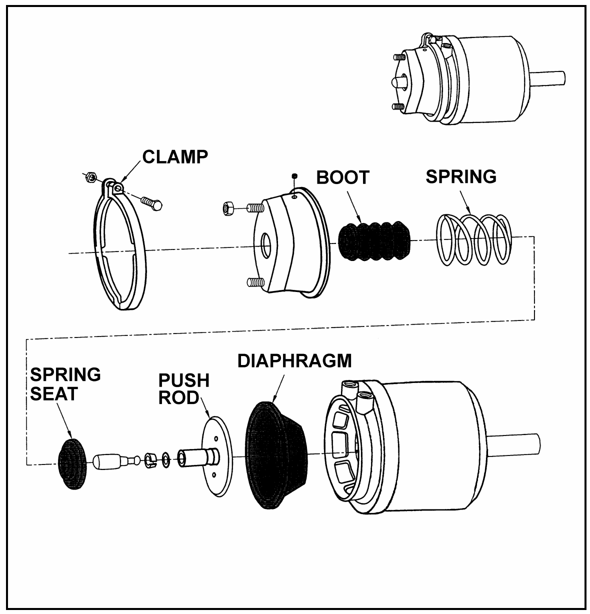


FIGURE 43: TAG AXLE OR DRIVE AXLE BRAKE AIR CHAMBER 12126

Every 100,000 Miles (160 000 km) or once a year, whichever comes first depending on type of operation

1. Disassemble and clean all parts.
2. Install new diaphragm or any other part if worn or deteriorated.

NOTE
When the diaphragm, spring, or both are replaced, they should be replaced in the corresponding chamber on the same axle.

3. Perform an airtighteness test:

a) Make and hold a full brake application.

b) Coat clamping ring(s) with a soapy solution. If leakage is detected, tighten clamping ring only enough to stop leakage. ***Do not overtighten*** as this can distort sealing surface or clamping ring. Coat area around push rod hole (loosen boot if necessary). No leakage is permitted. If leakage is detected, the diaphragm must be replaced.

30.2 EMERGENCY/PARKING BRAKE MANUAL RELEASE

DANGER

Never stand in the axis line of the spring brake chambers, especially when caging the spring.

Drive Axle

1. Block the wheels to prevent the vehicle from moving.
2. Remove the release stud tool from its storage place on drive axle brake air chamber.
3. Remove the access plug from the end of the spring chamber, and then insert the release stud through the opening. Turn the release stud 1/4 turn (clockwise) to anchor it into the spring plate. Install the flat washer and nut, and then turn the nut clockwise to cage the spring. Repeat on the opposite side.

DANGER

Make sure the release stud is properly anchored in spring plate receptacle prior to caging the spring.

4. To manually reset the emergency/parking brake, turn the nut counterclockwise. Reinstall access plugs on the spring chambers, and release stud tools in their storage places.

Tag Axle

1. Block the wheels to prevent the vehicle from moving.
2. Turn the release bolt counterclockwise to cage the power spring (approx. 2.5 inches (6 cm)). Repeat on the opposite side.
3. To manually reset the emergency/parking brake, turn the bolt clockwise.

30.3 BRAKE CHAMBER REMOVAL

WARNING

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

To prevent personal injuries, brake chambers should be made inoperative by releasing spring tension prior to disposal.

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.
3. To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: *"Wheels, Hubs and Tires"*).
4. Exhaust compressed air from system by opening the drain valve of each reservoir.
5. For the drive and tag axles brake chambers, manually release spring brakes (refer to "*Emergency/Parking Brake, Manual Release"* procedure in this section).
6. Disconnect air line(s) from brake chamber.
7. Remove the cotter pin connecting brake chamber and slack adjuster (drive axle).
8. Unbolt and remove the brake chamber from vehicle.

30.4 BRAKE CHAMBER INSTALLATION

Reverse removal procedure, then check brake adjustment.

CAUTION

Always clean air lines and fittings, and coat pipe threads with Teflon pipe sealant before reconnecting air lines.

30.5 BRAKE CHAMBER DISASSEMBLY

DANGER

Spring brake chambers, on drive and tag axles contain an extremely high compressive force spring, which can possibly cause serious injury if special precautions are not taken when working around this area.

To avoid such injury, the following recommendations must be applied:

- Prévost recommends the installation of a new spring brake chamber if it is found to be defective.
- Spring brake chamber maintenance and/or repair must be performed by trained and qualified personnel only.
- Before manually releasing spring brakes, visually check spring brake for cracks and/or corrosion.
- On “MGM” brake chambers (drive axle), make sure the release stud is properly anchored in spring plate receptacle prior to caging the spring.
- Never stand in the axis line of the spring brake chambers, especially when caging the spring.

WARNING

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.

NOTE

To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: "Wheels, Hubs and Tires").

3. Exhaust compressed air from air system by opening the drain valve of each reservoir.
4. For the drive and tag axles brake chambers, manually release spring brakes (refer to “*Emergency/Parking Brake Manual Release"* procedure in this section).
5. Remove clamp ring, remove and discard the existing diaphragm. Install the new diaphragm squarely on body.
6. Reverse the procedure for assembly. Tap clamp ring to ensure proper seating. Check for proper operation before placing vehicle in service.

31. ANTI-LOCK BRAKING SYSTEM (ABS)

This device has been designed to ensure stability and permit steering control of vehicle during hard braking, and to minimize its stopping distance whatever the road conditions are. On slippery roads and generally in emergency situations, over-braking frequently induces wheel lock. The anti-lock braking system provides maximum braking performance while maintaining adequate steering control on slippery roads.

The ABS continuously monitors wheel behavior during braking. Sensors on each wheel of front and drive axles (tag axle is slave to drive axle) transmit data to a four channel electronic processor which senses when any wheel is about to lock. Modulator valves quickly adjust the brake pressure (up to 5 times per second) to prevent wheel locking. Each wheel is therefore controlled according to the grip available between its tire and the road.

With this device, the vehicle is brought to a halt in the shortest possible time, while remaining stable and under the driver's control.

Since the braking system has dual circuits, the ABS is also provided with a secondary system should a fault develop in the ABS. Anti-lock systems are a parallel system which does not hinder brake functioning in case of failure. Braking system functions in normal, non anti-lock controlled operation during ABS system failure.

The ABS system consists of two diagonally related circuits, only the half of the system which has sustained damage or other fault is switched off (i.e. wheels return to normal non-ABS braking). The other diagonal half remains under full ABS control.

NOTE

ABS is active on service brake, transmission retarder, Jake brake, but is inactive on emergency/parking brake.

NOTE

The ABS system is inoperative at speeds under 4 mph (6 Km/h). Illumination of ABS telltale indicator at these speeds is normal.

CAUTION

Disconnect the ECU or pull the ABS fuse before towing vehicle.

31.1 TROUBLESHOOTING AND TESTING

For troubleshooting and testing of the vehicle's anti-lock braking system, refer to Meritor Wabco Maintenance Manual MM-0112: *"Anti-Lock Braking System (ABS) for Trucks, Tractors and Buses"*, at the end of this section, and to Bendix applicable booklet annexed to this section under reference number SD-134869. Use dashboard Message Center Display (MCD) Diagnostic Mode for troubleshooting and repair.

31.2 ABS COMPONENTS

The main components of the ABS system are listed hereafter. Refer to each component for its specific function in the system and for proper maintenance.

31.2.1 Electronic Control Unit (ECU)

This control unit is located in the first baggage compartment, on the driver's side of the vehicle (refer to figure 45 for location) or in the front electrical and service compartment. According to the data transmitted by the sensors (number of pulses/sec is proportional to the speed of each wheel), the electronic control unit determines which wheel is accelerating or decelerating. It then establishes a reference speed (average speed) from each wheel data, and compares the speed of each wheel with this reference speed to determine which wheel is accelerating or decelerating.

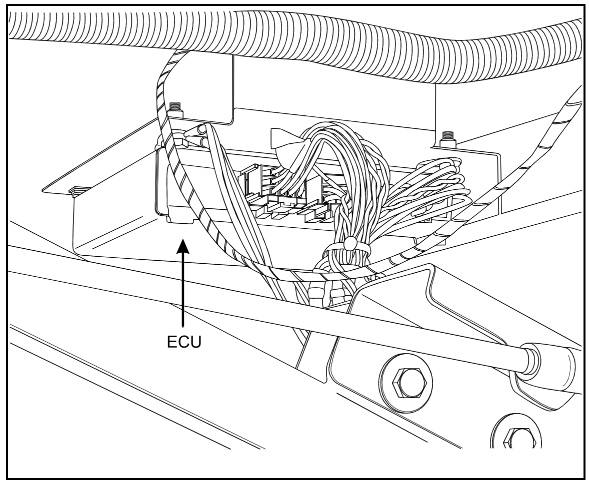


FIGURE 44: FIRST L.H. BAGGAGE COMPARTMENT 12198

As soon as wheel deceleration or wheel slip threshold values are exceeded, the electronic control unit signals a solenoid control valve to limit the excessive brake pressure produced by the driver in the appropriate brake chamber.

Maintenance

No specific maintenance is required. The ECU is not serviceable. When found to be defective, replace.

CAUTION

In order to protect the ABS electronic control unit from voltage surges, always disconnect before performing any welding procedure on vehicle.

31.2.2 Bendix® M-32QR™ Pressure Modulator Valves (PMV)

This ABS system is equipped with four modulator valves, located between the brake chamber and the relay valve (Fig. 46). Note that there is only one solenoid valve controlling the drive and tag axle wheels on the same side (tag axle is slave to drive axle).

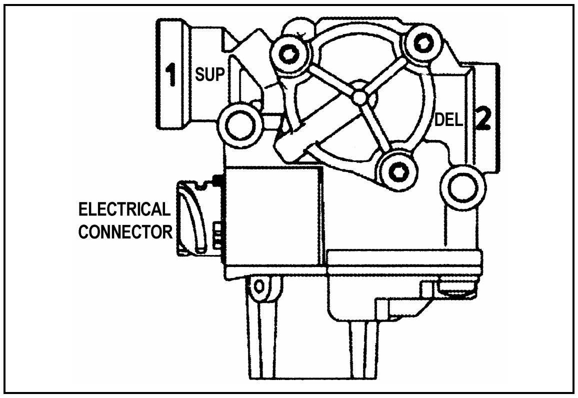


FIGURE 45: ABS MODULATOR VALVE 12084

This is an *"On/Off"* type valve, i.e., at brake application, the valve exhausts air from the brake chamber when the electronic unit senses that the corresponding wheel speed is decreasing in relation to the other wheels.

Maintenance

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-13-4870.

31.2.3 Sensors

The sensors are mounted on the front and drive axle wheel hubs (Fig. 47). The inductive sensors consist essentially of a permanent magnet with a round pole pin and a coil. The rotation of the toothed wheel alters the magnetic flux picked up by the coil, producing an alternating voltage, the frequency of which is proportional to wheel speed. When wheel speed decreases, magnetic flux decreases proportionately. Consequently, the electronic control unit will command the solenoid control valve to decrease the pressure at the corresponding brake chamber.

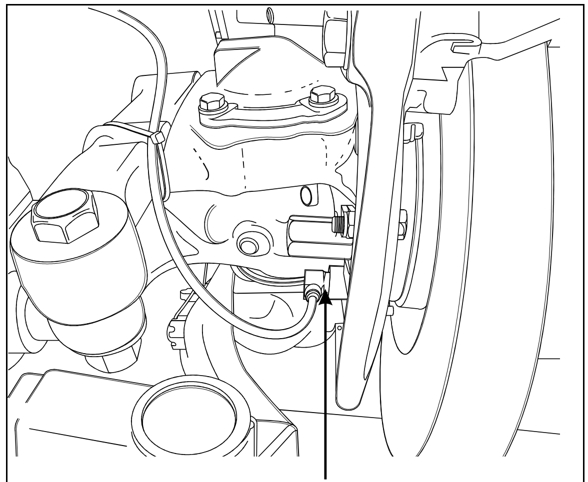


FIGURE 46: ABS SENSOR LOCATION 12153

Maintenance

No specific maintenance is required for sensors, except if the sensors have to be removed for axle servicing. In such a case, sensors should be lubricated with special grease (Prevost #680460) before reinstallation. Refer to paragraph *"Sensor Installation"* for details.

NOTE
The resistance value, when sensors are checked as a unit, must be equal to 1,75 k ohms. To check the sensors for proper output voltage after the sensors and toothed wheels have been assembled to the axle, connect a suitable AC voltmeter across the output terminals. With the hubs rotating at 30 rpm, the output voltages should read from 50 to 1999 mV to be acceptable.

Sensor Installation

The following procedure deals with sensor installation on the axle wheel hubs. Read procedure carefully before reinstalling a sensor, as its installation must comply with operational tolerances and specifications.

1. Apply recommended lubricant (Prevost #680460) to spring clip and sensor.

⚠ CAUTION
Use only this type of grease on the sensors.

2. Insert spring clip in the holder on hub. Make sure the spring clip tabs are on the inboard side of the vehicle. Push in until the clip stops.

3. Push the sensor completely inside the spring clip until it is in contact with the tooth wheel. Ensure mounting is rigid, as it is an important criterion for adequate sensor operation.

NOTE
This installation should be of the "press fit" type.

31.2.4 Spring clip

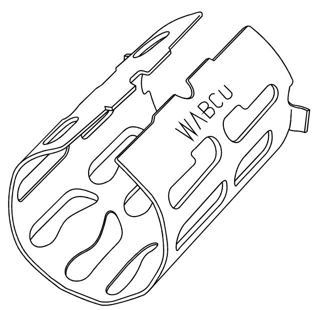


FIGURE 47: SPRING CLIP 12161

The spring clip retains the sensor in its mounting bracket close to the toothed pulse wheel. The gap between the sensor end and teeth is set automatically by pushing the sensor in the clip hard up against the tooth wheel, and the latter knocks back the sensor to its adjusted position (Fig. 48).

Maintenance

The spring clip requires no specific maintenance.

32. AUTOMATIC TRACTION CONTROL (ATC) – ELECTRONIC STABILITY PROGRAM (ESP)

In addition to the ABS function, advanced models of Bendix EC-60 controllers provide an **Automatic Traction Control (ATC)** feature. Bendix ATC can improve vehicle traction during acceleration, and lateral stability while accelerating through curves. ATC utilizes **Engine Torque Limiting (ETL)** where the ECU communicates with the engine's controller and/or **Differential Braking (DB)** where individual wheel brake applications are used to improve vehicle traction.

The EC-60 advanced model controller also provide ABS-based stability features referred to as **ESP® Electronic Stability Program**.

The Bendix ESP system is an ABS-based stability system that enhances vehicle stability by both reducing engine throttle and by applying vehicle braking based on actual vehicle dynamics. Accordingly, the ESP system is available only on specific approved vehicle platforms after vehicle application and development efforts and validation testing. Only certain limited variations of an approved vehicle platform are permitted without further validation of the ESP system application.

ESP stability system consists of Yaw Control (YC) and Roll Stability Program (RSP) features.

CAUTION
Even with ESP-equipped vehicles, the driver remains responsible for ensuring vehicle stability during operation.

32.1 COMPONENTS

32.1.1 The EC-60™ controller's ABS function utilizes the following components:

- Six (6) Bendix® WS-24™ wheel speed sensors. Each sensor is installed with a Bendix Sensor Clamping Sleeve;
- Five (5) Bendix® Pressure Modulator Valves (M-32QR™);
- Dash-mounted vehicle ABS Indicator Lamp;
- Service brake relay valve;
- Dash-mounted trailer ABS Indicator Lamp.

32.1.2 The EC-60™ controller's ATC function utilizes the following components:

- Drive axle traction control valve;
- Dash-mounted ATC status/indicator lamp;
- J1939 serial communication to engine control module.

32.1.3 The EC-60™ controller's ESP/RSP function utilizes the following components:

- Front Axle Traction Control Valve integral to the service brake relay valve;
- Dash-mounted ESP status/indicator lamp (also serves as the ATC status/indicator lamp;

- Bendix SAS-60™ Steering Angle Sensor (mounted to the steering column);
- Bendix YAS-60TM Yaw Rate/Lateral Acceleration Sensor (mounted to a cross member forward of the drive axle);
- Brake Demand Sensors (installed in the primary and secondary delivery circuits);
- Load Sensor (installed in the suspension air spring;
- An additional Modulator Valve (Bendix® M-32QR™ Pressure Modulator Valve) that controls pressure apply to the trailer brakes during system intervention.

32.1.4 Bendix® M-32QR™ Pressure Modulator Valves (PMV)

This Bendix® M-32QR™ Pressure Modulator Valves (PMV) is operated by the EC-60™ controller to modify driver applied air pressure to the service brakes during ABS, ATC, RSP or YC activation. The PMV is an electro pneumatic control valve and is the last valve that air passes through on its way to the brake chamber. The modulator hold and release solenoids are activated to “modulate” or “control” the brake pressure during an antilock braking event. The hold solenoid is normally open and the release solenoid is normally closed, such that the PMV nominally allows air to flow through. This design allows for air delivery to brake chambers in the event of electrical trouble.

The Advanced EC-60TM controller also utilizes an additional PMV for control of the trailer service brakes during stability interventions.

32.2 6S/5M CONFIGURATION

Prévost vehicles utilize a 6S/5M configuration, with the additional axle (rear tag axle) having two sensors, but only one Pressure Modulator Valve. In this case, the PMV controls both wheels on the additional axle. The additional axle wheels would receive equal brake pressure, based on the wheel that is currently experiencing the most wheel slip.

32.3 ADVANCED ABS WITH STABILITY CONTROL

Overview

ESP stability system reduces the risk of rollovers, jackknifing and other loss of control. ESP features include Roll Stability Program (RSP) and Yaw Control. During operation, the ECU of the Bendix Advanced ABS system constantly compares performance models to the vehicle’s actual movement, using the wheel speed sensors of the ABS system, as well as lateral, yaw, and steering angle sensors. If the vehicle shows a tendency to leave an appropriate travel path, or if critical threshold values are approached, the system will intervene to assist the driver.

Roll Stability Program

Bendix RSP, an element of the overall ESP system, addresses rollover conditions. In the case of a potential roll event, the ECU will override the throttle and quickly apply pressure at all wheel ends to slow the vehicle combination. The level of braking application during an RSP event will be proportional to roll risk.

Yaw Stability

Yaw stability counteracts the tendency of a vehicle to spin about its vertical axis. During operation, if the friction between the road surface and the tires is not sufficient to oppose lateral (side) forces, one or more of the tires can slide, causing the vehicle to spin. These events are referred to as either an “under-steer” situation (where there is a lack of vehicle response to steering input due to the slide on the front axle) or an “over-steer” (where the vehicle’s rear end slides out due to tire slide on the rear axle) situation. Factors that influence yaw stability are: wheelbase, suspension, steering geometry, weight distribution front to rear, and vehicle track width.

Yaw Control

Yaw Control corresponds to a wide range of low to high friction surface scenarios including rollover, jackknife and loss of control. It is the recommended system for all power vehicles and especially critical for vehicles pulling trailers. In the case of vehicle slide (over-steer or under-steer situations), the system will reduce the throttle and then brake one or more of the “four corners” of the vehicle (in addition to potentially applying the trailer brakes), thus applying a counter-force to better align the vehicle with an appropriate path of travel.

For example, in an over-steer situation, the system applies the “outside” front brake; while in an under-steer condition, the “inside” rear brake is applied.

DANGER

ESP may reduce the vehicle speed automatically.

ESP can make the vehicle **decelerate automatically.** ESP can slow the vehicle with or **without the operator applying the brake,** and **even when the throttle is being applied.**

32.4 BENDIX® SAS-60™ STEERING ANGLE SENSOR

The Steering Angle Sensor (SAS) is used to provide driver steering input to the controller. It reports the steering wheel position to the controller utilizing a dedicated serial communications link that is shared with the YAS-60™ sensor. The controller supplies the power and ground inputs to the SAS-60™ sensor.

The SAS-60™ sensor installed on Prevost vehicles is the 90° connector.

32.4.1 Removal of the steering angle sensor

Service Checks:

1. Check all wiring and connectors. Some installations also include an intermediate connector from the steering angle sensor to the main vehicle wire harness. Make sure all connections are free from visible damage.
2. Examine the sensor. Make sure the sensor, its mounting screws, and the interface between the hub and the steering column are not damaged.

Diagnostics:

The steering angle sensor is only operational in conjunction with an Advanced ECU. No independent diagnostics can be performed on the sensor.

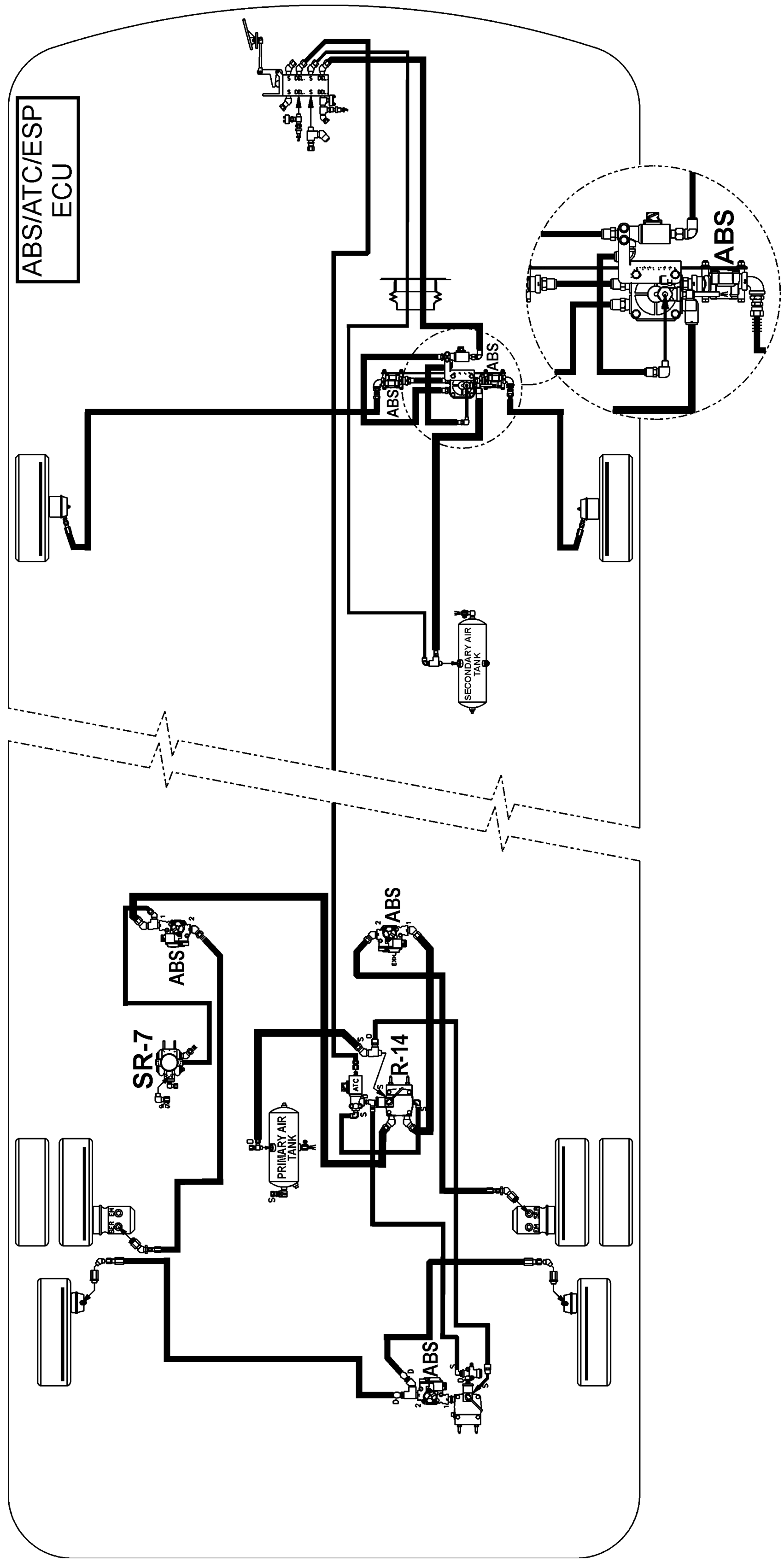


FIGURE 48: VIP-45 ABS 6S/5M CONFIGURATION 12190

Removal:

1. Remove steering column upper, middle and lower covers.
2. The steering angle sensor is located near the universal joint.
3. Unplug sensor cable assembly from body of sensor. Squeeze the mounting tabs and pull gently on connector until it disengages.
4. Disconnect steering column upper U-joint.
5. Unscrew all three of the mounting screws that hold the body of the sensor to the steering column body.
6. Slide the sensor over the column to remove. Take note if the sensor label is facing upward or downward.

Installation:

1. Obtain a new sensor. The sensor is not repairable in the field.
2. Slide the sensor over the column. The center hub of the sensor must be aligned with the corresponding notch in the column. The sensor label should be facing in the same direction as the removed sensor.
3. Reconnect the steering column U-joint.
4. Assemble the column non-moving plate with three self-locking screws.
5. Tighten screws to 48 lbf-ft (65 Nm) to 74 lbf-ft (100 Nm).
6. Reconnect the connector. Ensure that there will be no force applied to the sensor because the connector is pulling on the sensor body.
7. If the wire harness leading to the sensor is being replaced, ensure that it is adequately tie wrapped so that the full motion of the steering column can be achieved without pulling apart the connectors.
8. Reinstall the steering column covers. The sensor is not protected against dirt or water intrusion, so care must be taken not to introduce these elements during installation.

Steering Angle Sensor Calibration

The steering angle sensor calibration can only be achieved when the sensor is powered by the Advanced ABS ECU. No stand-alone sensor calibration can be carried out. The calibration procedure is performed using Bendix® AComTM Diagnostic V4.0 or higher. See "Troubleshooting Diagnostic Trouble Codes: Steering Angle Sensor (SAS-60)" for the calibration procedure using this tool.

The sensor **must** be recalibrated after any of these situations:

- Replacement of the steering angle sensor;
- Any opening of the connector hub from the steering angle sensor to the column;
- Any maintenance or repair work on the steering linkage, steering gear or other related mechanism;
- Adjustment of the wheel alignment or wheel track;
- After an accident that may have led to damage of the steering angle sensor or assembly.

WARNING

If the steering angle sensor is not properly recalibrated as needed, the yaw control system may not function properly, which can result in incidents leading to loss of vehicle control.

33. FITTING TIGHTENING TORQUES

45° Flare and Inverted Flare: Tighten assembly with a wrench until a solid feeling is encountered. From that point, tighten 1/6 turn (Fig. 49).

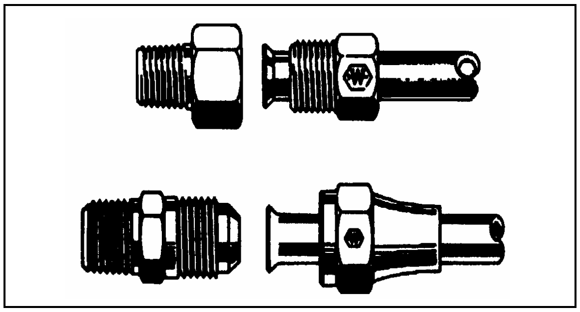


FIGURE 49: HOSE FITTINGS 12053

Compression: Tighten nut by hand (Fig. 50). From that point, tighten using a wrench the number of turns indicated in the chart hereafter.

Fitting size	Pipe diameter (inches)	Number of additional turns required following manual tightening
2	1/8	1 ¼
3	3/16	1 ¼

4	1/4	1 ¼
5	5/16	1 ¾
6	3/8	2 ¼
8	1/2	2 ¼
10	5/8	2 ¼
12	3/4	2 ¼
16	1	2 ¼

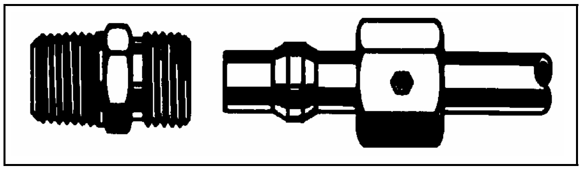


FIGURE 50: HOSE FITTING 12054

NTA-Type Plastic Tubing: Hand tighten nut (Fig. 51). From that point, tighten using a wrench the number of turns indicated in the following chart.

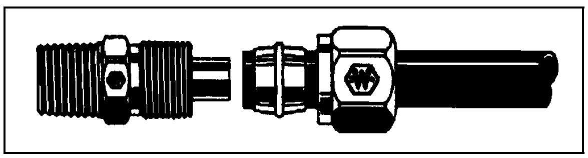


FIGURE 51: HOSE FITTING 12055

Tubing diameter (inch)	Number of additional turns required following manual tightening
1/4	3
3/8 to 1/2	4
5/8 to 3/4	3 ½

34. SPECIFICATIONS

Make.. Bendix Westinghouse
Model.. BA-921
Capacity (at 1250 rpm) .... 15.7 cfm (0,445 m^3/min.)
Prevost number.. 641990

BA-921 Service Kits

ST-4 Safety Valve
Prevost number.. 641989

Series 60 Seal Kit
Prevost number.. 641988

Compressor Seal Kit
Prevost number.. 641987

Cylinder Head Gasket Kit
Prevost number.. 641986

Air Dryer

Make.. Haldex
Model.. AT-87192
Prevost number.. 70303498
Desiccant cartridge Prevost number.. 3097369

Flip-Flop Control Valve

Make.. Bendix Westinghouse
Model.. TW-1
Type .... On-Off
Prevost number.. 640136

Emergency/Parking Brake Control Valve

Make.. Bendix Westinghouse
Model.. PP-1
Automatic release pressure .... 40 psi (275 kPa) nominal
Prevost number.. 641128

Emergency/Parking Brake Overrule Control Valve

Make.. Bendix Westinghouse
Model.. RD-3
Prevost number.. 640472

Dual Brake Application Valve

Make.. Bendix Westinghouse
Model.. E-10P
Prevost number.. 641856

Stoplight Switches

Make.. Bendix Westinghouse
Model.. SL-5
Contact close (ascending pressure) .... 4 psi and more (28 kPa)
Prevost number.. 641462

Brake Relay Valves

Make.. Bendix Westinghouse

Model............R-12 & R-12DC
Prevost number............641088

Quick Release Valve

Make............Bendix Westinghouse
Model............QR-1
Prevost number............641429

Spring Brake Valve

Make............Bendix Westinghouse
Model............SR-1
Prevost number............640870

Pressure Protection Valve

Make............Bendix Allied Signal
Model............PR-2 & PR-4
Nominal closing pressure PR-2............75 psi (517 kPa)
Prevost number PR-2............640439
Nominal closing pressure PR-4............70 psi (482 kPa)
Prevost number PR-4............641137

Shuttle-Type Double Check Valve

Make............Bendix Westinghouse
Model............DC-4
Prevost number............641015

Low Pressure Indicators

Make............Bendix Westinghouse
Model............LP-3
Contact close............66 psi (455 kPa)
Prevost number............640975
Make............Bendix Westinghouse
Model............LP-3
Contact close............30 psi (207 kPa)
Prevost number............641174

Air Pressure Regulator

Make............Norgren
Adjustable output range............0-80/85 psi (0-552/586 kPa)
Recommended pressure setting............75 psi (517 kPa)
Prevost number............641472

Air Filter Element

Make............Norgren
Type............With manual drain
Prevost number............641338

Front Axle Brake Chambers

Make............Knorr-Bremse
Type............22
Prevost number (R.H.)............641414
Prevost number (L.H.)............641413

Drive Axle Brake Chambers

Make............Knorr-Bremse
Type............24 as service -24 as emergency
Prevost number............641432

Tag Axle Brake Chambers

Make .... Knorr-Bremse
Type .... 14 as service – 16 as emergency
Prevost number 641308

Brake Lining (All Axles)

Make .... Knorr-Bremse
Prevost number 611049

ABS ANTILOCK BRAKING SYSTEM (if applicable)

ABS Modulator Valve

Make .... Meritor Wabco
Voltage .... 24 V
Prevost number 641097

Sensor, Front Axle

Prevost number 641288

Sensor, Drive Axle (In Carrier)

Prevost number 641341

Sensor, Drive Axle (In Wheel End)

Prevost number 641095

SECTION 13: WHEELS, HUBS & TIRES

CONTENTS

ILLUSTRATIONS

1. WHEELS

When the vehicle is provided with stud-mounted wheels, wheel studs and nuts on the left side of the vehicle have left-hand threads whereas those on the right side have right-hand threads. If equipped with hub-mounted wheels, all studs and nuts have right-hand threads. Either steel wheels or optional aluminum-polished wheels may be installed on the vehicle. Both are mounted with radial tubeless tires.

Except for customer special request, all wheel dimensions are 22.50 X 9.0 inches (571.5 X 228.6 mm) for 315/80 R 22.5 "L" tires.

Note: *Wheel dimensions 22.50 X 10.5 (571.5 X 266.7 mm) for 365/70 R 22.5 tires are standard on VIP front and tag axle.*

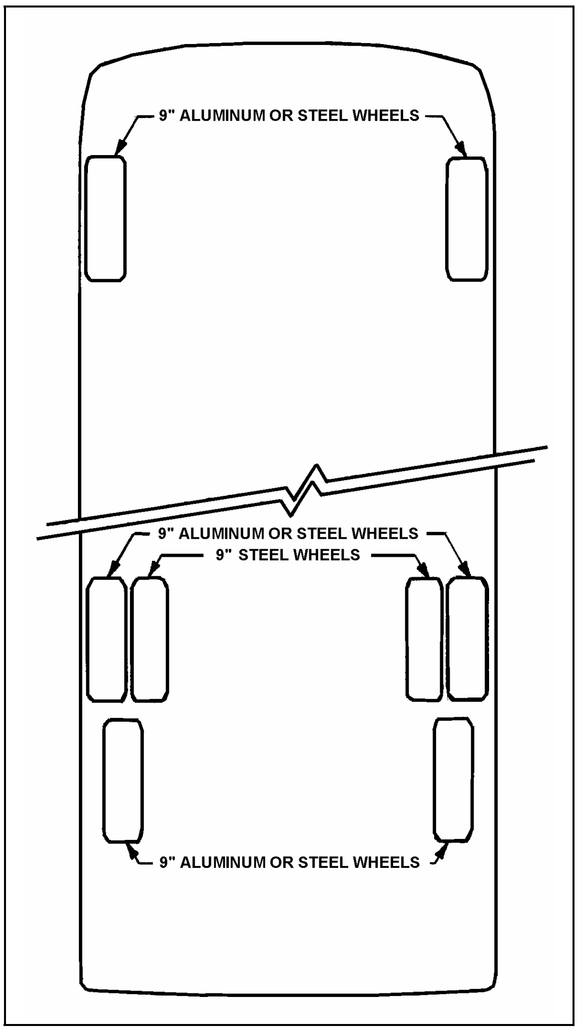


FIGURE 1: ALUM/STEEL WHEEL ARRANGEMENT 13001

2. WHEEL MAINTENANCE

Wheel maintenance consists of periodic inspections. Check all parts for damage and make sure that wheel nuts are tightened to the proper torque. In the case of a new vehicle, or after a wheel installation, stud nuts should be tightened every 100 miles (160-km) for the first 500 miles (800-km) to allow setting in of clamping surfaces.

Wheel studs and nuts must be kept free from grease and oil. No lubricant whatsoever should be used. Cleanliness of the wheel and its rotor mating surfaces is important for proper wheel mounting.

However, for hub mounted wheels, it is recommended to add some rust protection lubricant on the pilot diameter of the hub (to facilitate future removal).

It is also important that wheel stud nuts be tightened alternately on opposite sides of the wheel. Refer to Figure 2 for the suggested tightening sequence.

2.1 INSPECTION

Tighten stud nuts progressively as shown in Figure 2. The final tightening should be done with a torque wrench. Tighten stud nuts to 450 - 500 lbf-ft (610 - 680 Nm) for aluminum as well as steel wheels.

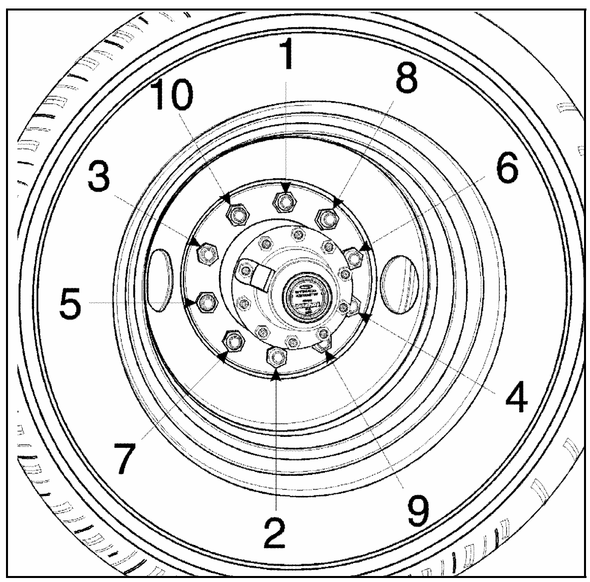


FIGURE 2: TIGHTENING SEQUENCE 13018

2.2 SINGLE WHEEL REMOVAL

1. Stop engine and apply parking brake.
2. Loosen wheel nuts about one turn (do not remove the nuts). This is not necessary if equipped with hydraulic powered gun.

Note: *For stud-mounted wheels, turn nuts counterclockwise for R.H. side and clockwise for the L.H. side of vehicle. For hub-mounted wheels, turn nuts counterclockwise on both sides of the vehicle.*

3. Raise the vehicle by its jacking points on the body. See Section 18, *"Body"*, under heading *"Vehicle Jacking Points";*
4. Unscrew wheel hex stud nuts and remove the wheel;

Caution: *Always mark position of the wheel on the axle prior to removal in order to replace wheel at the same location, thus avoiding a new wheel balancing.*

2.3 SINGLE WHEEL INSTALLATION

1. Mount the wheel over studs, being careful not to damage stud threads;
2. Screw in the hex stud nuts (refer to Figure 2 for sequence) so that wheel will position itself concentrically with hub. This is important, otherwise wheel may be eccentric with hub and will not run straight. In this initial step, slightly tighten the nuts to correctly position the wheel;
3. Tighten stud nuts progressively as shown in Figure 2. The final tightening should be done with a torque wrench. Tighten stud nuts to 450 - 500 lbf-ft (610 - 680 Nm) for aluminum as well as steel wheel.

Caution: *Insufficient mounting-torque can result in damage to parts. Excessive mounting torque can cause studs to break and the wheel to crack in stud hole area.*

3. DUAL WHEELS

3.1 OUTER WHEEL REMOVAL

Same as described in *"Single Wheel Removal"* procedure described previously.

3.2 INNER WHEEL

1. Remove outer wheel;
2. Unscrew inner cap nuts
3. Remove inner wheel.

3.3 INNER WHEEL INSTALLATION

1. Mount the wheel over studs, being careful not to damage stud threads;
2. Screw in the inner cap nuts (Fig. 4), so that wheel will position itself concentrically with hub. Refer to Figure 2 for sequence;
3. Tighten inner cap nuts progressively according to sequence shown in Figure 2. Final tightening should be done with a torque wrench. Tighten inner cap nuts to 450 - 500 lbf-ft (610 - 680 Nm) for aluminum as well as steel wheel.

Caution: *Insufficient mounting-torque can result in damage to parts. Excessive mounting torque can cause studs to break and the wheel to crack in stud hole area.*

3.4 OUTER WHEEL INSTALLATION

With inner wheel installed, tighten the hex stud nuts (Fig. 4) using the single wheel installation procedure described previously.

Note: *On dual wheel assemblies, position the wheels with the tire valves 180º apart in order to have access to both the inner and outer valves.*

3.5 INSPECTION

1. Loosen a hex stud nut three turns (Fig. 4);
2. Tighten the inner cap nut to 450 - 500 lbf-ft (610 - 680 Nm);
3. Tighten the hex stud nut to 450 - 500 lbf-ft (610 - 680 Nm).

Repeat for each of the 10 *"hex stud nut - inner cap nut assemblies"* according to the tightening sequence in Figure 2.

Caution: *Do not attempt to tighten an inner cap nut without having previously loosened the hex stud nut.*

Caution: *The actual length of thread engagement present in an assembled wheel can not always be determined by visual inspection of measurement of a tightened assembly. The relationship of the wheel cap nut seat to the end of the stud may vary. If there is any doubt that enough thread engagement is present, the number of engaged threads may be counted. Tighten all nuts in the regular manner, then loosen one to hand-tightness. The number of turns to disengage a 1-1/8-inch nut should be at least five full turns. At least seven full turns should be required to disengage a ¾-inch nut or a M22 nut. Ideally, when torqued to the proper load, the stud should be flush with the face of the nut.* ***The face of the nut may be recessed in nuts that are taller for improved wrench-***

ing. With most of the nuts in present use, a few unengaged threads at the outer end will cause no problem provided at least 5-7 full turns are required to disengage the nut depending on thread size.

4. ALUMINUM WHEEL ANTI-CORROSION PROTECTION

Clean wheels often by means of a high pressure water jet. Cleaning may be accelerated with mild soap. Do not use concentrated alkaline cleaning products.

When tire is removed, clean and inspect wheel thoroughly. Remove dirt and corrosion on rim by means of a wire brush. Do not use a wire brush on the outer surface of the wheel.

The following measures should be taken to maintain original appearance of the aluminum wheels:

1. Remove any tar from wheel surface with a good quality tar remover.
2. Spray Alcoa Cleaner (Prevost #683529) evenly on cool outer surface of wheel. Let work 15-20 minutes (keep wet by spraying more Cleaner if necessary).
3. Rinse thoroughly with clean water and let air dry. Heavy oxidation may require a repeat application of cleaner.
4. Apply Alcoa Polish (Prevost #683528) sparingly to a small area using a clean, soft cloth. Work polish into surface as you would a rubbing compound.
5. Buff, turning cloth frequently, until surface is clean and shiny. Let air dry. Use power buffer to improve ease of use and gloss uniformity.
6. On completely dry, clean and polished surface, generously apply Alcoa sealant (Prevost #683527). Rinse thoroughly with water while surface is still wet in appearance (have water source ready as the dry time is very short, usually less than 2 minutes).
7. For best results, finish by wiping the surface with a clean rag to remove excess water, then allow surface to dry.

Clean aluminum wheels as required to maintain original look.

Warning: *Wheel surfaces may have sharp or cutting edges that may cause injury to the hands. To prevent contact with sharp edges, it is strongly recommended to wear rubber gloves when washing or polishing wheels.*

5. WHEEL STRAIGHTNESS TEST

1. Slightly raise axle to be checked and place a safety support underneath;
2. Check wheel lateral runout. Install a dial gauge as shown in Figure 3, then rotate the wheel by hand one full turn. As the wheel turns, note any variation on the dial gauge;

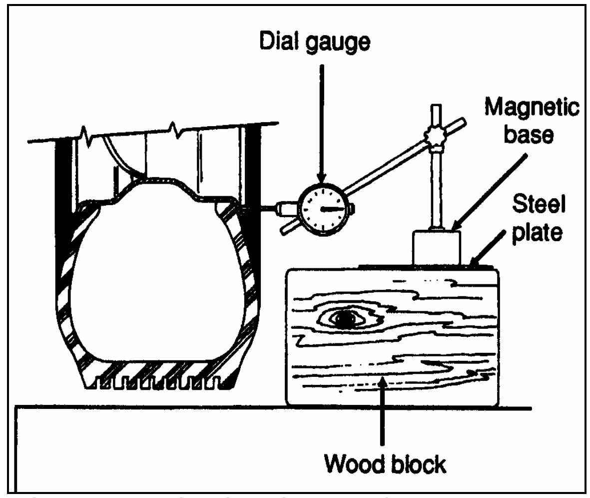


FIGURE 3: DIAL GAUGE INSTALLATION 13008

Caution: *Damage to the dial gauge could occur if it strikes a wheel balancing weight.*

3. If the variation in lateral runout exceeds 0.0625 inch (1,6 mm), the wheel must be replaced.

If doubt exists whether wheel or hub is distorted, hub may be checked as follows:

- Replace the existing wheel with a wheel known to be correct;
- Check wheel lateral runout as outlined in step 2;
- If, within specifications, the hub is correct but the suspected wheel must be replaced.

Warning: *NEVER STRAIGHTEN ALUMINUM WHEELS. Never heat aluminum wheels to repair damages incurred after hitting a curb or resulting from other causes. The special alloy in wheels has been heat treated, and any uncontrolled heating could alter wheel structure. Furthermore, never weld aluminum-forged wheels for any reason whatsoever.*

6. WHEEL STUDS

Stripped threads may be the result of excessive torquing or may have been damaged during wheel installation when placing the wheel over the studs. A stud having damaged threads must be replaced. Broken studs are a direct result of operating with loose stud nuts or improperly seated wheels. When a broken stud is replaced, the adjacent studs, on each side of the broken one must also be replaced since they could have been subjected to excessive strain and may be fatigued.

When installing wheel studs to hubs, check nuts retaining the wheel stud to wheel hub and replace if they are deformed, damaged or severely corroded. Install nut (and washer where applicable) to new stud. Torque to 450 - 500 lbf-ft (610 - 680 Nm).

Note: *For stud-mounted wheels, turn nuts counterclockwise on R.H. side of vehicle and clockwise on L.H. side. For hub-mounted wheels, turn nuts counterclockwise on both sides of vehicle.*

6.1 DRIVE AXLE STUDS

Stud-mounted wheels are mounted on the drive axle with ¾"-16 studs with an inner cap nut, and a 1-1/8”-16 nut. Hub-mounted wheels are mounted with M22 x 1.5 studs and an M22 flange nut.

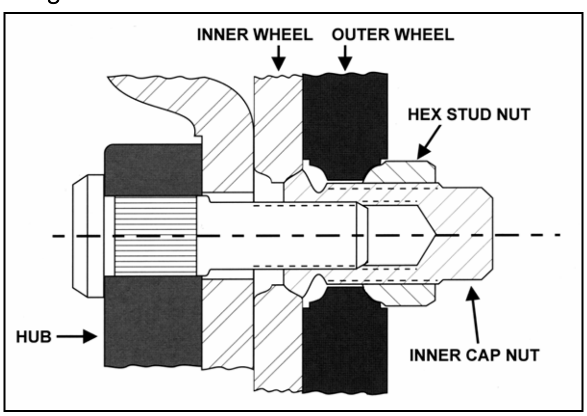


FIGURE 4: STUD-MOUNTED WHEELS 13007

6.2 FRONT AND TAG AXLE STUDS

Wheel can be mounted on tag axle with studs (1-1/8"-16 thread) or hub mounted (M22 x 1.5 thread).

Note: *Wheel studs and nuts must be kept free from grease and oil. No lubricant whatsoever should be used.*

Caution: The two wheel mounting systems are not interchangeable. *They have their specific wheel, nut and stud types. Use only the specific hardware suitable for a mounting type. Always install a wheel to the corresponding mounting type hub.*

7. HUB MOUNTED WHEELS

Wheel surfaces in contact with hubs, nuts or other wheels should be kept free of all rust, grease and paint (except for initial “E” coat protection, applied to stop rusting and to facilitate wheel removal). The reason for this is to assure that all faces are clamped together without buildup of any coating. The threads of the wheel studs and the wheel nuts should be clean and undamaged.

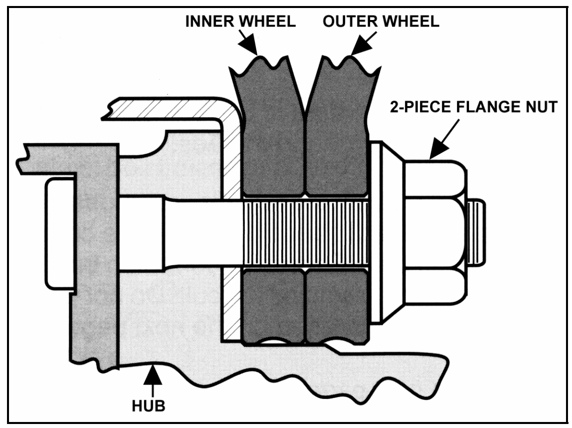


FIGURE 5: HUB-MOUNTED WHEELS 13025

Note*: When painting wheels, make sure to mask all surfaces identified above.*

Using a calibrated torque wrench, tighten wheel nuts to 450 - 500 lbf-ft (610 - 680 Nm) of torque. Do not use power tools or long bars for tightening. Tighten wheel nuts alternately as shown in figure 2.

Note: *Tightening should not be done immediately after prolonged braking or when wheel ends are hot.*

Check wheel nut torque at every 100 miles (160 km) for 500 miles (800 km) after fitting wheels. Let cool before checking. If any relaxation of the initial 450 - 500 lbf-ft (610 - 680 Nm) of torque has occurred, retighten. Relaxation of initial torque may occur because of the “bedding down” of the hub and wheel surfaces.

Note: *Torque relaxation occurs when wheel ends are hot but should revert to original setting when cool. Retightening when hot will produce a higher torque reading than recommended.*

7.1 CARE OF WHEELS

Check for cracks in wheels, especially around the fixing holes, studs, nuts and washers. If in doubt, renew.

Do not simply retighten very loose wheel fixings or wheels that are continually becoming loose. Find out why they are loose and whether any damage has been caused.

Use trained personnel and keep records of all attention to wheels and fixings, including which parts were renewed and when.

8. FRONT AND TAG AXLE WHEEL HUBS

The unitized hub bearings used on the NDS range of axles, are non-serviceable items. Bearings are pre-adjusted, lubricated and have seals fitted as part of the manufacturing process. The bearings are greased for life and there is no need or facility for re-lubrication

8.1 HUB BEARING INSPECTION

An inspection should be made at intervals of 30,000 miles (48 000 km).

- Apply parking brake, raise wheels off the ground and support axle on stands. When the wheels are raised, they should revolve quite freely without roughness.
- Place magnetic base of a dial indicator on brake caliper and position dial indicator stem against a convenient marked spot on face of hub flange.
- With dial indicator in position pull hard but steadily on hub flange and oscillate at same time until a steady reading is achieved.
- Without releasing the pressure, turn bearing so that dial indicator stem contacts marked spot and note reading on indicator.
- Push bearing flange hard and oscillate as before until a steady reading is achieved.
- Without releasing the pressure, turn bearing so that indicator stem again contacts the marked spot and note new reading on indicator.
- The difference between readings is the amount of mounted end play in bearing unit.
- The mounted end play figure should not exceed 0.050 mm (0.002”) for a new bearing and 0.20 mm (0.008”)for a bearing which has been in service.

Note: *If original bearing unit is re-fitted, and end-float is measured at 1 mm, with hub not fully tightened to correct torque, then the retaining clip within the unit is damaged and a new unit must be fitted.*

Note: *For more information on front and tag axle wheel hub, refer to “DANA SPICER Maintenance Manual Model NDS and Maintenance Manual NDS Axles” annexed at the end of Section 10.*

Note: *For vehicles equipped with Independent Front Suspension, refer to Section 16 "Suspension".*

9. DRIVE AXLE WHEEL HUBS

Drive wheels use a single oil-seal assembly. They are lubricated from the oil supply in the differential housing. Bearings are tapered rollers, adjustable to compensate wear. Maintain differential oil level with general-purpose gear lubricant (refer to Section 24 *"Lubrication"* for proper oil grade selection) to ensure adequate oil supply to wheel bearings at all times.

9.1 BEARING ADJUSTMENT

To adjust drive wheel bearings:

1. Raise vehicle until both dual wheels can be turned freely (approximately 6 inches from the ground). Position jack stands under drive axle, then lower vehicle approximately 2 inches in order to avoid entire weight of the axle being supported by the suspension air bellows and the shock absorber pins.
2. Remove axle shaft as indicated in *"Meritor - Maintenance Manual No. 5"* under heading *"Single Reduction Differential Carriers"* annexed to *"Section 11"* of this manual. Remove gaskets. Unscrew lock nut and remove adjusting nut lock ring.
3. To adjust, tighten adjusting nut until the wheel binds. Rotate the wheel while tightening so that all surfaces are in proper contact. Back off adjusting nut approximately, ¼ to 1/3 turn to assure 0.001/0.007" (0.0254/0.1778 mm) endplay and to ensure that wheel turns freely. Replace the lock ring, and adjust nut dowel pin in one of the holes. The ring may be turned over if necessary to allow more accurate bearing adjustment.
4. Tighten lock nut and check bearing adjustment. Replace the axle shaft using a new gasket.

9.2 DISASSEMBLY AND REPAIR

1. Jack vehicle as per "Bearing Adjustment" and remove axle shaft as indicated in *"Meritor - Maintenance Manual No. 5"* entitled *"Single Reduction Differential Carriers"* annexed to Section 11 of this manual.
2. Remove wheels and tires.

Caution: *Always mark position of the wheel on the axle before removal, to replace wheel at the same location, thus avoiding a new wheel balancing.*

3. Remove lock nut, lock ring and adjusting nut from axle housing to prevent the outer bearing from falling out. Remove outer bearing cone and roller assembly.
4. Remove screws attaching inner oil seal retainer to hub, and remove inner oil seal assembly. Remove inner bearing cone and roller assembly. Bearing cups can be separated from the hub using a hammer and a long brass drift.
5. Thoroughly clean all parts. Bearing cone and roller assemblies can be cleaned in a suitable cleaning solvent using a stiff brush to remove old lubricant.
6. In case that excessive wear, deterioration, cracking or pitting is present on the bearing cups, rollers or cones, the bearings should be replaced. Seals should be replaced each time they are removed from the hub. To install new oil seal, use a suitable adapter and drive the seal into the retainer bore until it bottoms.
7. When installing wheel on spindle, center the wheel hub with spindle to avoid damaging the seal with the end of the spindle. Push wheel straight over the spindle until inside diameter of seal press fits on wiper ring. Fill hub cavity with general-purpose gear lubricant (refer to Section 24 *"Lubrication"* for proper oil grade selection). Lubricate, then install outer bearing cone. Adjust bearing and lock. Assemble axle flange to axle using a new gasket. Apply sealant in stud area. After both wheels have been assembled according to above procedure, fill the differential with the recommended lubricant to the proper factory recommended level.

Note: *During regular inspection, do not forget to check lubricant level in differential. Clean thoroughly or replace vent as required.*

10. SPARE WHEEL (IF APPLICABLE)

Tire failure is a rare event if tires are properly cared for. In case of a flat tire, move vehicle a safe distance away from traffic and apply parking brake. Remember to use the hazard flashers and according to the Highway Code regulations, set up the triangular reflectors (see *"Emergency Warning Reflectors"* in the Operator's Manual) at an adequate distance, to warn incoming motorists.

The spare wheel is stored in a dedicated compartment behind the front bumper. To access, pull the release handle located in the front electrical and service compartment. Although the bumper is heavy, sprung hinges permit one person operation.

When closing bumper compartment, make sure bumper is securely installed.

Note: *Converted vehicles contain no spare wheel. Access to compartment is also obtained by pulling the release handle located in the front service compartment.*

Warning: *This compartment has not been designed for storage. Never leave loose objects in this area since they may interfere with steering linkage mechanism. Make sure bumper is safely locked in place after closing the compartment.*

10.1 PULLING OUT SPARE WHEEL

To pull out spare wheel, open reclining bumper according to the previous instructions. Loosen and turn the holding chain buckle to release the wheel and dolly assembly. Open the front service compartment, unscrew the wing nut retaining the support and rail extension assembly, and then pull out. Fasten by matching its two holes to the corresponding mounting pins located in front center of spare wheel compartment. Pull out wheel using the strap, and then remove tire covering. Separate wheel from dolly by unscrewing the two mounting wing nuts.

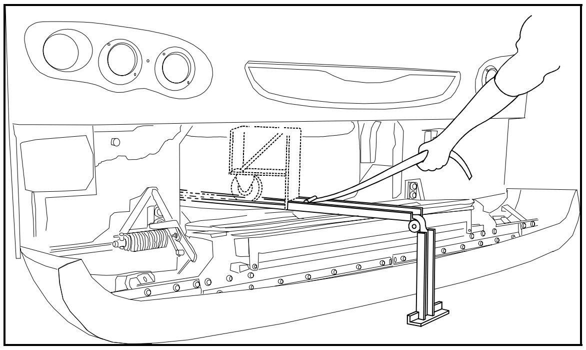


FIGURE 6: SPARE WHEEL COMPARTMENT 13024

Note: *Reinstall support and rail extension assemblies then secure wheel with holding chain before moving vehicle.*

Note: *The jack and wheelnut wrench are stored at right in forward R.H. baggage compartment.*

The jack/tools kit stowed in the forward R.H. baggage compartment contains a:

1. 30 ton bottle jack;
2. Wheel nut wrench and lever;
3. Triangular reflectors kit.

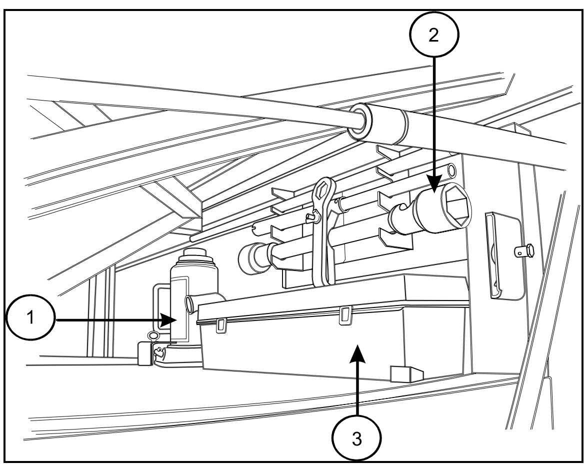


FIGURE 7: FORWARD R.H. SIDE COMPARTMENT 13015

Note*: Check the inflation pressure of the spare tire periodically to keep it ready for use. Inflate spare tire to the pressure of the tire, which has the highest pressure on the vehicle. When installing, deflate to correct pressure if necessary.*

10.2 CHANGING A FLAT

In case of flat tire, refer to appropriate procedure under "Wheel Maintenance" heading in this section.

Note: *For hydraulic jack placement, refer to Section 18 "Body", under heading "Vehicle Jacking Points".*

Warning: *Place jack on stable and level ground; if necessary, place a board under the jack. Do not raise the vehicle until you are sure the jack is securely engaged.*

Warning: *To prevent personal injury and/or equipment damage, use only the recommended jacking points. Passengers must not remain inside vehicle while wheel is being replaced.*

Caution*: Adjust tire pressure according to the appropriate cold tire inflation-pressure.*

Note: *Store damaged wheel in spare tire compartment. Repair and balance the flat tire as soon as possible.*

10.3 SPARE WHEEL MAINTENANCE

Maintenance of the spare wheel and tire consists in ensuring that tire inflation pressure is the same as the tire on the coach that has the highest inflation pressure (refer to "Specifications" in this section for the recommended tire inflation pressure). Inspect rim to ensure that there is no important corrosion. In addition, check if spare wheel covering is in good condition and check that spare tire is securely fastened in compartment.

11. TIRE MAINTENANCE

The most critical factor in tire maintenance is proper inflation (Fig. 8). No tire is impervious to loss of air pressure. To avoid the hazards of under inflation, always maintain tires at their recommended inflation pressure. Improper inflation decreases tire life.

An under inflated tire builds up heat that can cause sudden tire destruction, resulting in improper vehicle handling and possible loss of vehicle control. At least once a week, before driving (when tires are cold), check inflation pressure on all the tires, including the spare tire. This is especially important in cases when different drivers operate the vehicle.

Warning: *Failure to maintain correct tire inflation pressure may result in sudden tire destruction, improper vehicle handling, and will cause rapid and irregular tire wear. Inflation pressure should be checked weekly and always before long distance trips.*

11.1 INFLATION PRESSURE

11.1.1 Vehicles equipped with BERU TPMS

On vehicles equipped with the BERU Tire Pressure Monitoring System (TPMS), it is better to use the TPMS display as the primary reference to judge when tire pressure need adjustment.

The TPMS presents pressure readings of each tire as a +/- deviation from the wanted target.

If a tire reads within +/- 3 PSI no adjustment is needed.

If a tire reads -4 PSI and below, re-inflate by the marked amount.

If a tire reads +4 PSI and above , deflate by the marked amount.

Relying on the TPMS system is better than relying on a hand gage since the TPMS is temperature compensated, so it provides pressure reading which are not influenced by normal tire temperature increase when riding.

Tires take up to 3 hours to get down to ambient temperature after a ride. A common mistake consist of checking and adjusting pressure while the tires have not fully cooled down which leads into under-inflated tires once cooled. Relying on the TPMS eliminate this mistake.

Running tires at optimal pressure reduce tire wear, improve safety and fuel economy.

NOTE
It is more accurate to use the TPMS display to set the tire pressures than a pressure gauge.

11.1.2 Vehicles not equipped with BERU TPMS

The condition and pressure of the tires can greatly affect both useful tire life and road safety.

At regular intervals, verify the tire pressures. Use an accurate tire pressure gauge when checking inflation pressures. Never exceed the maximum inflation pressure specified on each tire.

Note: *Inflation pressure should be checked when tires are cold. Cold tire inflation pressure can be measured when a vehicle has not been driven for at least 3 hours or less than 1 mile (1.6 km). Driving, even for a short distance, causes tires to heat up and air pressure to increase. Check inflation pressure on all tires (including the spare tire) using an accurate tire gauge.*

Note: *The recommended tire inflation pressures are given in the applicable documents supplied with the vehicle. In addition, cold tire inflation pressures are listed on the Department of Transport's certification plate, affixed on the panel behind the driver's seat. For special tire selection, a "*PREVOST COACH SPECIAL SPECIFICATION*" chart is supplied with the vehicle and is affixed on the left wall near the driver's seat. Remember, tire inflation pressure must be adjusted according to vehicle loading - see table in "Coach Final Record"*

Caution: *Never bleed air from hot tires as tires will then be under inflated. Use an accurate tire gauge to check pressures (Do not kick tires as an inflation check. This is an unreliable method).*

Caution: *These tire pressures are established in accordance with the maximum allowable load on each axle. A lower pressure is recommended if the axle load is less than the above specifications. Weigh vehicle fully loaded and pressurize according to tire manufacturer's recommendations. For other tire and wheel specifications, see Prevost tire pressure tabulation in "Coach Final Record".*

Warning: *Incorrect tire pressures cause increased tire wear and adversely affect road holding of the vehicle, which may lead to loss of vehicle control.*

Warning*: Recommended tire inflation pressures and maximum allowable loads apply to speeds up to 65 mph (105 km/hr). Do not drive vehicle at a higher speed than 65 mph (105 km/h) or above the posted speed limit.*

Warning: *All tires on the same axle should always be inflated to the same pressure. There should not be a difference in pressure between right and left tires on the same axle. A 5-psi (35-kPa) underinflation in one front tire can not only reduce vehicle maneuverability, but will create steering hazards which can lead to an accident.*

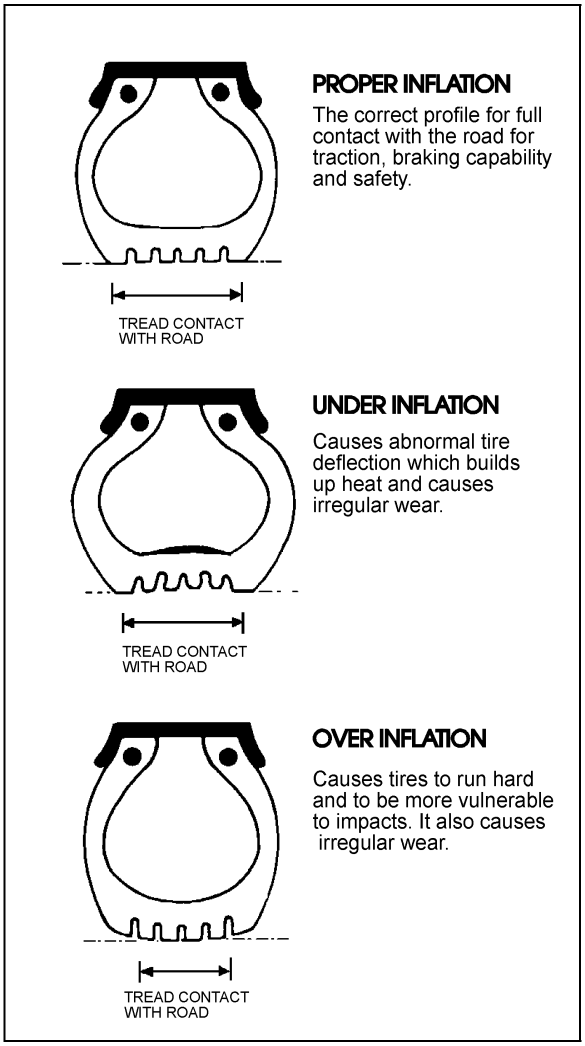


FIGURE 8: TIRE INFLATION 13009

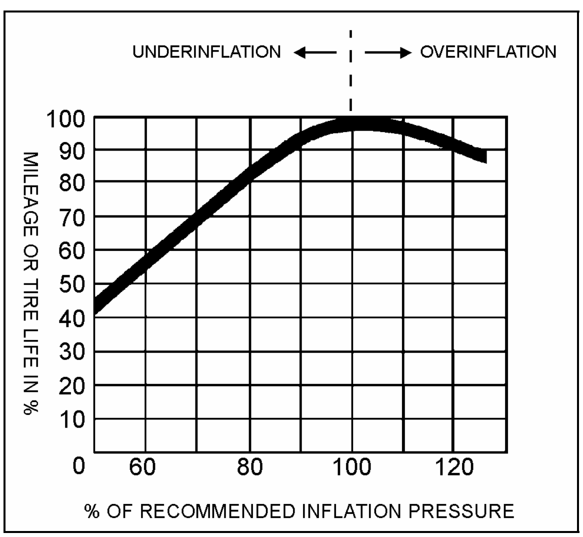


FIGURE 9: TIRE LIFE / INFLATION PRESSURE 13010

11.2 TIRE MATCHING

Unmatched tires on drive axle will cause tire wear and scuffing, as well as possible damage to the drive unit. Consequently, we recommend that tires be matched within 1/8" (3 mm) of the same rolling radius.

Note: *It is recommended that all tires on coach be of the same type.*

11.3 WHEEL BALANCING

Before balancing, wheels must be clean and free from all foreign matter. The tires should be in good condition and properly mounted. An unbalanced wheel can be due to a bent wheel or improper mounting. Before removing the wheel from the vehicle, check for swaying movement and if necessary, check the wheel lateral runout as outlined under heading *"Wheel Straightness Check".*

Warning: *When balancing wheel and tire assemblies, it is strongly recommended to closely follow instructions covering the operation of wheel balancer.*

Caution: *A maximum of 16-oz (450 g) of balancing weight is recommended. If more weight is necessary, check and correct the cause.*

11.4 TIRE ROTATION

Radial tires should be rotated only when necessary. If the tires are wearing evenly, there is no need to rotate. If irregular wear becomes apparent or if the wear rate on the tires is perceptively different (from axle to axle), then tires should be rotated in such a manner as to alleviate the condition.

Note: *There is no restriction on criss-cross rotation.*

12. SPECIFICATIONS

STEEL WHEELS (including inner drive axle)

Wheel size .... 9.0" X 22.5"
Wheel nut torque .... 450 - 500 lbf-ft (610 - 680 Nm)
Tire size .... 315/80 R 22.5 load range "L"

ALUMINUM WHEELS (except inner drive axle wheel on coaches)

Wheel size .... 9" X 22.5"
Wheel nut torque .... 450 - 500 lbf-ft (610 - 680 Nm)
Tire size .... 315/80 R 22.5 load range "L"

WHEELS ON VIP (Front & Tag axle)

Wheel size .... 10.5" X 22.5"
Wheel nut torque .... 450 - 500 lbf-ft (610 - 680 Nm)
Tire size .... 365/70 R 22.5

OPTIONAL WHEELS ON VIP (Drive axle)

Wheel size .... 14" X 22.5" hub mounted wheel
Wheel nut torque .... 450 - 500 lbf-ft (610 - 680 Nm)
Tire size .... 455/55 R 22.5

RECOMMENDED TIRE INFLATION PRESSURE AT MAXIMUM LOAD (cold)

Note*: Vehicle is delivered with the specific inflation pressure certification plate according to the tire selection.*

Warning*: Special tire selection may lower maximum allowable speed limit, even below posted speed limit. For maximum safety, check with tire manufacturer.*

Caution: *In the case of a converted vehicle, weigh fully loaded and pressurize according to tire manufacturer's recommendations.*

Warning*: Recommended tire inflation pressures and maximum allowable loads apply to speeds up to 65 mph (105 km/hr). Do not drive vehicle at a higher speed than 65 mph (105 km/h) or above the posted speed limit.*

ALUMINUM WHEEL CLEANING AND MAINTENANCE PRODUCTS

Aluminum Wheel Cleaner (22 Oz bottle) .... Prevost #683529
Aluminum Wheel Polish (16 Oz bottle) .... Prevost #683528
Aluminum Wheel Sealer (13 Oz bottle) .... Prevost #683527

CONTENTS

ILLUSTRATIONS

1. STEERING SYSTEM

1.1 DESCRIPTION

The steering system consists of the steering wheel and column assembly, a vane-type hydraulic pump, reservoir, filter, interconnecting system lines and hoses, integral power steering gear, linkage and steering damper (Fig. 1). The steering linkage includes the pitman arm, drag link, steering arm, tie rod arms and tie rod.

Hydraulic components are added to transmit, increase and regulate steering control forces.

These elements are:

1. Steering stabilizer (damper);
2. A vane type hydraulic pump; and
3. Hydraulic reservoir and hoses.

The steering stabilizer reduces road shocks and vibrations in the system. The steering gearbox is self powered and provides movement with power assistance to the left wheel.

Steering stability and tire wear are influenced by wheels, hubs, tires, air suspension, brakes, front suspension and front end alignment which are all covered in their respective sections in this manual.

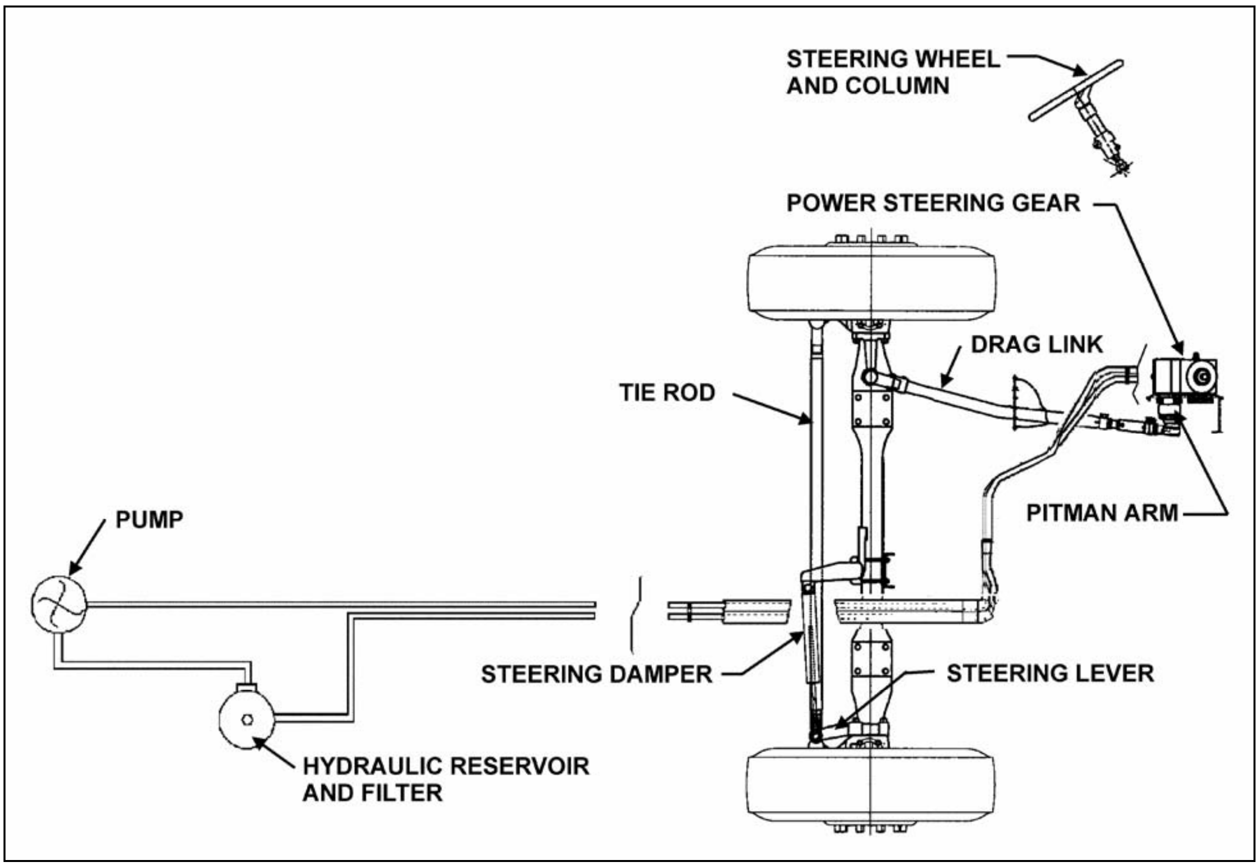


FIGURE 1: STEERING SYSTEM AXLE SETUP

1.2 INDEPENDENT FRONT SUSPENSION STEERING SYTEM DESCRIPTION

The steering system consists of the steering wheel and column assembly, a vane-type hydraulic pump, reservoir, filter, interconnecting system lines and hoses, integral power steering gear and linkage (Fig. 2). The steering linkage consists of tie rods connected to the bell crank and the steering arm at the left side of the coach, and to the idler arm and steering arm at the right side of the coach. The bell crank and idler arm are connected by a relay rod. A drag link connected to the bell crank and the pitman arm, which is mounted to the steering gear, transfers the turning motion of the steering wheel to the steering arms.

Hydraulic components are added to transmit, increase and regulate steering control forces.

These elements are:

1. A vane type hydraulic pump; and
2. Hydraulic reservoir and hoses.

The steering gearbox is self powered and provides movement with power assistance to the left wheel.

Steering stability and tire wear are influenced by wheels, hubs, tires, air suspension, brakes, front suspension and front end alignment which are all covered in their respective sections in this manual.

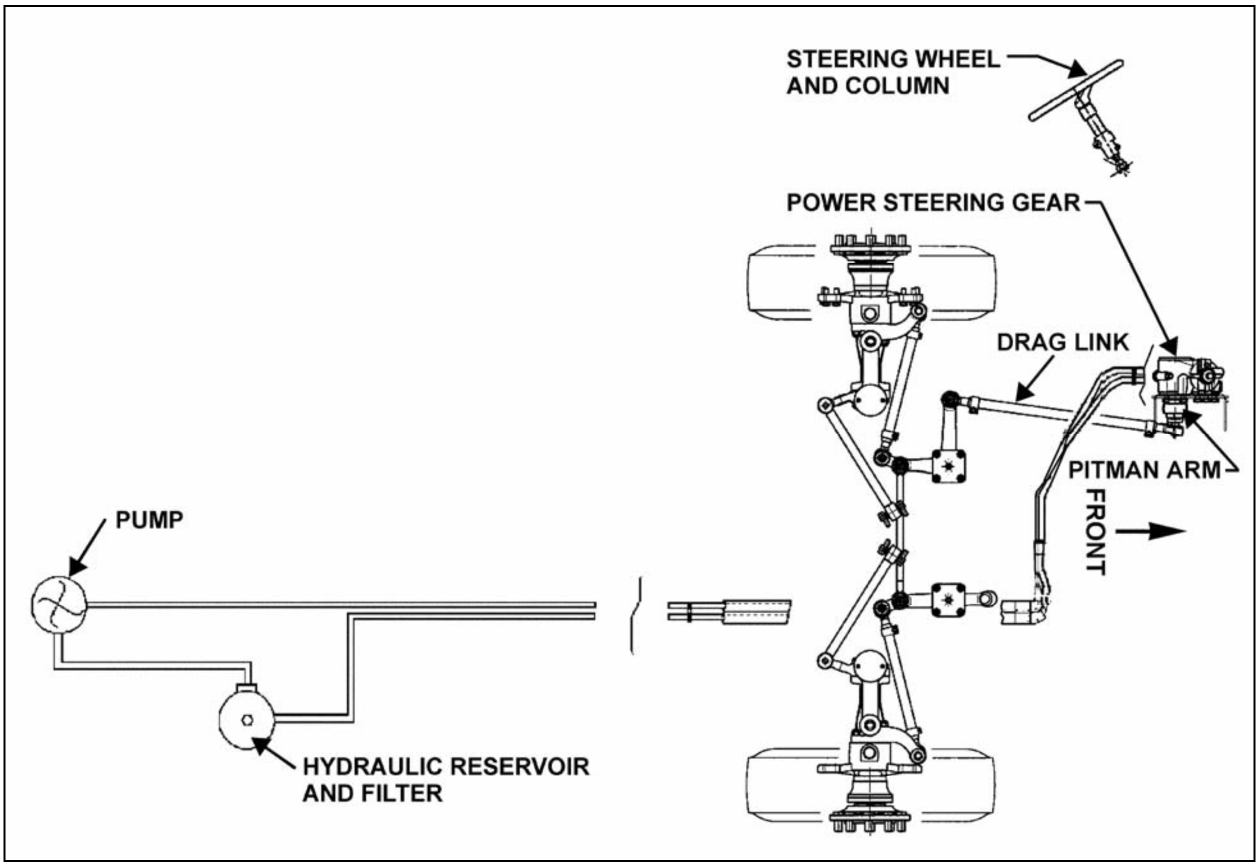


FIGURE 2: IFS STEERING SYSTEM SETUP 14060

2. POWER STEERING GEAR

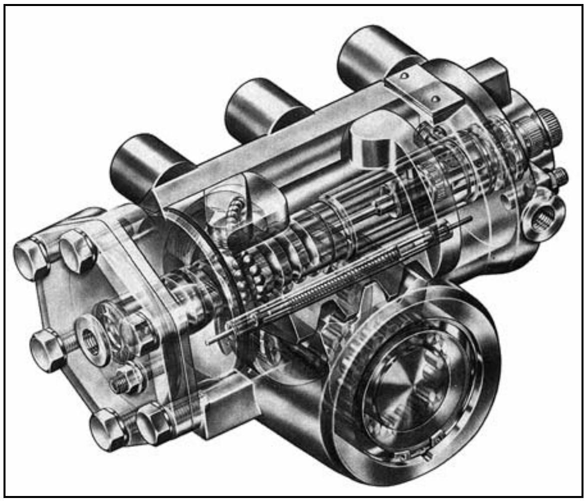


FIGURE 3: POWER STEERING GEAR 14035

2.1 DESCRIPTION

The power steering gear is located in the lower part of front service compartment (Figs. 3 & 4). The housing of the ZF-Servocom contains a control valve, working cylinder and a complete mechanical steering gear. The pressure oil for the steering is delivered by a motor-driven oil pump which is supplied with oil from an oil tank.

The housing is designed as a cylinder for the piston, which converts the rotation of the steering shaft and the worm into an axial movement and transfers this to the steering worm sector shaft. The serration of the sector shaft is straight-cut with a high surface quality in such a way that it is only possible to set a unique setting without play on installation in the straight-ahead driving area by means of the two eccentrically designed lateral housing covers.

The piston and worm are connected via a ball chain. When the worm is turned, the balls are collected by a circulating pipe at one end of the chain and fed in again at the other end, thus producing an endless ball chain.

The control valve consists of the valve slide in a needle bearing in the worm, with six control grooves on the circumference and the control sleeve on the worm, which also has six control grooves. The valve slide, designed with steering shaft connection, turns together with the worm as the steering wheel is turned.

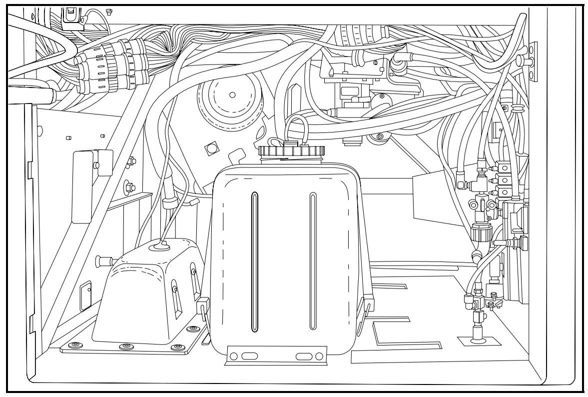


FIGURE 4: FRONT SERVICE COMPARTMENT 14050

A torsion bar, which is pinned with the valve slide and the worm, keeps the control valve in the neutral position as long as no opposing force is applied to the steering wheel. The steering housing contains a pressure relief valve, which limits the discharge pressure of the oil pump to the maximum value required. A replenishing valve can also be used, through which oil is sucked from the return if steering is not hydraulically boosted.

Compared with constant ratio, steering versions with variable ratio are more directly designed in the center area than outside the center area. The resulting smaller steering corrections benefit steering behavior in straight-ahead driving. At the same time, the indirect transmission means that there is a higher hydraulic torque available at the steering arm in parking movement. If the hydraulic assistance fails, the operating forces on the steering wheel are correspondingly lower in this area. This is achieved through a piston/steering worm sector shaft serration with differing modulus and angle of pressure.

Upon transfer of a torque from the steering shaft to the worm, or vice versa, the torsion bar is deformed in the elastic area so that there is torsion between the valve slide and the control sleeve. When the steering wheel is released, the torsion bar ensures that the valve is returned to the neutral position.

Refer to the *"ZF-SERVOCOM Repair Manual"* and "*ZF-SERVOCOM Operating, Servicing /Maintenance and Inspection Instructions"* annexed to this section for the functional aspects and maintenance procedure of the steering gear.

Note: *Also available is the ZF-Servocomtronic, which provides variable assistance in function of speed.*

2.2 POWER STEERING GEAR REMOVAL

Warning: *The steering gearbox weighs approximately 100 lbs (45 kg) dry. Exercise caution when maneuvering.*

1. Put a container into place, then disconnect both the inlet and outlet hoses from the power steering gear. Cover fittings to prevent fluid contamination.
2. Mark both the pitman arm and sector shaft with a line, then remove pitman arm. Refer to *"11.1 Pitman Arm Removal"* procedure.
3. Mark both the steering shaft universal joint yoke and steering gear input shaft with a line, then disconnect universal joint.
4. Unscrew and remove the power steering gear.

2.3 POWER STEERING GEAR INSTALLATION

Reverse *"Power Steering Gear Removal"* procedure paying particular attention to the following:

1. Tighten fasteners as recommended under paragraph 14: *''TORQUE SPECIFICATIONS".*
2. Bleed air from the system as per step 3, next.

3. BLEEDING POWER STEERING HYDRAULIC SYSTEM

To bleed the power steering hydraulic system, refer to the *"ZF-SERVOCOM REPAIR MANUAL"* annexed to this section, under heading *"SETTING AND FUNCTIONAL TEST"*.

4. HYDRAULIC PRESSURE TEST

Perform a pressure test as outlined in the *"ZF-SERVOCOM REPAIR MANUAL"* annexed to this section under heading *"SETTING AND FUNCTIONAL TEST"*.

5. TROUBLESHOOTING

Perform troubleshooting of the steering gear as outlined in the *"ZF-SERVOCOM REPAIR MANUAL"*, the *"ZF-SERVOCOM Operating, Servicing/Maintenance and Inspection Instructions* and the *"TRW - POWER STEERING PUMP SERVICE MANUAL"*.

Note: *For vehicles equipped with ZF-SERVOCOMTRONIC unit, refer to the supplement to the repair manual ZF-SERVOCOM.*

6. POWER STEERING HYDRAULIC PUMP

6.1 WITH DDC SERIES 60 ENGINE

6.1.1 Description

The TRW PS Series power steering pump is a vane type, gear driven, hydraulic unit which supplies hydraulic pressure for the operation of the steering gear. The pump is mounted on the engine, on the crankshaft pulley's R.H. side.

6.1.2 Removal And Installation

The pump is accessible through the engine compartment rear door.

To remove the pump, proceed as follows:

1. Put an empty container directly below pump, then disconnect both the inlet and outlet hoses from the pump. Block fitting cavities to prevent fluid contamination.
2. Remove the two (2) mounting screws, then slowly pry out the pump.
3. Remove and discard gasket.

CAUTION

Inspect the drive coupling thoroughly, and replace if necessary (the drive coupling is a fiber component located between the engine and the pump).

For pump installation, reverse the removal procedure paying particular attention to the following:

CAUTION

Ensure that drive coupling is correctly positioned before reinstalling the pump.

1. Install a new gasket (Prevost P/N 510488).
2. Bleed air from the system as per step 3, *"Bleeding Power Steering Hydraulic System"*.

6.1.3 Maintenance

Refer to the *"ZF-SERVOCOM Repair Manual"* and the *"TRW - Power Steering Pump Service Manual"* annexed to this section.

6.2 WITH VOLVO D13 ENGINE

6.2.1 Description

The power steering pump is a vane type, gear driven, hydraulic unit which supplies hydraulic pressure for the operation of the steering gear. The pump is mounted on the engine, at the flywheel end and is also used for driving the fuel pump.

6.2.2 Removal And Installation

The pump is accessible through the engine compartment R.H. access door.

To remove the pump, proceed as follows:

1. You must first remove the fuel feed pump.
2. Clean around the fuel pump and fuel lines. Position a container to catch any fuel that might drain from the pump or lines.
3. Remove the fuel pump.

NOTE
Only unfasten the bolts marked with arrows.

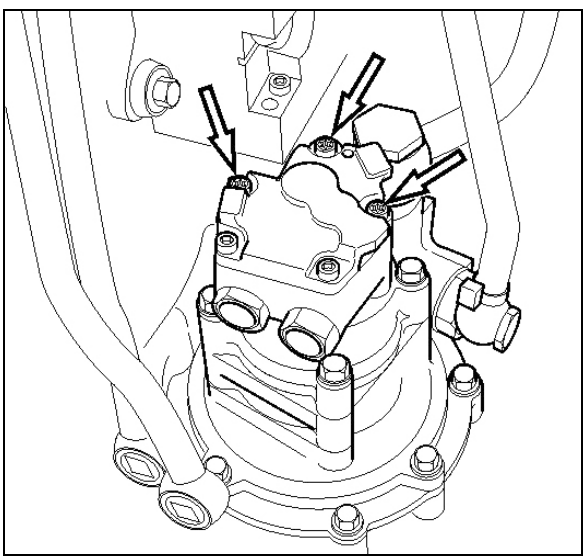


FIGURE 5: FUEL PUMP REMOVAL

⚠ **CAUTION**
Ensure to clean around the head of the bolts. Debris will prevent the tool from fitting properly and cause damage to the fasteners.

4. Check that the adapter and fuel pump drive axle are not damaged.

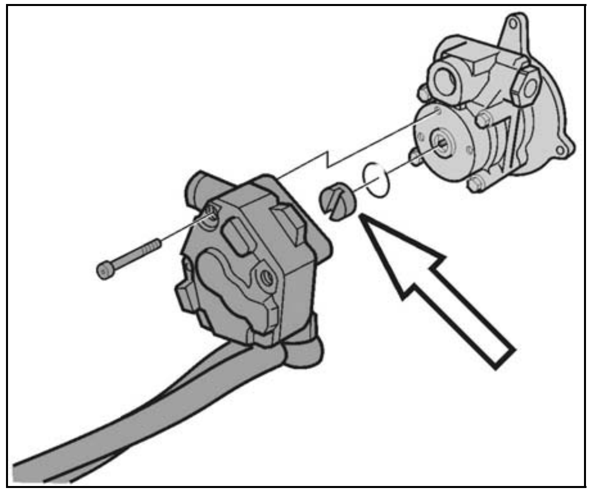


FIGURE 6: FUEL PUMP DRIVE AXLE

5. Set the fuel pump aside.
6. Clean around the power steering pump and loosen the steering lines. Position a container to catch any hydraulic fluid that might drain from the pump or lines.
7. Unfasten the power steering pump bolts.

NOTE
Only unfasten the bolts marked with arrows.

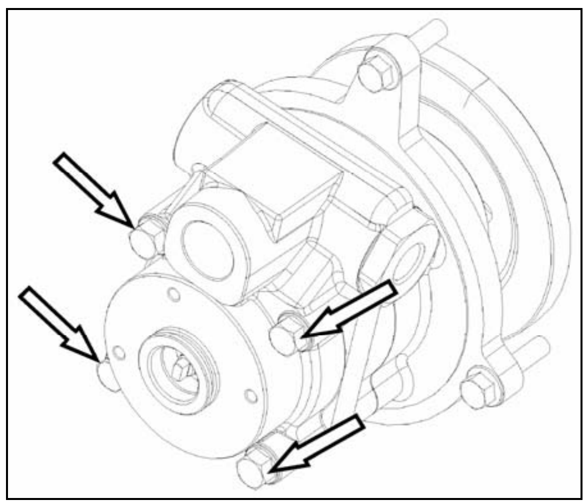


FIGURE 7: POWER STEERING PUMP REMOVAL

8. Install the new power steering pump. Torque-tighten bolts to specification.

NOTE
Use a new gasket.

9. Connect the hydraulic lines to the power steering pump.

10. Install the fuel pump. Torque-tighten bolts to specification.

NOTE
Use a new sealing ring. Check that the fuel pump drive axle sits correctly in the power steering pump.

Start the engine and let run for 5 minutes. Make sure that there are no leaks.

7. STEERING COLUMN

7.1 REMOVAL

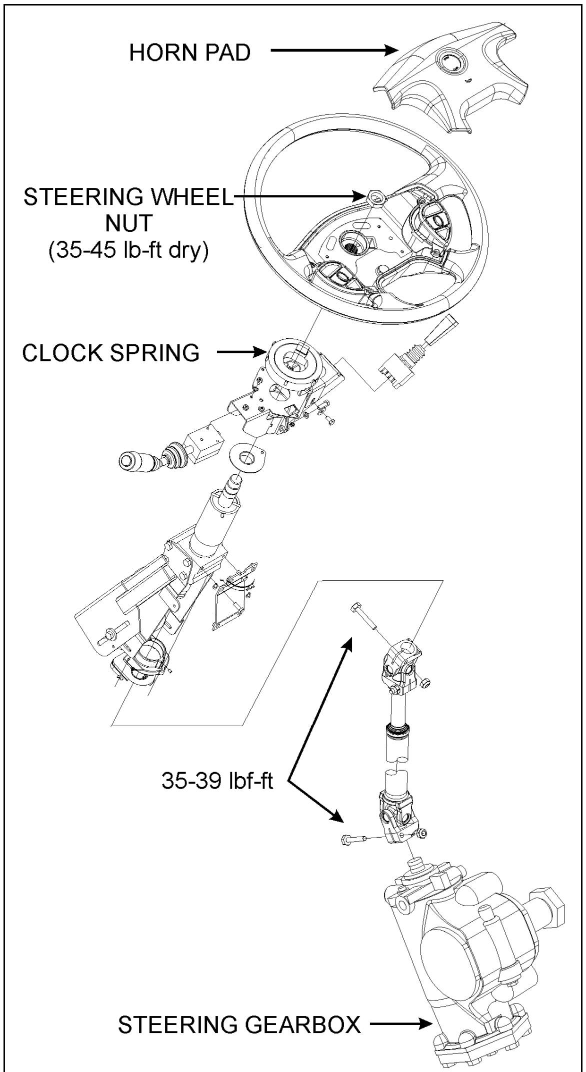


FIGURE 8: STEERING COLUMN

To disassemble the steering column from system, refer to figure 8 & 9. The steering column has no lubrication points. The lower steering column U-joint is easily accessible through the front service compartment. The upper steering column U-joint and the steering slip joint are accessible from the front driver's area. To access these joints, proceed as follows:

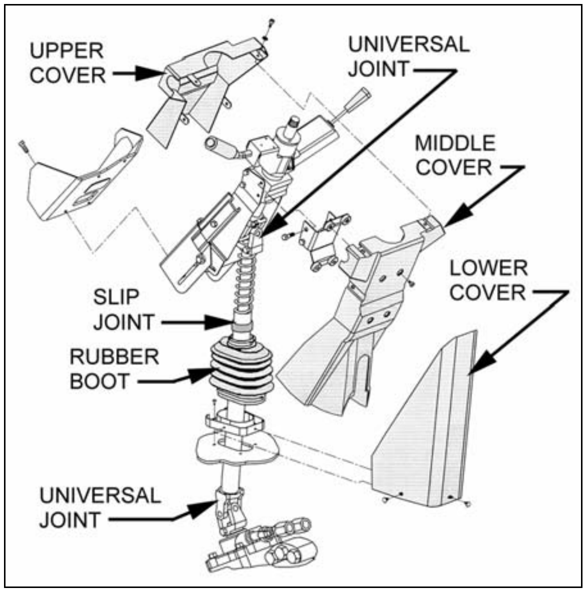


FIGURE 9: STEERING COLUMN COVERS 14040

1. From the front driver's compartment area, remove the three plastic fasteners on steering column lower cover. Remove the lower cover (Fig. 9).
2. Unscrew the four retaining screws on steering column middle cover.
3. Unscrew the four retaining screws fixing steering column upper cover to middle cover. Remove the steering column middle and upper covers.
4. Position the steering wheel in order to gain access to the joints.

8. STEERING WHEEL

8.1 REMOVAL

NOTE
Before undertaking the steering wheel removal, assure that the front wheels are pointing straight ahead, aligned with the vehicle.

1. Set the battery master switch located in the R.H. side rear service compartment to the *"OFF"* position.
2. Pull the horn pad straight up gently to detach it from the steering wheel (Fig. 10).

3. Disconnect the horn wire (white) connected to the horn pad and the steering wheel harness 4-pin connector.

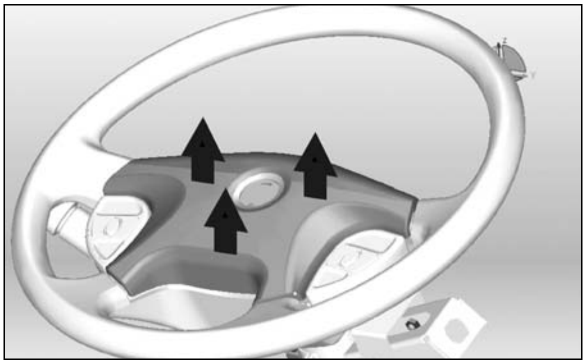


FIGURE 10: REMOVING THE HORN PAD

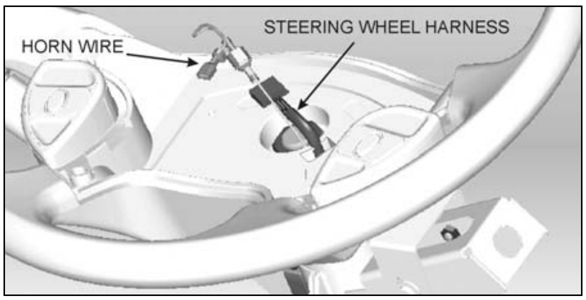


FIGURE 11: STEERING HARNESS & HORN WIRE

4. Unscrew the steering wheel nut. To simplify installation and ensure steering wheel alignment, mark the relationship of the spline shaft to the steering wheel hub (if marks don't already exist or don't line up).

5. Using an appropriate puller, separate the steering wheel from the spline shaft.

6. From behind the steering wheel, pull gently on the electrical wires passing through the rectangular opening in the steering wheel to finish removal of the steering wheel.

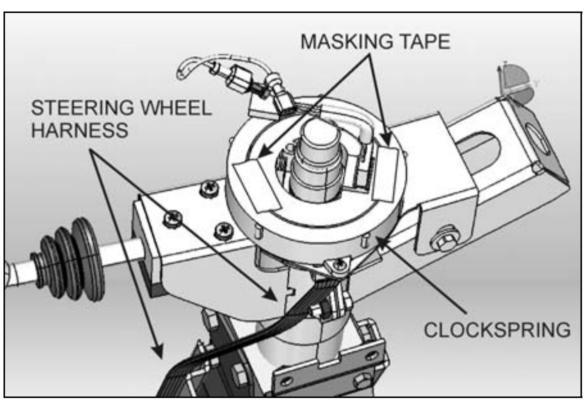


FIGURE 12: LOCKING THE CLOCKSPRING IN PLACE

7. Once the steering wheel is removed, it is important to block any rotating movement of the clockspring in order to prevent it from loosing its neutral position. Use two pieces of masking tape to lock it in place (Fig. 12).

NOTE
The clockspring mechanism permits a certain number of turns in each direction. At the moment of reinstalling the steering wheel, if the clockspring is not at its neutral position, the number of available turns will be reduced. That may damage the clockspring if the steering wheel is turned to its maximum amplitude.

8.2 INSTALLATION

1. Route the white horn wire and the 4-pin connector through the opening on the steering wheel.

2. Align the mark on the steering wheel hub with the mark on the spline shaft and slide the wheel onto the shaft.

3. Tighten wheel retaining nut to a torque of 35-45 lbf·ft.

4. Plug the 4-pin connector and connect the white horn wire to the center pad.

5. Reinstall the center pad and test for proper horn functioning.

8.3 CLOCKSPRING REPLACEMENT

1. Remove the steering wheel.

2. Remove the 2 clockspring mounting screws and then remove the clockspring. You will have to disconnect the clockspring harness connector located lower along the steering wheel column. If necessary, remove the steering column covers (Fig. 9).

3. Route the new clockspring harness through the opening in the clockspring support (Fig. 13). Plug the connector at the base of the steering wheel column and fix harness along the steering wheel column.

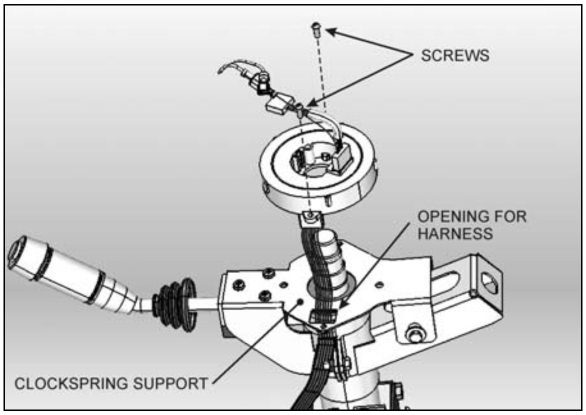


FIGURE 13: CLOCKSPRING INSTALLATION

4. Mount the clockspring in place with 2 screws.
5. Break the paper seal and rotate the center part of the clockspring about 50° clockwise (Fig. 14). This step is necessary for the installation of the steering wheel.

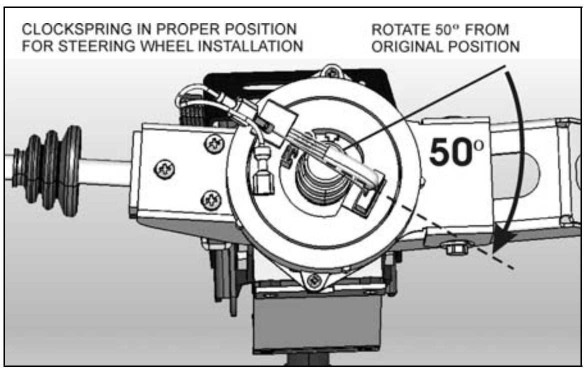


FIGURE 14: PROPER CLOCKSPRING POSITION

6. Reinstall the steering wheel.

9. TURNING ANGLE ADJUSTMENT

The maximum turning angle is set through two (2) steering stop screws installed on the axle center. Steering stop screws are factory adjusted to accommodate the chassis design, and therefore, do not require adjustment on new vehicles. However, these should be checked and adjusted if necessary, any time a steering system component is repaired, disassembled or adjusted. Refer to section 10 *"FRONT AXLE"* under heading *''6.4 ''TURNING ANGLE ADJUSMENT".*

Caution: *To prevent the steering damper from interfering with the adjustment of turning angles, make sure its fixing bracket is at correct location on the axle (refer to* "12.2 Steering Stabilizer Cylinder (Damper)).

Hydraulic Stop

Caution: *Reduce or shut off the power steering hydraulic pressure before the boss on the axle touches the stop screw. If not, the components of the front axle will be damaged (refer to* "ZF-SERVOCOM REPAIR MANUAL" *and "ZF-SERVOCOM Operating, Servicing/Maintenance and Inspection Instructions" annexed to this section, under heading* "SETTING THE STEERING LIMITER").

Caution: *Never maintain the relief pressure for more than 5 seconds, since damage to the power steering pump may occur.*

10. STEERING LINKAGE ADJUSTMENT

The steering linkage includes the pitman arm, drag link, steering arm, tie rod arms and tie rod.

Perform lubrication according to *"DANA SPICER NDS Axles Lubrication and Maintenance"* annexed to section 10 *"FRONT AXLE".*

MAINTENANCE

Drag link ends are provided with grease fittings. Under normal conditions, these should be serviced every 6,250 miles (10 000 km). Refer to section 24 *"LUBRICATION".*
Steering linkage pivot points should be checked each time they are lubricated. Looseness can be visually detected while rotating the steering wheel in both directions. Replace defective parts.

Caution: *Front wheel alignment should be checked and adjusted if necessary, any time a component of the steering system is repaired, disassembled or adjusted. Refer to section 10* "FRONT AXLE" *under heading* 6. "FRONT WHEEL ALIGNMENT"*.*

11. PITMAN ARM

11.1 REMOVAL

1. Remove cotter pin, nut and washers from drag link ball stud at pitman arm.
2. Disconnect drag link from pitman arm, using jaw style pullers (pressure screw type).

Warning: *Always wear approved eye protection when operating pullers.*

Caution: *Do not drive (hammer in) pitman arm on or off pitman shaft as this can damage the steering gear.*

Caution: *Heating of components to aid in disassembly is not allowed because it has a detrimental effect on axle components and steering linkages.*

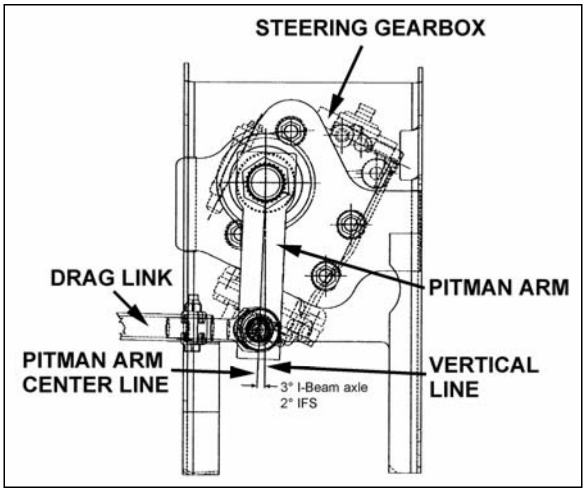


FIGURE 15: PITMAN ARM ADJUSTMENT 14052

3. Using a cold chisel, undo punch mark that locks fixing nut to the pitman arm.
4. Remove pitman arm fixing nut.
5. Check the radial position of the pitman arm in relation to the sector shaft prior to removal of pitman arm.
8. Add reference marks to the arm and shaft if necessary to ensure correct alignment at reassembly.
7. You must use a puller to remove pitman arm.

11.2 INSTALLATION

1. Position pitman arm on sector gear shaft with reference marks aligned.
2. Install fixing nut (Prevost #661050). Tighten as per "Torque Specifications" in this section.

Note: *Use a new nut if the previously removed nut was punched.*

3. Lock nut with sector shaft using a punch mark into the groove (refer to figure 16).

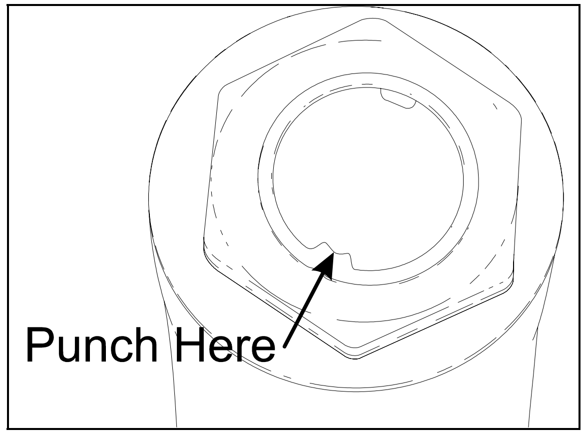


FIGURE 16: FIXING NUT PUNCH MARK 16098

4. Connect drag link to pitman arm while ensuring that rubber stabilizer is in place on the rod end. Install washers. Tighten as per "Torque Specifications" in this section. Afterwards, install a new cotter pin.

Caution: *Input shaft marks must be aligned before adjusting pitman arm.*

11.3 ADJUSTMENT

1. Disconnect the drag link from pitman arm. Center steering wheel by dividing the total number of steering wheel turns in two. Scribe a reference mark on steering gearbox at the center previously determined.
2. Using a protractor, check the angle of the pitman arm (refer to Fig. 15 for details).
3. The pitman arm should be adjusted to an angle of 3º (I-Beam axle) or 2° (Independent Front Suspension) in relation with the vertical axis (towards rear of vehicle). If not, unscrew and remove fixing nut. Remove the pitman arm according to the procedure outlined under previous heading *"Pitman arm removal"*. Adjust to the proper angle.
4. When adjustment is achieved, replace fixing nut and torque Tighten as per "Torque Specifications" in this section.

12. MAINTENANCE

The power steering system requires little maintenance. However, the system should be kept clean to ensure maximum operating performance and troublefree service. Periodic inspections should also be made to check for leakage and all parts for damage or distortion. Insure all fasteners are tight (see *"14. SPECIFICATIONS"* for recommended tightening torques.

When the slightest evidence of dirt, sludge or water is discovered in the system, disconnect fluid lines at the power steering gear to drain the system. Drain and refill the system with *"Dexron-IIE, Dexron-III or Dexron-VI"* automatic transmission oil.

Air in the hydraulic system will cause spongy action and noisy operation. When a hose has been disconnected or when fluid has been lost for any reason, the system must be bled. Bleed system as outlined under heading 3*: "BLEEDING POWER STEERING HYDRAULIC SYSTEM".*

Warning: *Do not operate the pump without fluid in the power steering fluid reservoir.*

If the steering linkage between the steering gear and the two front wheels is not properly adjusted, or if it is bent, twisted or worn, the steering of the vehicle will be seriously impaired. Whenever a steering linkage part is repaired, replaced or adjusted, steering geometry and front wheel alignment must be checked and necessary corrections made. Refer to section 10 *"FRONT AXLE"* under heading 6: *"FRONT WHEEL ALIGNMENT"*.

At regular lubrication intervals, the steering linkage should be thoroughly inspected for worn or loose components.

After the vehicle has been operated continually and high mileage figures have been reached, overhaul of the various steering units will be required. General overhaul procedure normally requires removal of the entire assembly, cleaning and inspection of all parts and final assembly. Careful inspection of all parts during overhaul is very important and must not be neglected.
Lubrication fittings must all be cleaned before applying lubricant. Moreover, always be sure the equipment used in applying lubricant is clean. Every precaution should be taken to prevent entry of dirt, grit, lint or other foreign matter into lubricant containers. Replace fittings that have become broken or damaged. Lubrication intervals, as well as the recommended lubricants for the steering components, are given in the *"LUBRICATION AND SERVICING SCHEDULE"* in Section 24 of this manual. The intervals given in the schedule are recommended for normal service. More frequent intervals may be required under severe operating conditions.

12.1 POWER STEERING RESERVOIR AND FILTER

The power steering reservoir is located on R.H. side of engine compartment, on front wall and accessible through the engine compartment R.H. side door. (Fig. 17).

MAINTENANCE

At regular intervals, fluid level should be checked in the reservoir and filter assembly. Furthermore, the oil filter cartridge element in the power steering reservoir should be replaced every 50,000 miles (80 000 km) or once a year, whichever comes first.

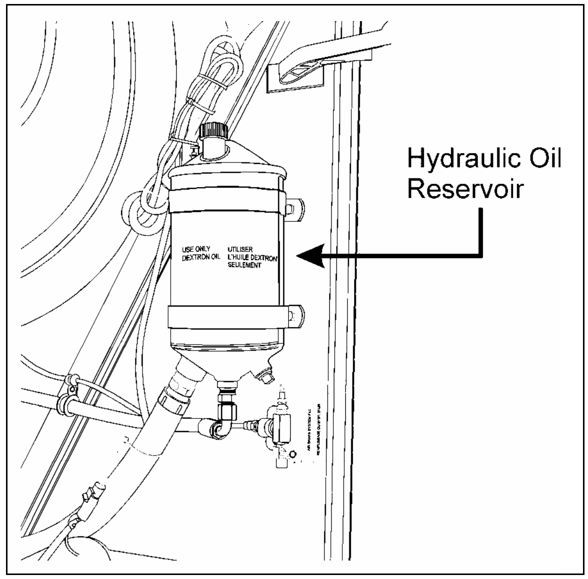


FIGURE 17: HYDRAULIC FLUID RESERVOIR LOCATION
14043

12.1.1 Oil Level Check Procedure

1. Stop engine. Open engine compartment R.H. side door.
2. Unscrew and remove the dipstick located on top of reservoir and wipe with a clean rag.
3. Insert dipstick in reservoir. Remove it again to check fluid level (Fig. 18).
4. Adjust level to *"FULL"* mark using proper dipstick side depending on fluid temperature, use *"Dexron-IIE, Dexron-III or Dexron-VI"* automatic transmission oil.
5. Reinsert and tighten the dipstick.

12.1.2 Filter Replacement

1. Unscrew and remove the cover nut located on top of the power steering reservoir.
2. Remove the reservoir cover and the gasket.
3. Remove the retaining spring and finally the filter cartridge element.

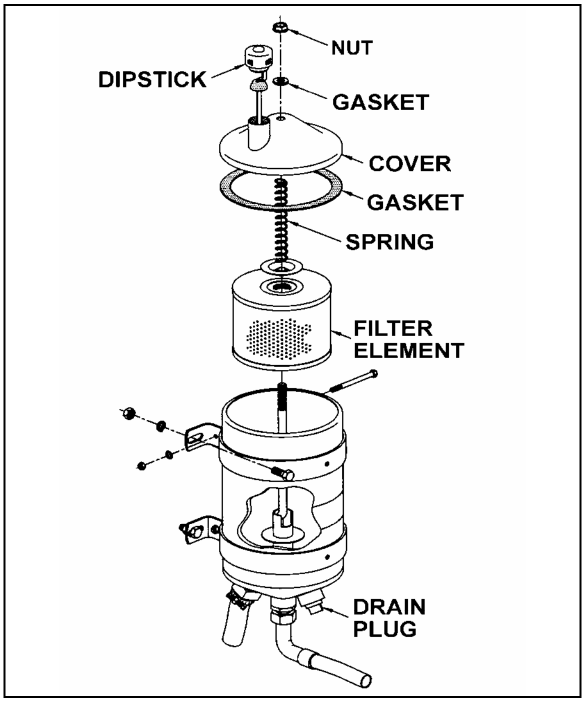


FIGURE 18: POWER STEERING FLUID RESERVOIR 14018A

12.2 STEERING STABILIZER CYLINDER (DAMPER)

The steering damper is located on R.H. side, at back of front axle (Fig.19).

The cylinder is nonadjustable and non-repairable. Check for oil leaks or lack of resistance. Disconnect the cylinder from axle, then carefully attempt to extend and collapse it manually.

MAINTENANCE
The rod end (ball joint) is provided with a grease fitting. Under normal conditions, it should be serviced every 6,250 miles (10 000 km) or twice a year, whichever comes first. Good quality lithium-base grease NLGI No. 1 and 2 are recommended (refer to section 24 *"LUBRICATION")*. Check the ball joint for wear, and replace if necessary.

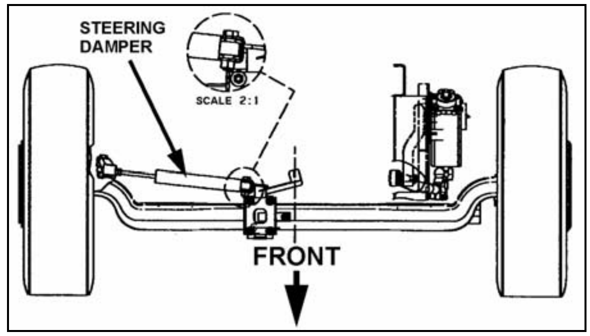


FIGURE 19: STEERING STABILIZER (DAMPER) 14053

12.3 DRAG LINK

MAINTENANCE
Lubricate the fittings every 6,250 miles (10 000 km) or twice a year, whichever comes first. Good quality lithium-base grease NLGI No. 1 and 2 are recommended (refer to section 24 *"LUBRICATION")*.

12.4 POWER STEERING HYDRAULIC PUMP

For maintenance of the TRW power steering hydraulic pump (DDC S60 engine), refer to the *"TRW - POWER STEERING PUMP SERVICE MANUAL"* annexed to this section.

13. DRIVING TIPS

In order to maximize power steering pump service life, do not attempt to turn the steering wheel when the vehicle is stationary, and especially when service brakes are applied (wheel locking will oppose the effect of steering geometry which tends to make the front wheels rotate in opposite directions).

Persisting in turning, or maintaining the steering wheel with an extra effort, could make the hydraulic system work at the relief pressure, and consequently, cause the hydraulic fluid to become overheated.

Caution: *Never maintain the hydraulic system at the relief pressure for longer than 5/10 seconds to avoid damaging the power steering pump.*

Note: *Unequal or low tire pressure, oversize tires, and vehicle overloading are some of the causes that may increase steering effort.*

14. TORQUE SPECIFICATIONS

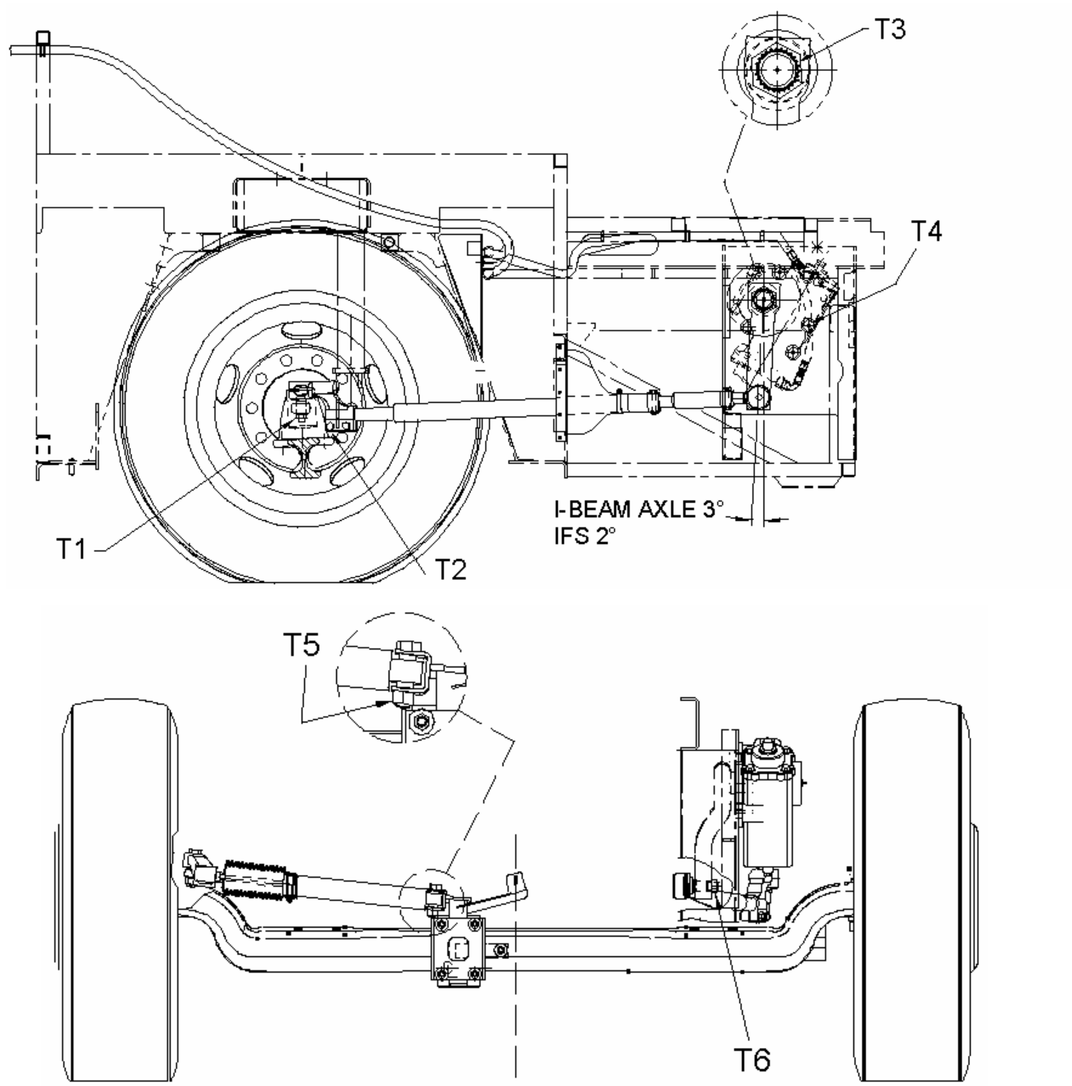


FIGURE 20: DRAG LINK COMPONENTS 14054

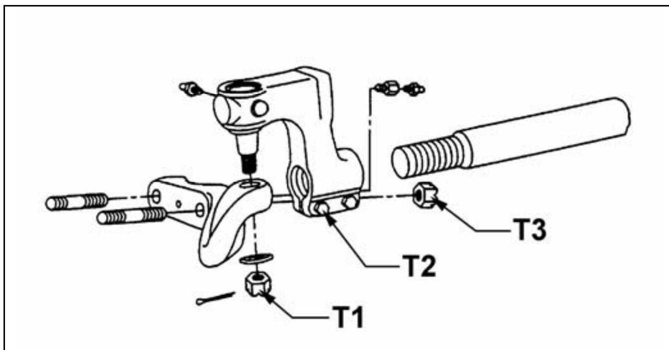


FIGURE 21: TIE ROD END 14036

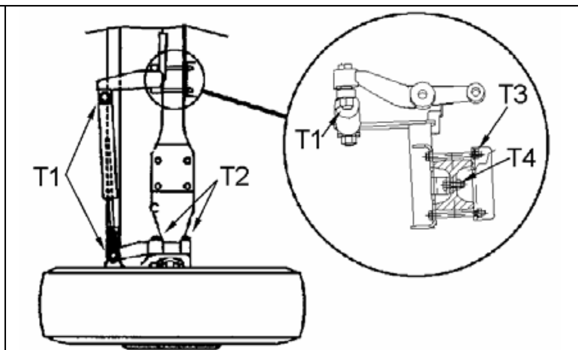


FIGURE 22: FRONT AXLE COMPONENTS 14055

TORQUES			
Description	**Reference**	**Lbf-ft dry**	**Nm dry**
Drag Link End Stud Nut (on steering arm)	Fig. 20, T1	150-200	203-271
Drag Link End Pinch Bolt Nuts	Fig. 20, T2	65-75	88- 101
Pitman Arm Fixing Nut	Fig. 20, T3	470-570	637-773
Steering Gear Fixing Bolts (5)	Fig. 20, T4	365-405	495-550
Steering Stabilizer (damper) Fixing Nuts	Fig. 20, T5	100-120	135-165
Drag Link End Stud Nut (on pitman arm)	Fig. 20, T6	150-200	203-271
Tie Rod End Screw Pin Nut	Fig. 20, T1	100-175	135-240
Tie Rod End Pinch bolt Nuts	Fig. 20, T2	65-75	90-100
Lower Lever Stud Nuts	Fig.20, T3	190-275	260-375
Steering Stabilizer (damper) Fixing Nuts	Fig. 21, T1	100-120	135-165
Steering Top Lever Nuts	Fig. 21, T2	285-315	386- 427
Steering Damper Mounting Support Nuts	Fig. 21, T3	30-36	40-49
Steering Damper Mounting Support Nuts	Fig. 21, T4	54-66	73-89

15. SPECIFICATIONS

Power Steering Gear

Make .... ZF-SERVOCOMTRONIC
Model 8098
Supplier number 8098-988-571
Prevost number 661044
F.E.W. .... 16,600 lbs (7 545 kg)
Pressure rating .... 2,175 psi (150 Bar)
Gear ratio (center) .... 22.2 : 1
Gear ratio (extremities) .... 26.2 : 1
Minimum pump flow for 1.5 hwt/sec .... 4.22 gpm (16 lpm)

Power Steering Gear

Make .... ZF-SERVOCOM
Model 8098
Supplier number 8098-988-570
Prevost number 661045
F.E.W. .... 16,600 lbs (7 545 kg)
Pressure rating .... 2,175 psi (150 Bar)
Gear ratio (center) .... 22.2 : 1
Gear ratio (extremities) .... 26.2 : 1
Minimum pump flow for 1.5 hwt/sec .... 4.22 gpm (16 lpm)

Power Steering Pump – With Detroit Diesel Series 60 Engine

Make .... TRW
Type .... PS Series
Relief valve setting .... 2,175 psi (14 990 kPa)
Controlled flow rate .... 4.23 gpm (16 lpm)
Inlet port .... 1 1/4 NPT
Outlet port .... 3/4-16 straight thread SAE O' ring boss conn.
Supplier number PS251615L10200
Prevost number 661070
Gasket - Supplier number 23516100
Gasket - Prevost number 510488

Power Steering Reservoir

Make .... Nelson Muffler
Oil capacity .... 4 US qts (3.7 liters)
Supplier number 91410A
Prevost number 660982
Make .... Nelson Muffler
Element filter - Supplier number .... 83804 E
Element filter - Prevost number 660987

Steering Stabilizer Cylinder (Damper)

Make .... Arvin
Extended length .... 32.73±0.12"
Collapsed length .... 20.26±0.12"
Stroke .... 12.47±0.12"
Supplier number 651535
Prevost number 660979
Dust cap - Prevost number 660980

CONTENTS

ILLUSTRATIONS

1 DESCRIPTION

The vehicle is provided with an air suspension system. The system consists of air springs, height control valves, radius rods, sway bars, tripod and shock absorbers (Fig. 1, 2, 3 and 4). The system operation is fully automatic and maintains a constant vehicle height regardless of load, or load distribution.

The vehicle can also be equipped with systems such as:

- Front Kneeling (w/ Front High-Buoy);
- Front Kneeling (w/ Full High-Buoy);
- Front Kneeling (w/ Front High-Buoy) and Low-Buoy Combination;
- Front Kneeling (w/ Full High-Buoy) and Low-Buoy Combination;

For a description of each of these systems, refer to the appropriate heading in this section.

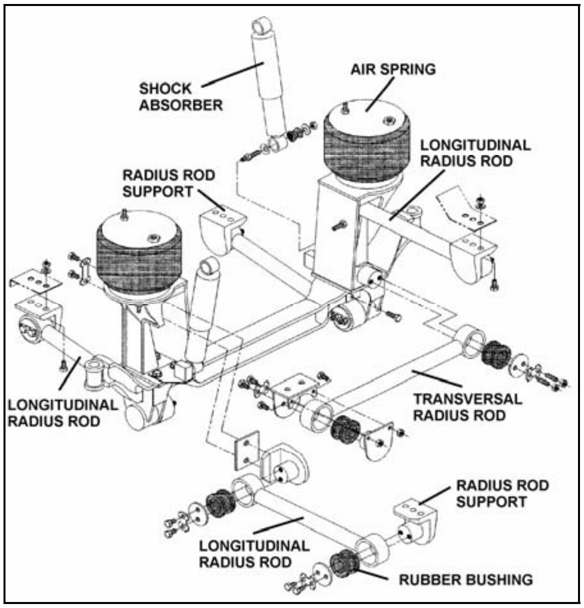


FIGURE 1: FRONT I-BEAM AXLE SUSPENSION 16105

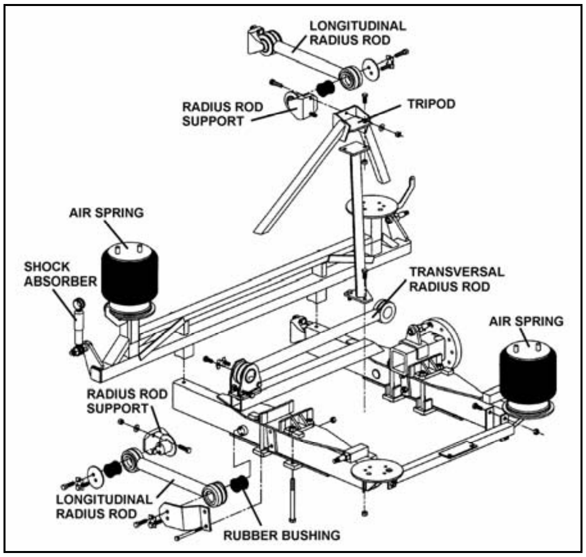


FIGURE 2: DETAILS OF REAR SUSPENSION 16106

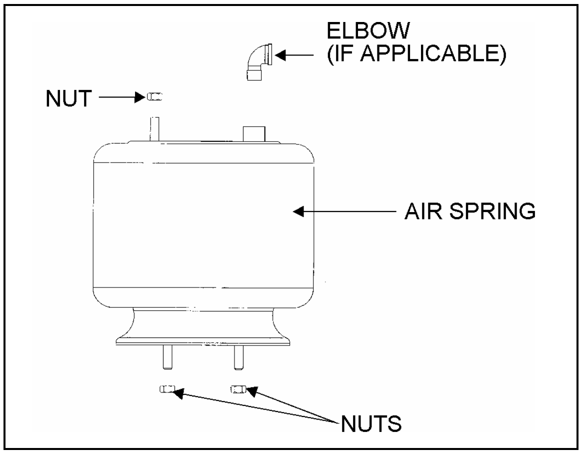


FIGURE 3: AIR SPRING 16052

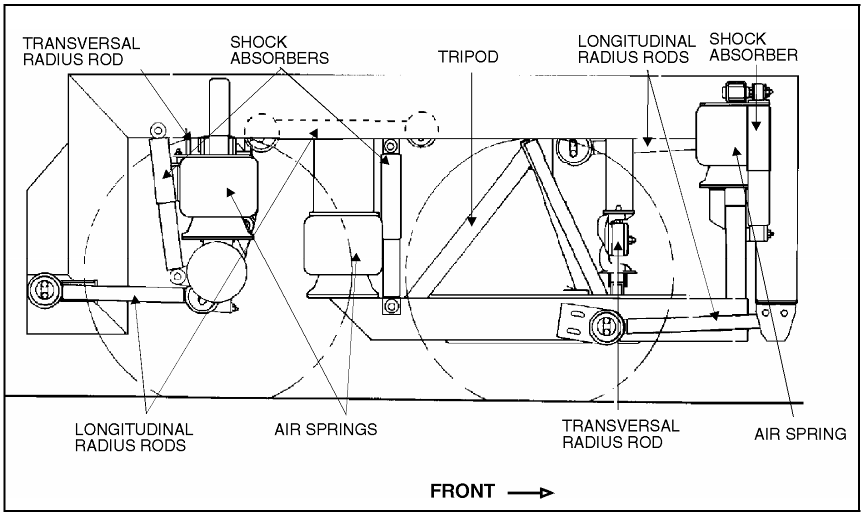


FIGURE 4: REAR SUSPENSION COMPONENTS 16003

2 AIR SPRINGS

The air springs are made from a special compound rubber molded to the proper contour and dimensions. The entire vertical load of the vehicle is supported by these springs. Each of the three axles is provided with air springs that are attached to the subframe and to the axles (Fig. 4).

2.1 INSPECTION

1. Check operation of bellows.
2. Visually inspect bellows for evidence of cracks, punctures, deterioration, or chafing. Replace the bellows if any damage is evident.
3. With the primary air system at normal operating pressure (95 - 125 psi (655 - 860 kPa)), coat all suspension air line connections and bellows mounting areas with a water and soap solution. Bubbles will indicate an air leak, and none is permissible. Repair or replace defective parts.

Note: *If air spring is removed from vehicle, bellows can be lightly inflated and submerged in water to detect any leakage. If any leakage is detected, replace bellows.*

Warning: *To prevent personal injury, do not apply more than 10 psi (69 kPa) air pressure with the air spring not mounted.*

2.2 REMOVAL

Note: *Suspension air springs (front, drive, and tag axles) can be removed without removing the entire axle assembly.*

1. Safely support vehicle at the recommended body jacking points.

   To gain access to a given air spring, the corresponding wheel can be removed as follows:

   a) Jack vehicle until the tire clears the ground, and place safety supports underneath body.

Caution: *Only the recommended jacking points must be used as outlined in Section 18, “Body”.*

   b) Support the axle with a suitable hydraulic floor jack at the recommended jacking points.

   c) Remove wheel.

2. Exhaust compressed air from accessory air tank by opening drain cock under reservoir.
3. Disconnect the height control valve link and pull down the overtravel lever to ensure all air is exhausted from air springs.

Note: *While performing this step, do not change the height control valve overtravel lever adjustment.*

4. Disconnect air line from air spring, remove elbow (if applicable), and cover both the line end and fitting to prevent the entry of foreign matter.
5. Remove the air spring upper nut, and then the two lower nuts. Remove air spring.

2.3 INSTALLATION

1. Compress air spring as necessary, then aligning studs with their holes, position air spring between both the lower and upper supports. Thread the lower nuts and the small upper nut a few turns.

Note: *To facilitate air spring installation, compress it manually then put a piece of tape over the air line threaded fitting. This prevents air from getting back into the bag and keeps it compressed, thus enabling to place the bag in between the mounting plates and greatly easing installation.*

2. Tighten and torque the lower stud nuts, and then the upper one according to Torque Table under heading Torque Specifications.
3. Thread the remaining upper nut (large nut) and tighten according to Torque Table under heading Torque Specifications in this section.
4. Install elbow (if applicable), then connect air line.
5. Connect the height control valve link.
6. Build up air pressure in system.

Note: *To accelerate this operation, air reservoirs can be filled from an exterior air supply connected to the accessory tank fill valve or to the emergency fill valve.*

7. Check operation of bellows and with the primary air system at normal operating pressure (95 – 125 psi (655 – 860 kPa)), coat the air line connections and air spring mounting areas with a water and soap solution. Bubbles will indicate an air leak,

and none is permissible. Repair or replace defective parts.

8. Reinstall wheel.
9. Remove the hydraulic floor jack from under the axle, then lower vehicle to ground.

3 SHOCK ABSORBERS

Double-action, telescoping-type shock absorbers ensure a smooth ride and enhance vehicle stability on the road. All shock absorbers are eye-type mountings. The front and tag axles are each provided with two shock absorbers while the drive axle is provided with four of them (Fig. 1, 2 & 3).

Shock absorbers are non-adjustable and non-repairable. Maintenance requirements involve replacement of the rubber mounting bushings, and tightening of all shock absorber pins according to Torque Table under heading Torque Specifications when shock absorber replacement occurs. If a shock absorber becomes inoperative, complete unit must be replaced.

Caution: *When a shock absorber is found defective, always replace with a new set on affected axle, except if there has been a recent replacement of one unit. The following method will help in determining if both shock absorbers on the same axle have to be replaced.*

3.1 INSPECTION

Loosen lower mounting of both shocks, and then carefully attempt to raise and lower the bottom portion of each shock. Note the rate of effort for distance of travel. Replace both shocks if a definite differential rate is found.

The shock must be bench checked in an upright, vertical position. If checked in any other position, air will enter the cylinder tube and make the shock absorber appear defective.

Proceed as follows to check shock absorbers:

1. With the shock absorber in a vertical position (top end up), clamp the bottom mount in a vise.

Caution: *Do not clamp the reservoir tube or the dust tube.*

2. Rotate the dust tube. Notice any binding condition (may be compared with new unit). Binding condition indicates a scored rod. Units with scored rods should be replaced.
3. Fully extend shocks and check for leaks in the seal cover area. Shock fluid is a very thin hydraulic fluid that has a characteristic odor and dark brown tint. <u>A slight trace of shock fluid around the seal cover area is not a cause for replacement</u> (Refer to the SACHS document “Guideline To Evaluate Warranty Claims” annexed at the end of this section before replacing a shock). The shock seal is designed to permit a very slight seepage to lubricate the rod. Units that leak should be replaced.
4. Visually check shock for dents that could cause the shock to bind. Also, check for a bent rod.
5. Extend and collapse shock several times to determine that it has control (resistance) in both rebound and compression.
6. Visually inspect the shock mountings and vehicle mounting for:
   a. Broken mounts;
   b. Extreme bushing wear;
   c. Shifted bushing or sleeve;
   d. Deep cracks in bushing material (shallow surface cracks are normal);
   e. Loose shock absorber pins;
   f. Presence of convex washers, and their position relative to the rubber bushing.

3.2 REMOVAL

1. Remove nuts and washers from shock absorbers on upper and lower mounting pins, taking care to identify the inner and outer washers to ease reinstallation. Refer to figure 5 for details.
2. Remove the shock absorber assembly from pins.
3. Remove the two inner bushings from the shock absorber and discard them.

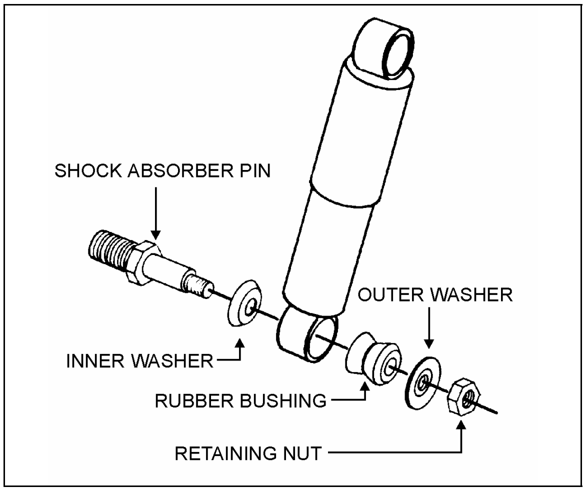


FIGURE 5: SHOCK ABSORBER 16008

3.3 INSTALLATION

1. Ensure that the shock absorber mounting pins are tight and that the threads are not stripped.
2. Install new rubber mounting bushings on shock absorbers (upper and lower).
3. Place the inner washers (with washer convex side facing the shock absorber rubber bushing) on each shock absorber pin (Fig. 6).

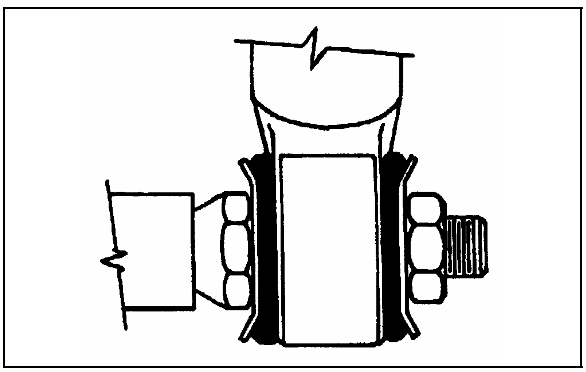


FIGURE 6: TYPICAL SHOCK ABSORBER SETUP 16009

4. Install the shock absorber eyes over the mounting pins, then the outer washers (with washer convex side facing the shock absorber rubber bushing) on each shock extremity.

Note: *If shock absorber pins are removed, they must be reinstalled using "Loctite 242".*

5. Place the lower and upper mounting pin stud nuts and torque according to paragraph 13 Torque Specifications.

4 RADIUS RODS

Radius rods are used to secure the axles in the proper transversal and longitudinal positions. Four radius rods are provided on the front I-beam axle suspension (three longitudinal and one transversal), four on the drive axle suspension (three longitudinal and one transversal) and also four on the tag axle with a layout similar to the drive axle. Refer to figures 1, 2, 3 and 4 for details. These rods transmit both braking and driving forces from the axles to the vehicle body.

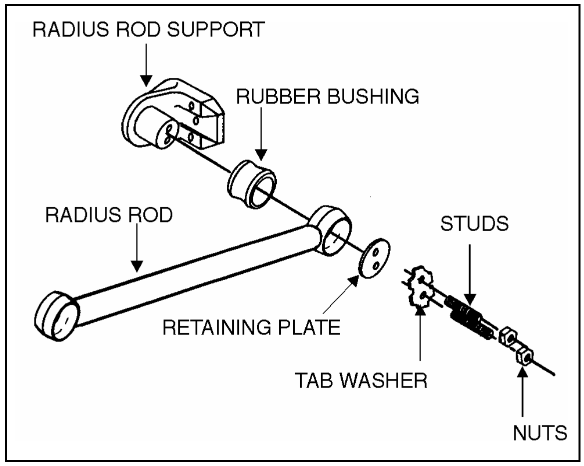


FIGURE 7: TYPICAL RADIUS ROD SETUP 16010

4.1 INSPECTION

The following instructions apply to all radius rods used on this vehicle:

1. Clean all parts thoroughly.
2. Inspect radius rods for distortion and cracks. We recommend the "Magnaflux" process to detect cracks in the radius rod. Any damaged part should be replaced with a new one.

Note: *New bushings should be used when rods are replaced.*

3. The radius rod bushings should be checked periodically for signs of shearing, deterioration, or damage. Any defective part should be replaced with a new one.

4.2 REMOVAL

1. Flatten the tab washer which secures the two retaining nuts (or bolts), and then unscrew the nuts (or bolts) at each extremity of the radius rod (Fig. 7).

2. Remove the tab washer and the retaining plates and radius rod ends from anchor pins, and then remove the radius rod.

4.3 BUSHING REMOVAL

1. Safely support the radius rod as shown in figure 8.

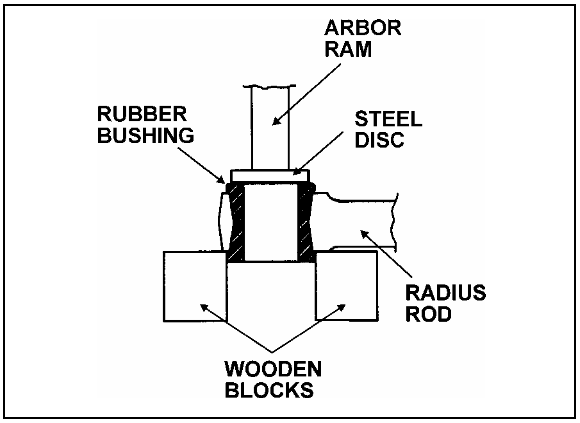


FIGURE 8: RADIUS ROD BUSHING REMOVAL 16011

2. Place a flat steel disc, slightly smaller than the outside diameter of the bushing (Fig. 8).
3. Using an arbor press or a suitable driving tool, press or drive the old bushing out of the rod and discard the bushing.

4.4 BUSHING INSTALLATION

1. Lightly spray the inner and outer surfaces of radius rod bushing with water.

Caution: *No lubricant whatsoever is to be used on the rubber bushing.*

2. Safely support the radius rod, and place new bushing on top of the radius rod end (Fig. 9).
3. Place a block of wood on top of bushing and press on it manually.
4. If necessary, use an arbor press or a suitable driving tool. Press or drive the bushing into the radius rod end until it extends equally on both sides of the rod.
5. It is also possible to proceed differently. Place radius rod bushing on a plane surface. Spray a light coat of water on the inner and outer surfaces of radius rod bushing.
6. Take radius rod, align the bushing. Tap radius rod on bushing until latter is positioned correctly.

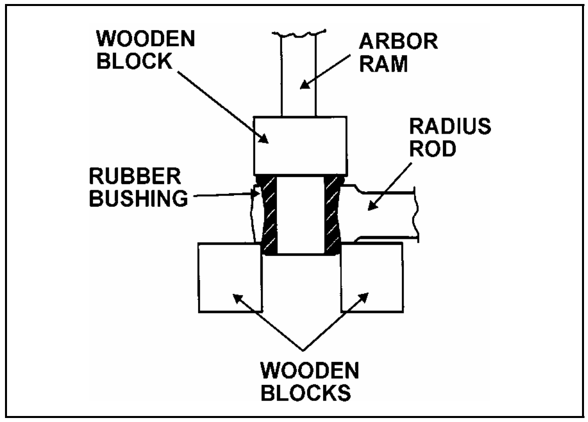


FIGURE 9: RADIUS ROD BUSHING INSTALLATION 16012

4.5 INSTALLATION

1. Lightly spray the radius rod support with water. Place the radius rod end over the radius rod support (Fig. 10).
2. Put 3 drops of Loctite243 (Prevost #680038) in each radius rod support tapped blind holes and a line of Loctite on bolts.
3. Position the retaining plate. Install the tab washer and nuts (or bolts).

Caution: *Always use new tab washers at installation.*

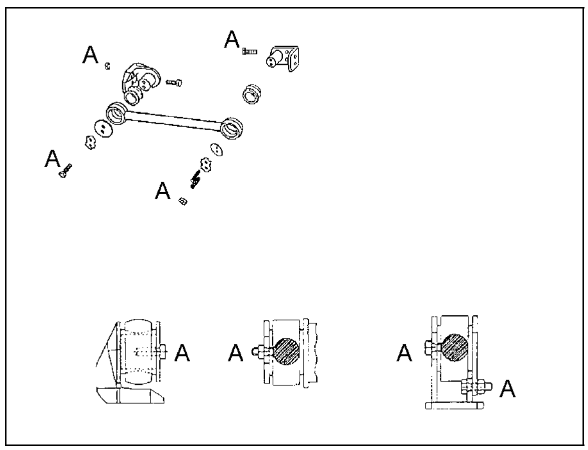


FIGURE 10: RADIUS ROD INSTALLATION 16028

4. Tighten the nuts (or bolts) lightly, and repeat at the other end.
5. Refer to heading *"SUSPENSION HEIGHT ADJUSTMENT"* later in this section, and set the vehicle to normal ride height.
6. With the vehicle at normal ride height, apply corrosion-protective oil Prevost #680064 on threads and tighten all radius rod anchor pin nuts or bolts according Torque Table under heading Torque Specifications.

Caution: *It is extremely important upon reconnection of the rods that the proper clearance height between the axle and body be maintained. Otherwise, the rubber bushings in radius rod ends will become preloaded, thus reducing their life span.*

5 SWAY BAR

A sway bar is provided on the front and drive axles to increase vehicle stability. It controls lateral motion (swaying movement) of vehicle (Fig. 11).

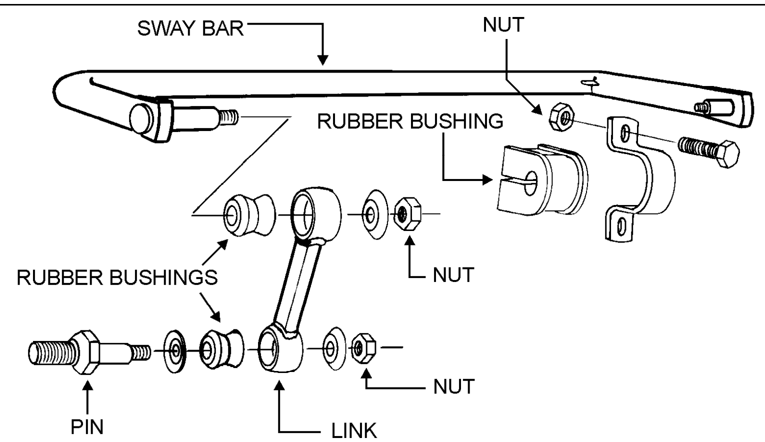


FIGURE 11: FRONT & DRIVE AXLE SWAY BAR 16144

5.1 REMOVAL

1. Disconnect the two links from sway bar.
2. Safely support the sway bar. Unbolt the four bushing collars from subframe.
3. Remove sway bar.

Note: *Sway bar bushings are slotted to ease their removal.*

5.2 INSTALLATION

1. Loosely install the sway bar.
2. Tighten the eight bushing collar nuts according to Torque Table under heading Torque Specifications (Fig. 11).
3. Tighten sway bar link upper nuts and lower nuts according to Torque Table under heading Torque Specifications (Fig. 11).

6 INDEPENDENT FRONT SUSPENSION (IFS)

This section contains service procedures and specifications unique to the independent front suspension (IFS).

6.1 STEERING LINKAGE

Turning motion of the steering wheel is transferred by the steering gear and steering linkage to the steering arms at the right and left front wheels. The steering linkage consists of tie rods connected to the bell crank and the steering arm at the left side of the coach, and to the idler arm and steering arm at the right side of the coach. The bell crank and idler arm are connected by a relay rod. A drag link connected to the bell crank and the pitman arm, which is mounted to the steering gear, transfers the turning motion of the steering wheel to the steering arms. On VIP series, a hydraulic power cylinder provides an added source of assistance and being connected to the R.H. wheel, makes it such that the total steering forces are produced with minimal stress on mechanical linkages (Fig. 12).

Lower and upper A-arms are widely spaced. They are mounted on ball joints. Torque rods prevent rotation of the uprights around the lower and upper ball joints.

If the steering linkage is bent, twisted or worn, steering action of the coach will be seriously affected. Any time steering linkage components are replaced or adjusted, steering geometry and front wheel alignment must be checked as explained in this section.

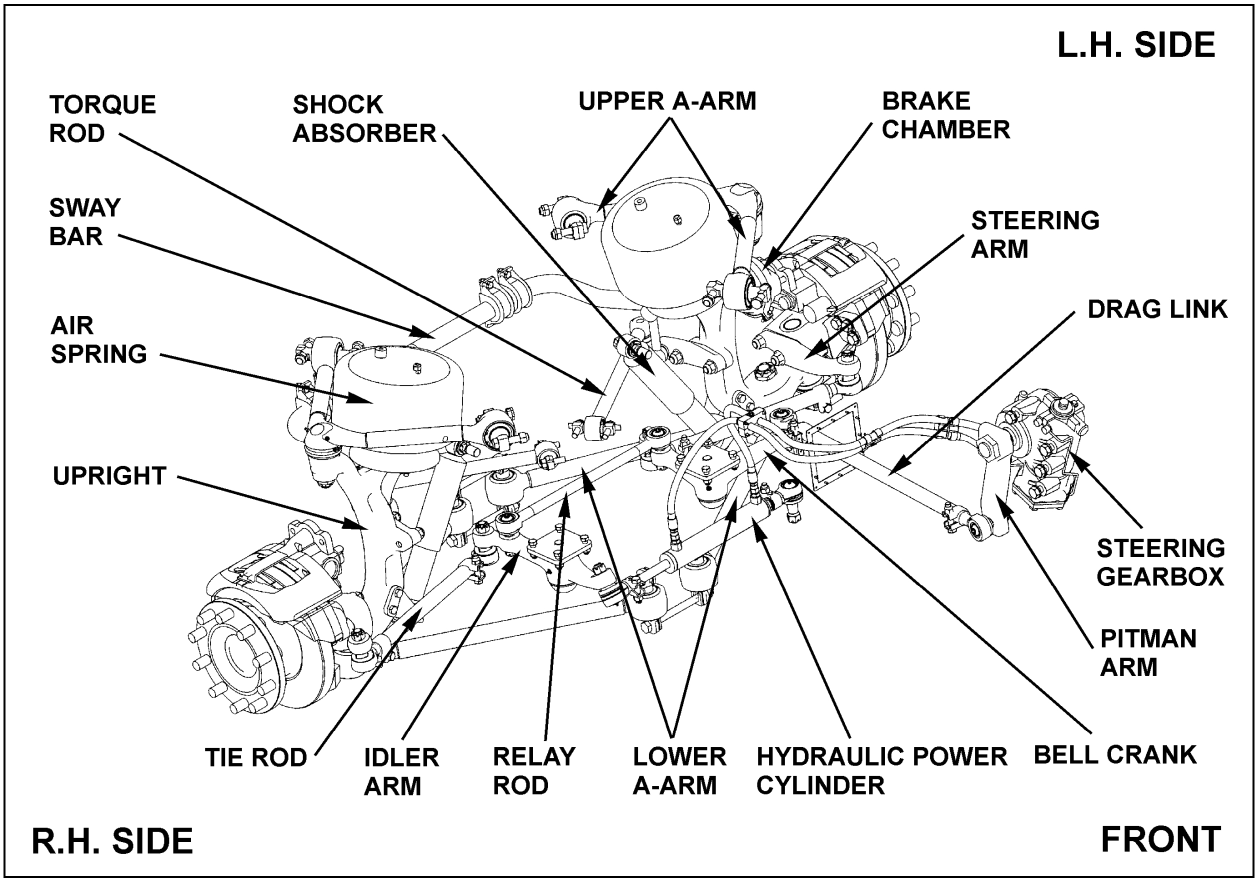


FIGURE 12: INDEPENT FRONT SUSPENSION AND STEERING LINKAGE 16124

Turning Angle

The maximum turning angle is set mechanically through the two steering stop screws installed on the swivel assembly. The turning angle (56° + 0° - 1°) mechanical stop is factory adjusted to accommodate the chassis design, and therefore, does not require adjustment on new vehicles.

However, turning angle should be checked and adjusted hydraulically, if necessary, any time a component of the steering system is repaired, disassembled or adjusted.

Before checking the turning angle, be sure the front end is properly aligned as described under paragraph 6.11 FRONT END ALIGNMENT in this section.

To check steering maximum turning angle, proceed with the following method:

1. Check if front tires rub against the frame or if the steering gear has been serviced.

Caution: *If clamps are not correctly installed, they can interfere with other parts.*

2. For a full left and right turn, check clamps' position and for interfering parts. Refer to figures 13 to 19 for location and positioning of clamps. If readjustment is required, make the proper adjustment.

Note: *Prior to steering limiter adjustment, verify vehicle wheel alignment, and ensure that oil level is adequate and that air bleeding is done.*

3. If necessary readjust steering limiter. Refer to "ZF-SERVOCOM Repair Manual" annexed to Maintenance Manual, Section

14, "Steering", under heading: "Setting and Functional Test".

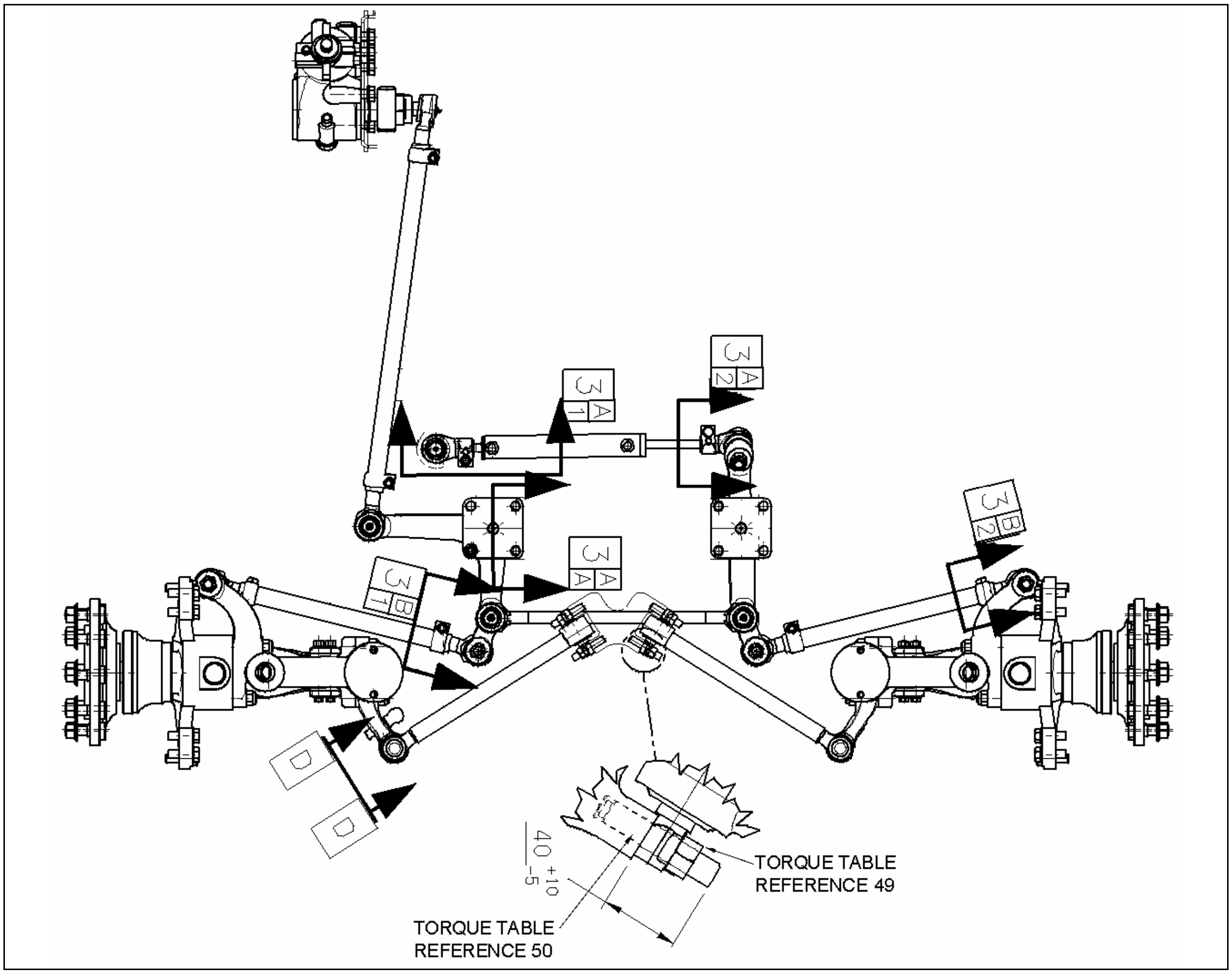


FIGURE 13: LOCATION OF CLAMPS 16147

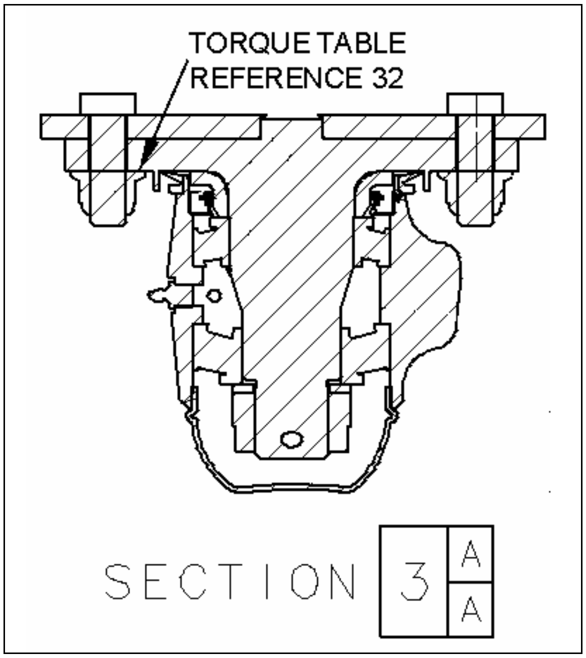


FIGURE 14: TORQUE SPECIFICATIONS 16148

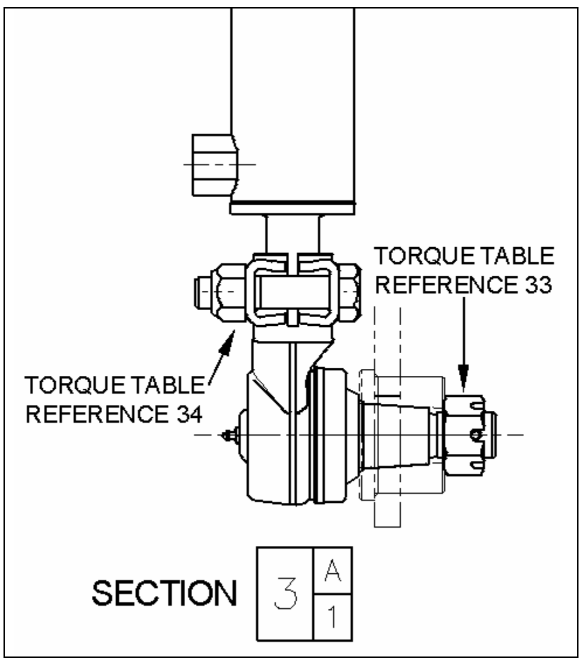


FIGURE 15: TORQUE SPECIFICATIONS 16152

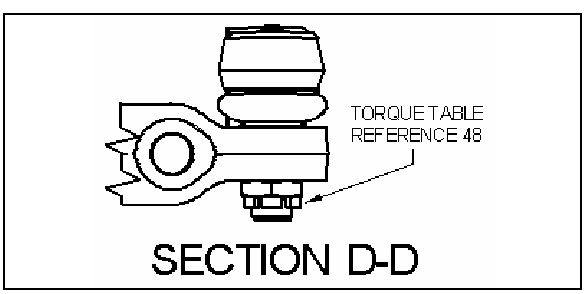


FIGURE 16: TORQUE SPECIFICATIONS 16156

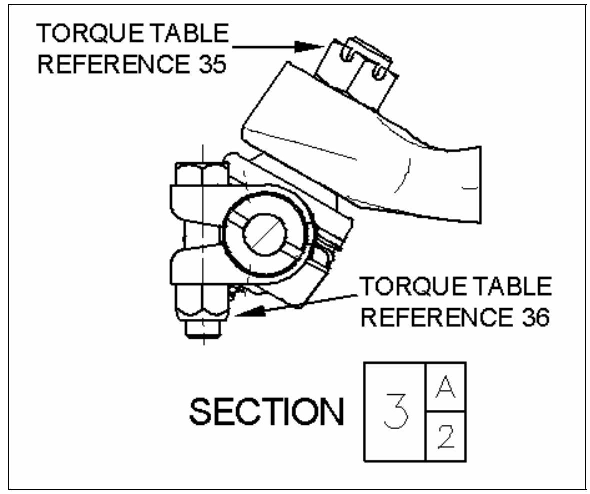


FIGURE 17: TORQUE SPECIFICATIONS 16149

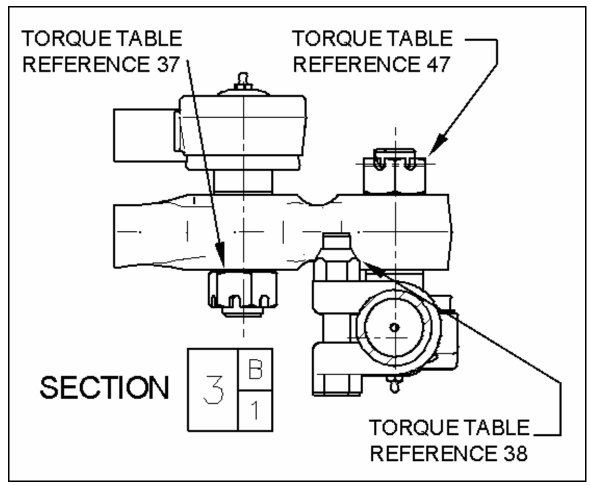


FIGURE 18: CLAMP POSITIONING 16150

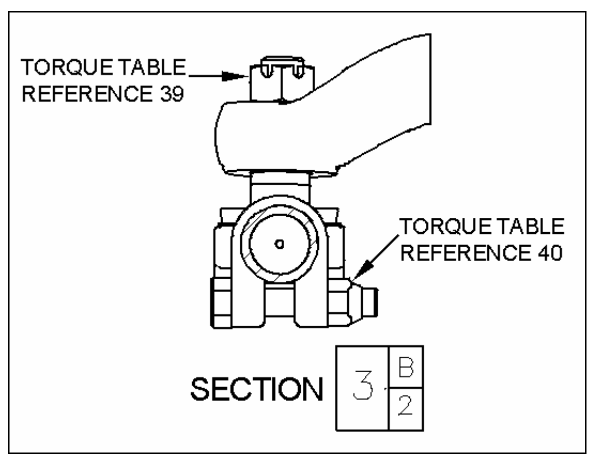


FIGURE 19: TORQUE SPECIFICATIONS 16151

6.1.1 Power Steering Hydraulic Pump

Refer to the "TRW Power Steering Pump Service Manual" annexed at the end of Section 14.

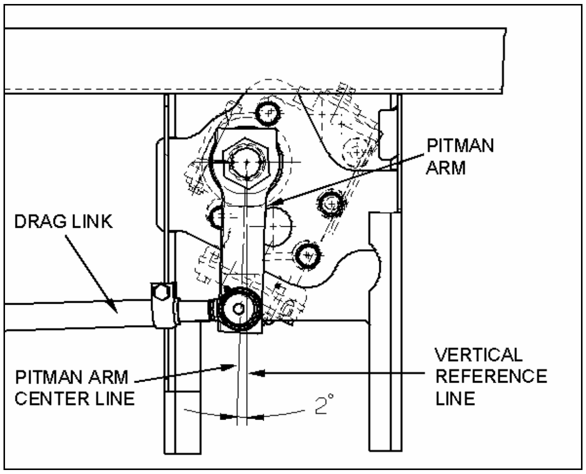


FIGURE 20: PITMAN ARM ALIGNMENT 14056

6.1.2 Steering Linkage Adjustment

Note: *Whenever a steering linkage component has been removed and replaced, check steering geometry and front end alignment as directed in this section. Check to insure that all stud nuts and mounting bolts and nuts have been tightened to proper torques. See Torque Table under heading Torque in this section.*

1. First, align the input shaft marks.
2. Afterwards, the pitman arm should be adjusted with reference mark aligned or to an angle of 2° in relation with the vertical axis (Fig. 20).
3. Locate centerline of vehicle then install relay rod in boss at steering bell crank and idler arm. Align center of relay rod with centerline of vehicle.
4. Install drag link to pitman arm and adjust opposite end of drag link to fit mounting stud hole in bell crank.
5. Install tie rods then adjust toe-in as described in "Front End Alignment" in this section.

6.1.3 Pitman Arm Removal

1. Remove cotter pin, nut and washer from drag link ball stud at pitman arm.
2. Disconnect drag link from pitman arm, using jaw style pullers (pressure screw type).

Warning: *Always wear approved eye protection when operating pullers.*

Caution: *Do not drive pitman arm on or off pitman shaft as this can damage the steering gear.*

Caution: *Heating of components to aid in disassembly is not allowed because it has a detrimental effect on axle components and steering linkages.*

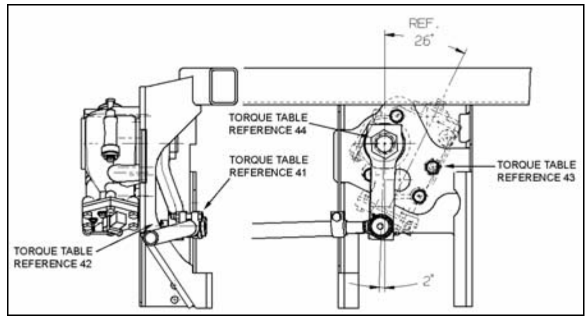


FIGURE 21: TORQUE SPECIFICATIONS 16154

3. Remove pitman arm fixing nut.
4. Check the radial position of the pitman arm in relation to the sector shaft prior to removal of pitman arm.
5. Add reference marks to the arm and shaft if necessary to ensure correct alignment at reassembly.
6. Use a puller to remove pitman arm.

6.1.4 Pitman Arm Installation

1. Position pitman arm on sector gear shaft with reference marks aligned.
2. Install fixing nut. Tighten nut to 470-570 lbf-ft dry (637-773 Nm).

Note: *Use a new nut if the previously removed nut was punched.*

Caution: *Lock nut with sector shaft using a punch mark into the groove (Refer to figure 22).*

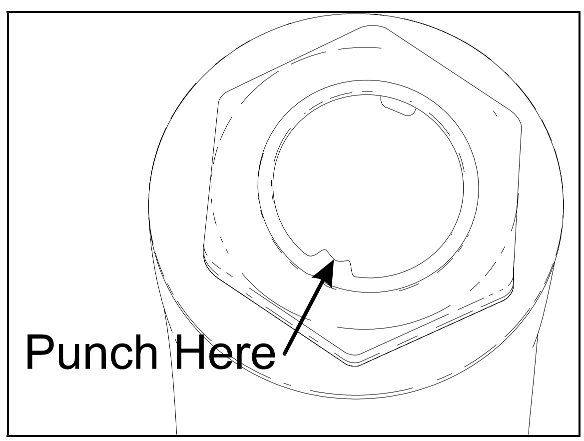


FIGURE 22: FIXING NUT PUNCH MARK 16098

3. Connect drag link to pitman arm. Install washers. Tighten nut to 150-200 lbf-ft dry (203-271 Nm). Advance nut to next

alignment cotter pin slot and install a new cotter pin.

6.1.5 Drag Link

Drag link assembly consists of three parts; a drag link and two end assemblies. Both end assemblies are identical and they are retained on the drag link with a clamp bolt and nut.

Stud nuts at the pitman arm and bell crank ends of the drag link must be kept tight or hole at ball stud end of drag link and hole in pitman arm may become enlarged as a result of excessive looseness. Subsequent tightening of stud nuts may draw studs too far into holes and dust cover parts may become damaged which can result in component failure.

Drag link end sockets are equipped with lubrication fittings and should be lubricated as directed in "Lubrication Fittings" in this section.

Adjustment

It should not be necessary to alter the length of the drag link except when a new link is installed or when removable end assembly has been replaced. If drag link adjustment is necessary, proceed as follows:

1. Position front wheels in straight ahead position.
2. Center steering gear as previously explained in paragraph "6.12 Steering Linkage Adjustment".
3. Remove cotter pin, nut and stud from drag link at bell crank. Locate centerline of vehicle and center of relay rod. With center of relay rod aligned with centerline of vehicle, loosen clamp bolt at socket end (bell crank end) of drag link and adjust length of socket end assembly to fit in boss of bell crank.

Note: *Do not change position of pitman arm.*

4. Install stud with nut and torque to 150-200 lbf-ft dry (203-271 Nm). Align nut with cotter pin slot (tighten) and install a new cotter pin.
5. Torque mounting clamp bolt nut to 40-60 lbf-ft dry (54-82 Nm), then test the adjustment. Front wheels should turn from right to left extremities without noticeable binding at drag link ends.

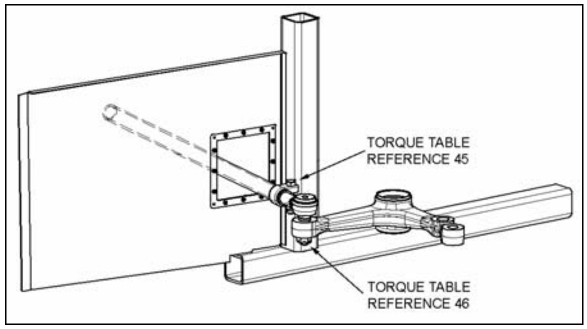


FIGURE 23: TORQUE SPECIFICATIONS 16155

6.2 BELL CRANK AND IDLER ARM

Bell crank and idler arm are equipped with one lubrication fitting and should be lubricated as directed in "Lubrication Fittings" in this section.

6.2.1 Bell Crank and Idler Arm Removal

Note: *Use a piece of wire to anchor loosen end of relay rod and tie rod in order to prevent placing an excessive load on opposite socket end.*

Bell crank: Disconnect drag link, tie rod and relay rod from bell crank by removing cotter pins and nuts from ball studs. Separate socket assemblies from the bell crank.

Idler arm: Remove cotter pins and nuts from ball studs connecting relay rod, tie rod and hydraulic power cylinder to idler arm. Separate socket assemblies from idler arm.

Remove nuts from bolts attaching bell crank or idler arm mounting spindle to suspension subframe. Remove bell crank or idler arm mounting spindle.

6.2.2 Bell crank or Idler Arm Ball Joint Disassembly

1. Remove adjacent link assemblies from bell crank or idler arm as previously described.
2. Remove the cap (Fig. 24).
3. Remove the cotter pin, nut and thrust washer. Remove bearings, grease retainer, backup ring and the bell crank or idler arm from its mounting spindle (Fig. 24).

6.2.3 Bell Crank or Idler Arm Ball Joint Reassembly

Note: *For bearing installation use tool Prevost # 110684.*

1. Install backup ring on bell crank or idler arm mounting spindle.

2. Install grease retainer and bearing in bell crank or idler arm eye (Fig. 24).

Note: *Install grease retainer according to figure 13. Grease must be able to exit the bell crank or idler arm mechanism. For grease retainer installation use tool Prevost # 110683.*

3. Install bell crank or idler arm onto its mounting spindle, while holding the bell crank or idler arm, slide on the bearing assembly, thrust washer and secure using nut. (Fig. 25).

Note: *Apply grease on bearing before installation.*

4. Unscrew nut until bell crank or idler arm starts to turn by the application of 1 to 3 pounds load (Fig. 26).

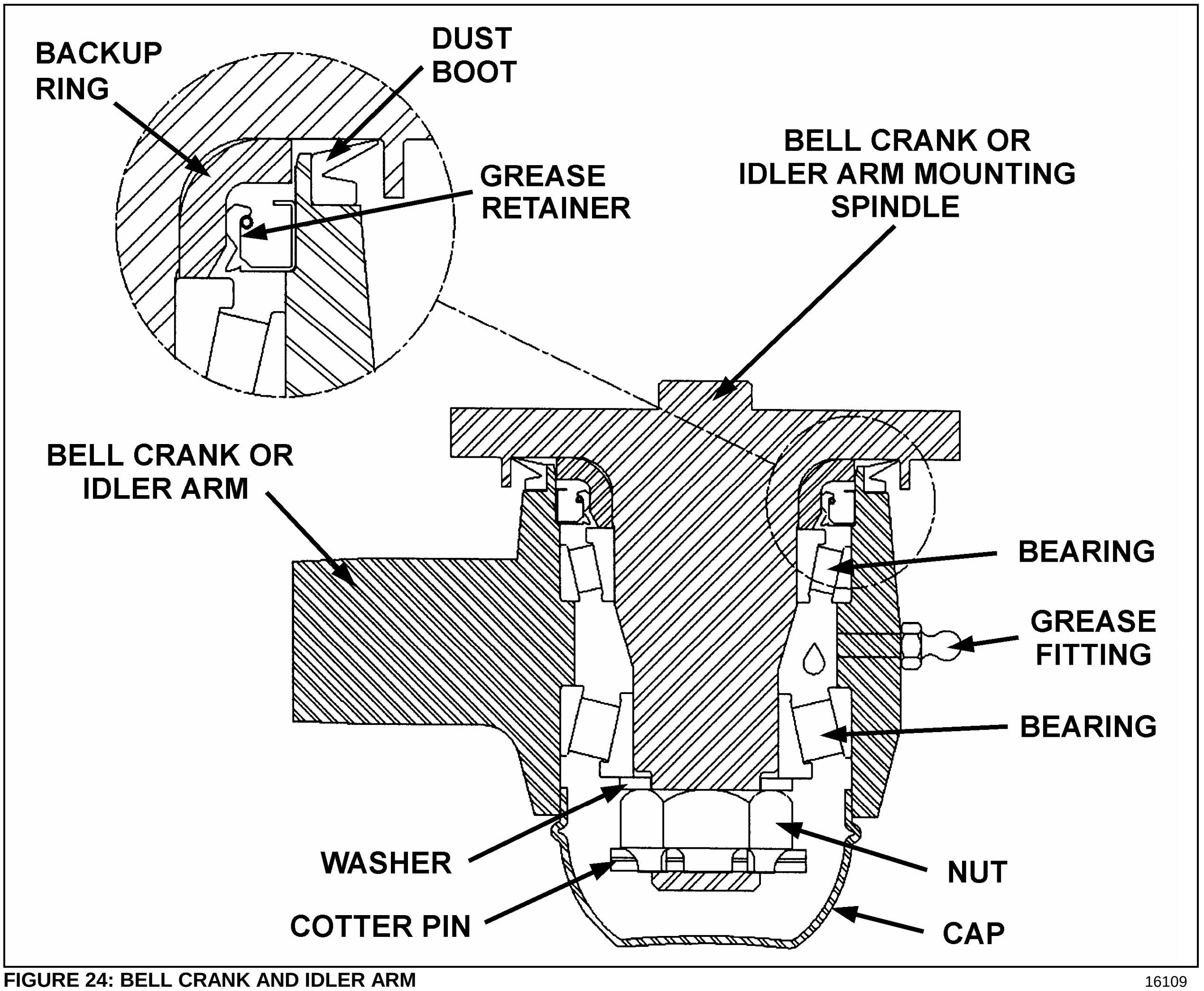
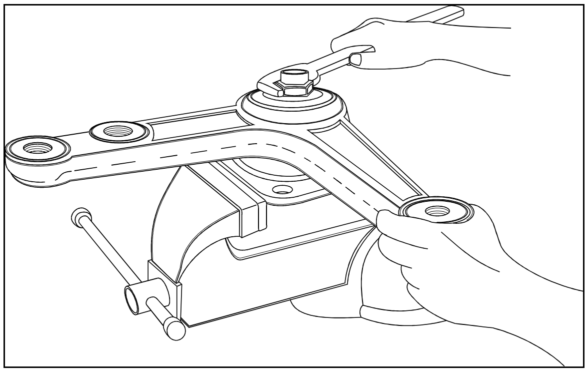


FIGURE 24: BELL CRANK AND IDLER ARM 16109



IGURE 25: BELL CRANK 16044

5. Check for loose bearings by applying an up and down load on bell crank or idler lever. The lever is not supposed to move in the vertical axis direction.

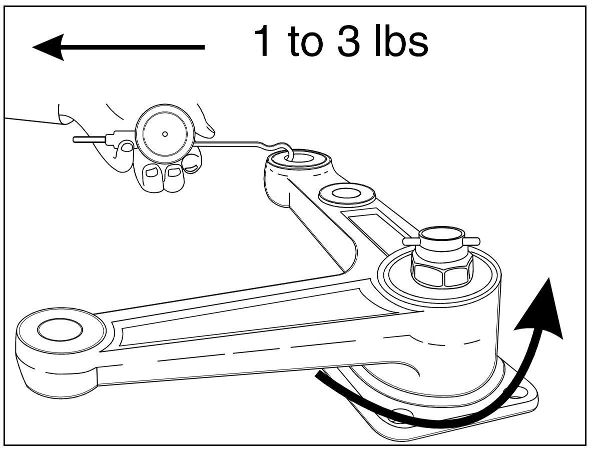


FIGURE 26: BELL CRANK 16045

6. Align nut with cotter pin slot (tighten) and install a new cotter pin.

Note: *Bend cotter pin around the nut (Fig. 24). Do not bend the cotter pin in the direction of the cap, because it may interfere with the cap.*

7. Install the cap.
8. **Bell crank:** Install drag link, tie rod and relay rod as directed herein under each specific subject.
9. **Idler arm:** Install hydraulic power cylinder, tie rod and relay rod as directed herein under each specific subject.
10. Adjust turning angle as previously directed under paragraph "**Turning Angle**" and check front end alignment as specified under heading “Front End Alignment".

6.3 RELAY ROD

Relay rod ends are equipped with lubrication fittings and should be lubricated as directed in paragraph "6.6 Lubrication Fittings.

Note: *The relay rod is crimped in place and it is not possible to remove the ball joints.*

6.3.1 Replacement

1. Remove cotter pins from bell crank and idler arm end of relay rod. Loosen nuts flush with end of studs.
2. Use a puller or place a sledge hammer behind the adjacent part to absorb shocks. Strike the studs with a brass hammer to loosen end assemblies.
3. Remove stud nuts then remove studs.
4. Position new relay rod studs into bell crank and idler arm then tap stud ends with a brass hammer to seat tapered surfaces.
5. Install stud nuts. Tighten nuts to 150-200 lbf-ft dry (203-271 Nm) torque. Align cotter pin slot (tighten) and install a new cotter pin.

6.4 TIE RODS

Tie rod ends are connected to the bell crank and left steering arm, and to the idler arm and right steering arm. Each tie rod assembly consists of three parts; a tube and two socket end assemblies. The tie rod ends are threaded into the tube and secured with clamp bolts. Right and left hand threads are provided to ease toe-in adjustment. Tie rod assemblies are inter-changeable from the right to the left side of the coach.

Tie rod end sockets require no maintenance other than periodic lubrication and inspection to see that ball studs are tight. Replace socket ends when there is excessive up and down motion, lost motion or end play at ball end of stud.

1. Periodically check bolt nut for tightness.
2. Inspect tie rod for bent condition and inspect tube for damaged threads. If tie rod is bent or threads are damaged, replace the assembly.
3. Lubricate tie rod end fittings as directed in paragraph "6.6 Lubrication Fittings" in this section.

6.4.1 Removal

1. Remove cotter pins and stud nuts which attach tie rod socket ends to bell crank and left steering arm (or idler arm) and right steering arm.
2. Remove tie rod ball stud by tapping on steering arm and bell crank or idler arm with hammer, while using a sledge hammer to absorb shocks.

Note: *If tie rod end assemblies are damaged in any way, they must be replaced.*

6.4.2 Installation

1. Install socket end assemblies on tie rod. Be sure both ends are threaded an equal distance into the tube.
2. Make sure threads on stud and in stud nut are clean and not damaged.
3. Position ball studs (socket ends of tie rod) in holes in steering arm and bell crank or idler arm. Install a ball stud nut on each stud and tighten firmly.
4. Torque stud nuts to 150-200 lbf-ft dry (203-271 Nm). Align cotter pin slot (tighten) and install a new cotter pin.

Note: *Adjust toe-in as directed under heading "Toe-In Adjustment".*

5. Make sure tie rod ends are properly aligned with ball studs, then torque tie rod end clamp bolts to 40-60 lbf-ft (55-80 Nm).

Note: *If tie rod is not properly aligned with stud, binding will result.*

6.5 STEERING ARMS

The left and right wheel steering arms are secured to a steering knuckle at one end and to a tie rod at the other end.

6.5.1 Removal

1. Remove wheel as directed in Section 13, "Wheel, Hubs And Tires" of the maintenance manual.
2. Remove cotter pin and nut from stud securing tie rod to steering arm. Remove ball stud from steering arm by tapping on arm with a hammer, placing a sledge hammer underneath steering arm to absorb shocks.
3. Remove bolts securing steering arm to steering knuckle assembly. Remove steering arm from steering knuckle.

6.5.2 Installation

1. Install steering arm onto steering knuckle.
2. Torque steering arm to steering knuckle fixing bolts. Torque short bolt (M20 X 65) to 520-575 lbf-ft (705-780 Nm). Torque long bolt (M24 X 100) to 751-830 lbf-ft (1018-1125 Nm).
3. Position tie rod ball stud in steering arm and tap with a brass hammer to seat ball stud in steering arm. Install nut on stud. Torque nut to 150-200 lbf-ft dry (203-271 Nm). Tighten nut to nearest cotter pin slot and install a new cotter pin.
4. Install wheel as directed in Section 13, "Wheel, Hubs And Tires" under paragraph "Installation" of the maintenance manual.

6.6 LUBRICATION FITTINGS

All lubrication fittings must be clean before applying lubricant. Also, always be sure equipment used in applying lubricant is clean. Every precaution should be taken to prevent entry of dirt, grit, lint or other foreign matter into lubricant containers. Replace fitting when they become broken or damaged.

Intervals of application given in the following paragraphs are recommended for normal service. More frequent intervals may be applied under severe operating conditions. In selecting proper lubricants, supplier reputation must be considered. The supplier must be responsible for product quality. The diagram (Fig. 27) shows approximate location of steering lubrication fittings.

MAINTENANCE

1. **Drag Link Ends:** Lubricate at two fittings, one at each end of link, every 6,250 miles (10 000 km) with good quality lithium-base grease NLGI No. 2 (Shell Retinax LX or equivalent).
2. **Relay Rod Ends:** Lubricate at two fittings, one at each end of rod, every 6,250 miles (10 000 km) with good quality lithium-base grease NLGI No. 2 (Shell Retinax LX or equivalent).

3. **Tie Rod Ends:** Lubricate at four fittings, one at each end of both tie rods, every 6,250 miles (10 000 km) with good quality lithium-base grease NLGI No. 2 (Shell Retinax LX or equivalent).
4. **Swivel Assembly:** Refer to DANA SPICER MAINTENANCE MANUAL NDS AXLES Lubrication and Maintenance" annexed at the end of section 10.
5. **Idler Arm and Crank bell:** Lubricate at two fittings, one on the idler arm and the other on the crank bell, every 6,250 miles (10 000 km) with good quality lithium-base grease NLGI No. 2 (Shell Retinax LX or equivalent). Apply grease gun pressure to the fitting until lubricant appears at the top seal.
6. **Upper A-Arm Central Ball Joint:** Lubricate at fitting until you see some grease on the relief valve nearby, every 6,250 miles (10 000 km) with good quality lithium-base grease NLGI No. 2 (Shell Retinax LX or equivalent).

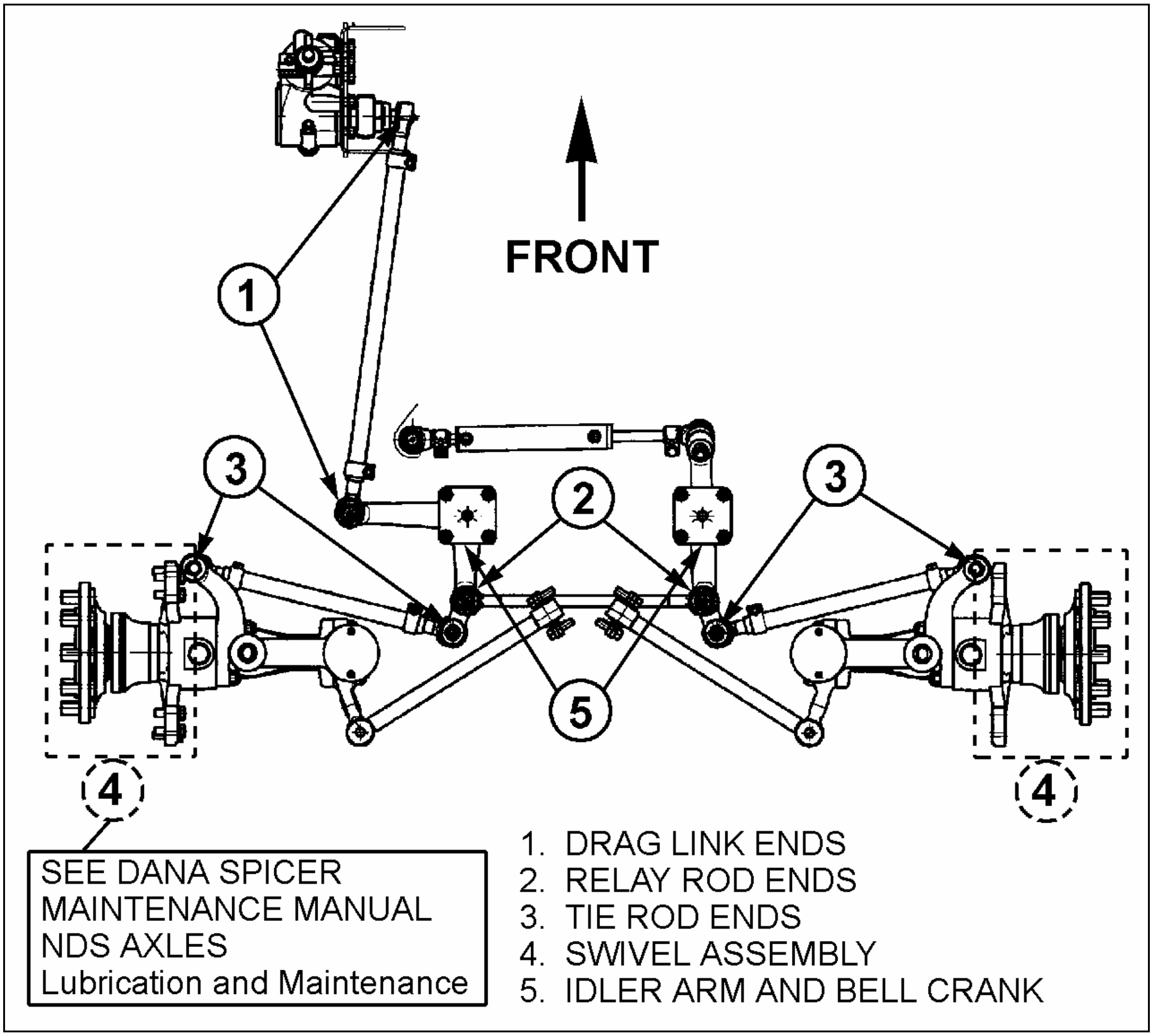


FIGURE 27: LUBRICATION FITTINGS LOCATION DIAGRAM 16046

6.7 BALL JOINTS

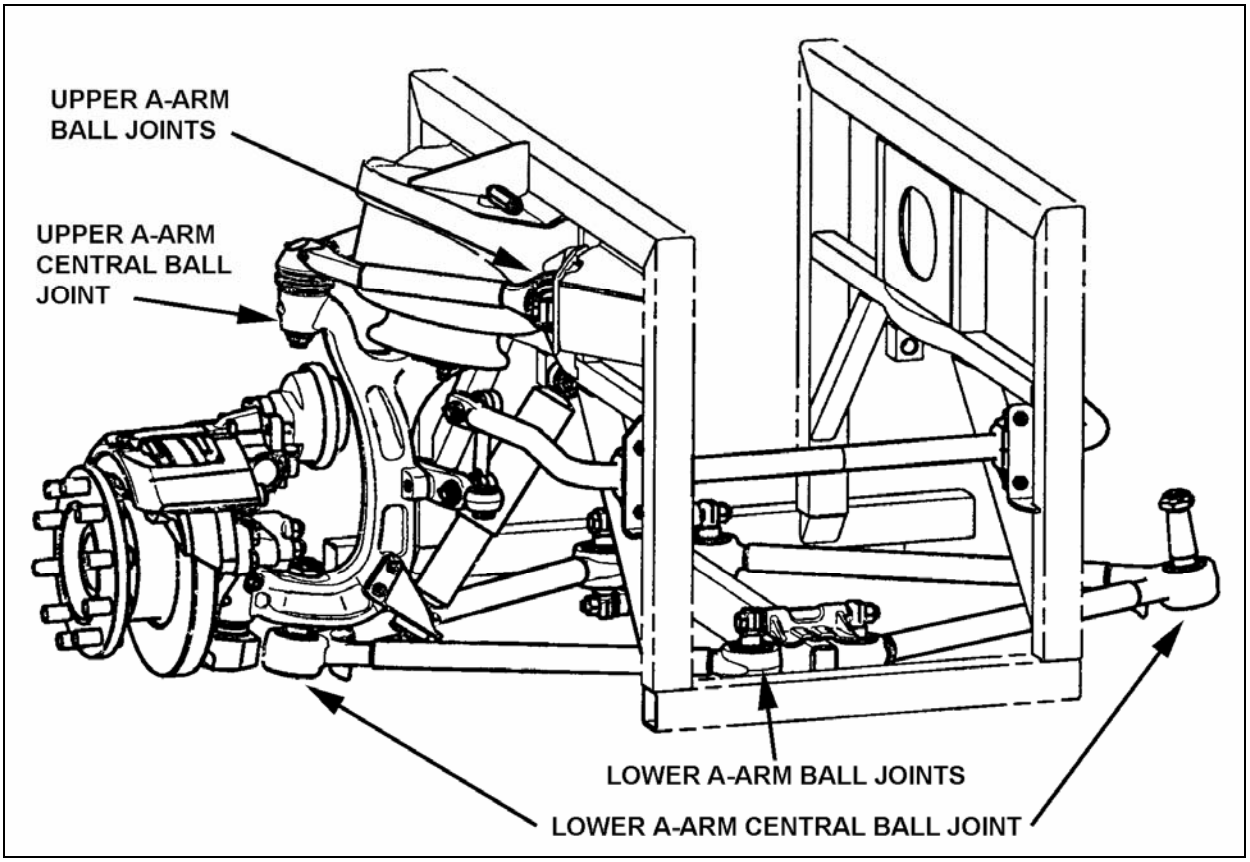


FIGURE 28: BALL JOINTS LOCATION

6.8 LOWER AND UPPER A-ARM BALL JOINT

The assembly work may be done only by a recognized specialized workshop. Ensure that old and new parts do not get mixed up with each other. It is for this reason that all the old parts are to be scrapped immediately after a joint has been stripped down. A complete repair set must be used for each joint repaired, i.e. use of only part of a repair set is not permissible.

6.8.1 INSPECTION

Take off the load from the ball joint by lifting the front of the vehicle. Apply a load on the joint in all of the degrees of freedom in an axial, radial, etc. sense with a suitable lever tool. After the load is taken off, the joint has to spring back into its starting position. Free play is not acceptable.

Separation of rubber from ball pin or external joint shell is in accordance with "normal wear characteristics".

When the following characteristics are noted, the joint is to be changed:

-Free play;

-Radial cracking of the external sheet-metal race.

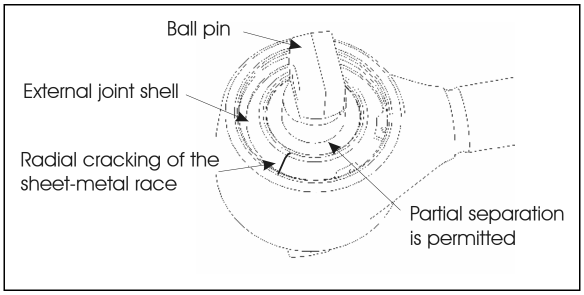


FIGURE 29: A-ARM BALL JOINT

6.8.2 Stripping Down

Strip down the defective joint through removal of retaining ring, annular spacer and ball pin/bushing assembly and thereafter clean out housing bore and locking circlips groove.

6.8.3 Assembly

Execute assembly of the new joint parts in the following sequence:

1. Complete moistening of the contact surface between housing bore and ball pin through application of the grease.

Note: *Apply grease, only in the case of repair kit (Prevost # 611114)).*

2. Insert ball pin/bushing assembly. In case of the two-bolt type, ensure that the bolt bores are in the correct position in relation to the axis of the tube.
3. Place joint in receiving fixture and mount annular assembly tool on the housing. Then locate annular spacer and retaining ring in the housing using axial load with the aid of assembly matrix. If the ends of the annular spacer are not in contact with each other, the thus formed opening must be located at 180° to the opening of the retaining ring. Pay attention during assembly to ensure that the retaining ring eyelets are located at each side of the housing shaft axis (retaining ring eyelet lug points to tube), and that retaining ring is properly engaged in the groove of the housing.
4. When repairing defective ball pin assemblies, the necked down-bolt must regularly be replaced with a new one.

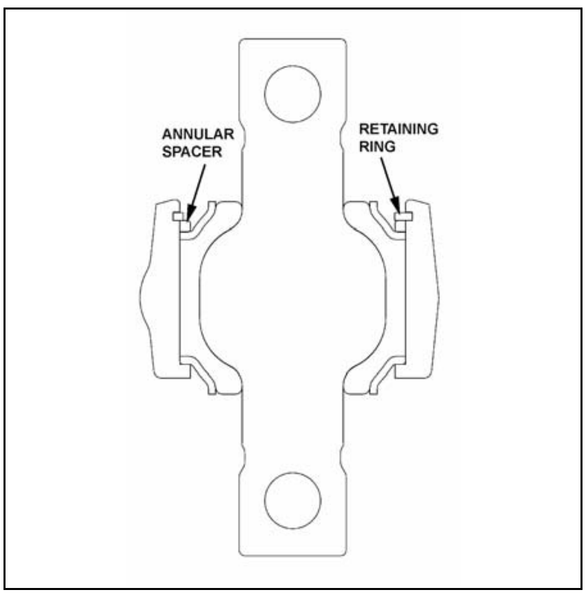


FIGURE 30: LOWER A-ARM BALL JOINTS 16047

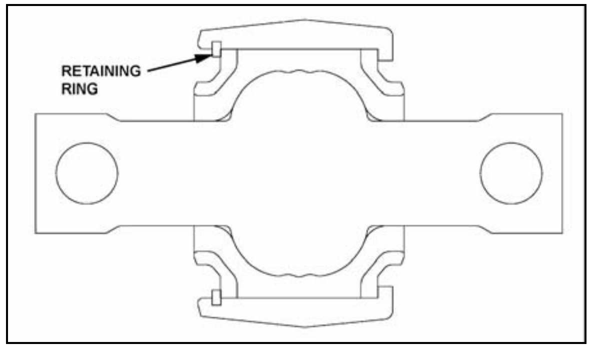


FIGURE 31: UPPER A-ARM BALL JOINTS

6.9 LOWER A- ARM CENTRAL BALL JOINT

6.9.1 Inspection

Take off the load from the ball joint by lifting the front of the vehicle. Apply a load on the joint in all of the degrees of freedom in an axial, radial, etc. sense with a suitable lever tool. After the load is taken off, the joint has to spring back into its starting position. Free play is not acceptable.

Separation of rubber from ball pin or external joint bushing shell is in accordance with "normal wear characteristics".

When the following characteristics are noted, the joint is to be changed:

- Free play;
- Radial cracking of the external bushing shell.

6.9.2 Stripping Down

Strip down the defective joint through removal of retaining ring, annular spacer and ball pin/bushing, assembly and thereafter clean out housing bore and locking circlips groove

6.9.3 Assembly

Assemble the new component parts of the joint in the following sequence:

1. Complete moistening of the contact surface between housing bore and ball pin through application of the grease.
2. Place joint in receiving fixture and mount annular assembly tool on the housing. Then locate annular spacer and retaining ring in the housing using axial load with the aid of assembly matrix. If the ends of the annular spacer are not in contact with each other, the thus formed opening must be located at 180° to the opening of the retaining ring. Pay attention during assembly to ensure

that the retaining ring eyelets are located at each side of the housing shaft axis (retaining ring eyelet lug points to tube), and that retaining ring is properly engaged in the groove of the housing.

3. Faultlessly apply grease by mechanical means to bracket-outer core and ball-inner cone. Insert bracket outer cone in fixture with distance ring and then use press tool to apply pressure to press mount with ball-inner cone.

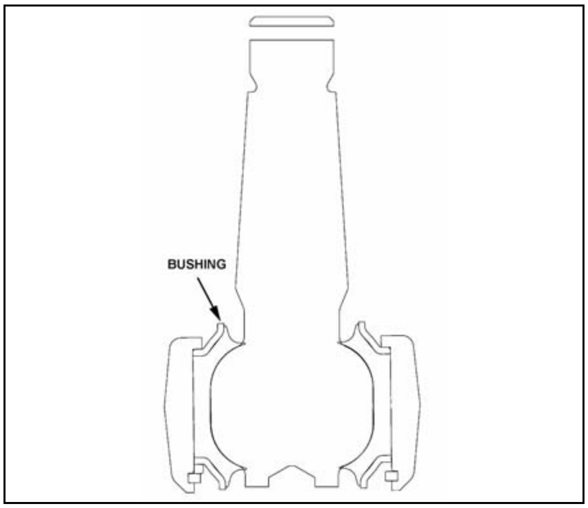


FIGURE 32: LOWER A-ARM CENTRAL BALL JOINT

6.10 UPPER A-ARM CENTRAL BALL JOINT

6.10.1 Visual Inspection

Check the condition of the sealing boot, in particular:

Check if the retainer ring, which secures the sealing boot at the conical section of the ball stud, is still present.

Check if grease is present on the external surface of the sealing boots. Escaped fluid and accumulations of grease on the sealing boot may be the result of the sealing boot's rupturing. In this case, the ball joint must be systematically replaced.

6.10.2 Play Measurement

1. Raise the vehicle and support through axle jacking points.
2. Using a caliper, measure dimension A on figure 33.
3. With a lever tool, exert sufficient force under the upper A-arm as to separate the upper A-arm from the upright in order to have the ball joint to its maximum extent. Measure dimension A again. If the difference between the two dimensions is greater than 0.060" (1.5mm), then the ball joint should be replaced.

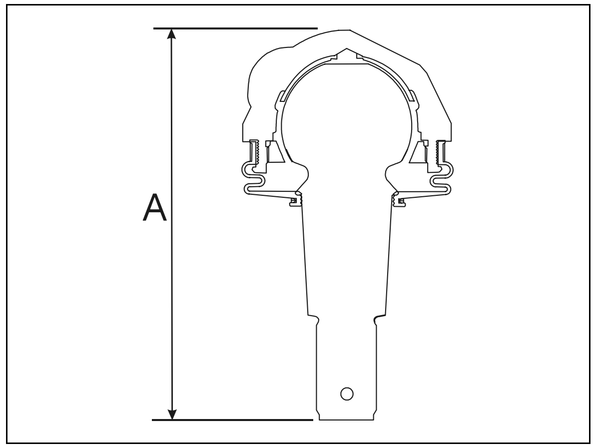


FIGURE 33: UPPER A-ARM CENTRAL BALL JOINT 16116

6.11 FRONT END ALIGNMENT

Proper front end alignment must be maintained to insure ease of steering and provide satisfactory tire life. When making front end alignment inspections, the vehicle must be level and empty with the full weight of the vehicle on the wheels.

Front end alignment inspections fall into two groups: regular service inspections performed at periodic intervals, and inspections to determine the extent of damage after a collision or severe service.

Regular service inspections concern toe-in, camber and caster.

Any variation from the specified alignment will indicate either a need for adjustment or a more thorough inspection to determine if parts replacement is required.

Warning: *During alignment, both camber and caster among other angles are adjusted. When adjusting these we install or remove shims from the lower A-arm of the IFS suspension. After performing alignment, make sure that the following is done:*

a) Installing a new lock nut after all shims are finalized.

b) Torque replaced nuts as per Torque Table under heading Torque Specifications.

c) Installing a longer bolt if less than 2 threads are remaining after the nut.

d) Using a torque mark on the nut for future visual inspection.

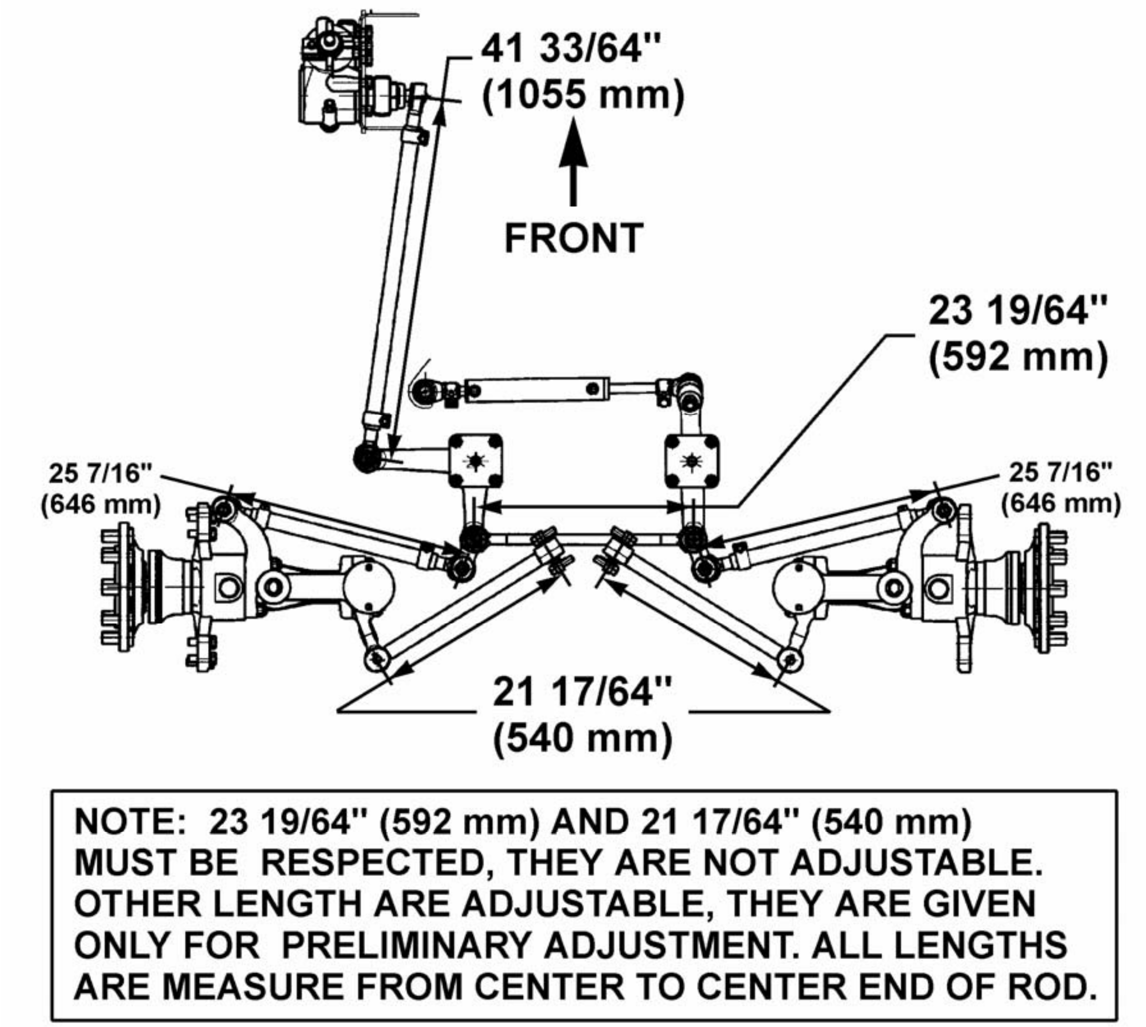


FIGURE 34: STEERING LINKAGE MEASURE 16050

6.11.1 Alignment Terminology

Wheel Camber

The amount the wheels are inclined from the vertical plane (A, Fig. 35).

Wheel Toe-In

The distance the front wheels are closer together at the front than at the rear of the tires (D minus E, Fig. 35).

King Pin Inclination

The inclination of the king pin from vertical toward the center of the vehicle at the top and outward at the bottom (B, Fig. 35).

Front Axle Caster

The inclination of the king pin from vertical in the fore and aft direction (C, Fig. 35).

6.11.2 Front End Inspection

Before checking front end alignment, make the following inspection:

1. Check that the vehicle is at normal ride height (see paragraph "8. Suspension Height Adjustment").
2. Check the tires for proper inflation.
3. Check wheel installation and run-out.

4. Check wheel bearing adjustment.
5. Check tie rods and drag link ends for looseness.
6. Check king pins for looseness.
7. Check if the length of the torque rod is 21 17/64" (540 mm) (Fig. 34). Check if the length of the relay rod is 23 19/64" (592 mm)

6.11.3 Front Wheel Camber

Positive camber is the outward inclination of the wheels at the top, negative or reverse camber is the inward inclination of the wheels at the top. Camber variations may be caused by wear at the wheel bearings, wheel spindle bushings, or bent suspension parts.

Check camber, with an accurate gauge. If camber is incorrect, check suspension parts for wear and replace worn parts. If wear is not perceptible, suspension parts may be bent or lower suspension arm may be improperly shimmed.

Check king pin inclination. If king pin inclination is incorrect, readjust the camber and check king pin inclination again.

Note: *Camber is more important than king pin inclination, so adjust camber and verify king pin inclination.*

Shim the lower suspension arm to adjust camber. If the king pin inclination is incorrect, the wheel king pin assembly may be bent and therefore should be replaced.

Excessive positive camber results in irregular wear of the tires at the outer shoulders. Negative or reverse camber causes wear at the inner shoulders.

Note: *Shim only the lower suspension arm to adjust the front wheel camber.*

Caution: *Once the perfect shim combination is achieved, always install new "stover" nuts because the self looking effect is lost after tightening and loosening of the nut. It is recommended to punch marks to detect loosening of the nuts during future visual inspections.*

6.11.4 Front Wheel Toe-In

Toe-in is measured from the center of the tire treads. Measurements at the front and rear of the tires must be made at the same height from the floor. Incorrect toe-in results in excessive tire wear and steering instability with a tendency to wander.

Toe-In Check

1. Check the camber adjustment and adjust if necessary.
2. Hoist the front of the vehicle and spin the wheels marking the centerline of the tire treads.
3. Place the wheels in the straight ahead position and lower the vehicle to rest on the floor.
4. Roll the vehicle ahead several feet. This removes any slack caused by looseness in the wheel bearings or steering connections.
5. Check the distance between the tire centerlines at the front and rear of the front tires. These two measurements must be made at the same height above the floor. The front measurement must be 3/32 ±1/32 of an inch less than the rear measurement.

Toe-In Adjustment

1. Loosen the tie rod clamp bolts.
2. Using a pipe wrench, turn the tie rod tubes to obtain the toe-in measurement specified in step 5 under paragraph "Toe-in Check".
3. Tighten the tie rod clamp bolts and recheck toe-in.
4. Check that the angular relationship of the pitman arm to the steering gear is as shown in figure 20.

Note: *Use only tie rods to adjust toe-in.*

6.11.5 Front Axle Caster

Positive caster is the inclination of the top of the king pins toward the rear of the vehicle. Negative or reverse caster is the inclination of the king pins toward the front of the vehicle. This vehicle is designed with positive caster. The purpose of caster is to provide steering stability by keeping the wheels in a straight ahead position.

Caster variations may be caused by bent upper suspension A-arm, lower suspension A-arm, or king pin housing. Caster should be adjusted with shims. Precision instruments should be used to measure caster. Shim bell crank and idler arm to adjust caster.

Variations from the specified caster will affect steering stability, cause wandering, wheel shimmy, and reduce returnability when pulling out of curves.

NOTE
On Independent Front Suspension, caster on right wheel must be equal or greater than caster on left wheel, without exceeding 0.3°.

6.11.6 Major Damage

If the suspension has sustained major damage, it may be necessary to shim the bell crank and the idler arm to avoid the bump steer or roll steer. Moreover refer to paragraph "Front End Alignment".

6.11.7 Alignment Specifications

See figure 35.

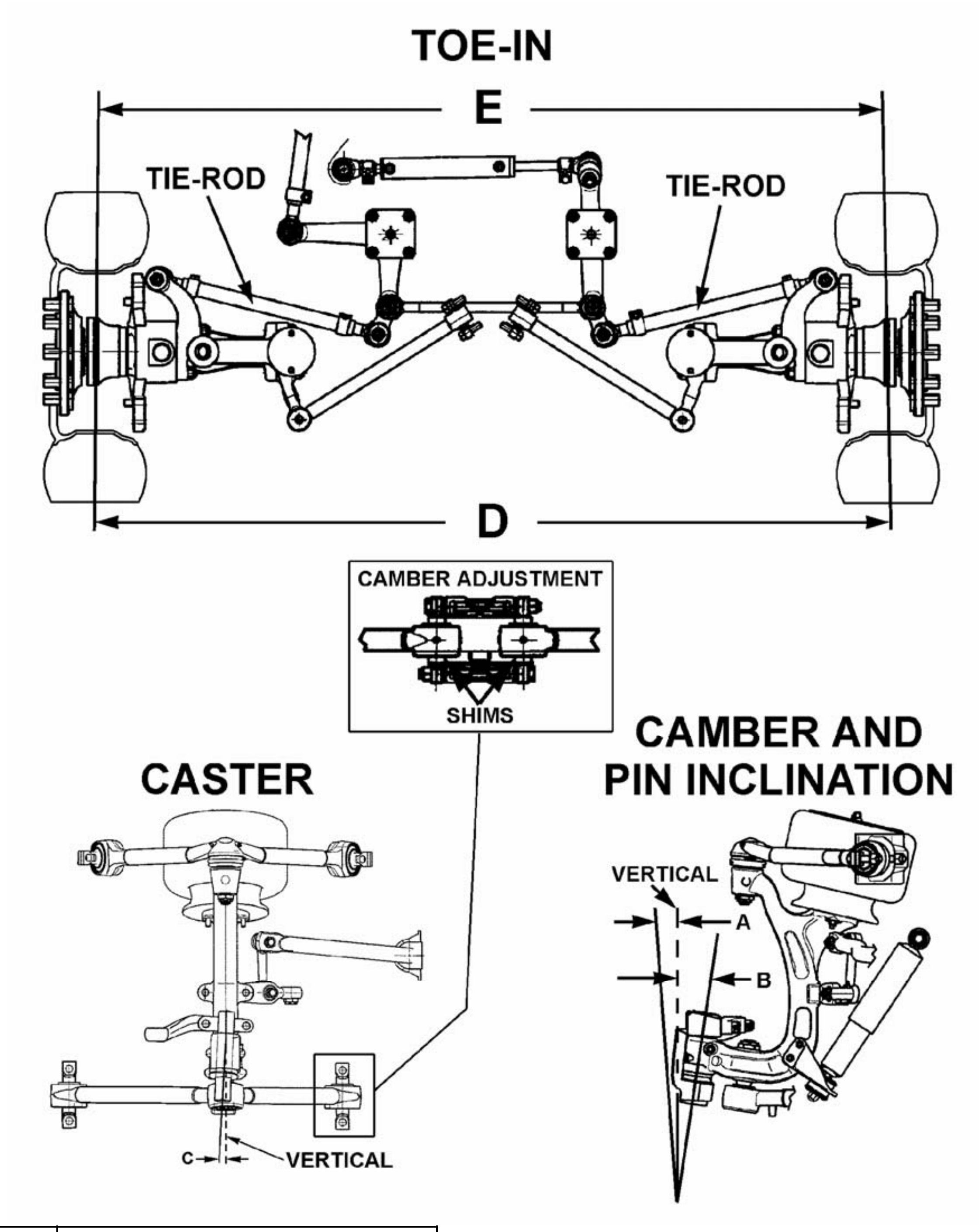
NOTE
On Independent Front Suspension, caster on right wheel must be equal or greater than caster on left wheel, with a maximum difference of 0.3°.

VIP
INDEPENDENT FRONT SUSPENSION

Load	Minimum value		Nominal value		Maximum value	
	Non-converted	Converted	Non-converted	Converted	Non-converted	Converted
Right camber	0.2°	-0.150	0.35°	0°	0.55°	0.200°
Left camber	0.2°	-0.150	0.35°	0°	0.55°	0.200°
Right caster	2.55°		2.8°		3.05°	
Left caster	2.55°		2.8°		3.05°	
Total toe-in	0.08°		0.10°		0.12°	

H3-45 Coaches
WITH INDEPENDENT FRONT SUSPENSION

	Minimum value	Nominal value	Maximum value
Right camber	0.0°	0.150°	0.35°
Left camber	0.0°	0.150°	0.35°
Right caster	2.35°	2.6°	2.85°
Left caster	2.35°	2.6°	2.85°
Total toe-in	0.06°	0.08°	0.10°



A	WHEEL CAMBER
B	KING PIN INCLINATION
C	CASTER

FIGURE 35: FRONT END ALIGNMENT DIAGRAM 16051

6.12 FRONT AIR SPRINGS

Two *"rolling lobe"* type air springs are used with the independent front suspension, one at each wheel. These air springs are special and use the complete piston as an extra reservoir to lower the spring stiffness. Front air springs are attached to the subframe and to uprights.

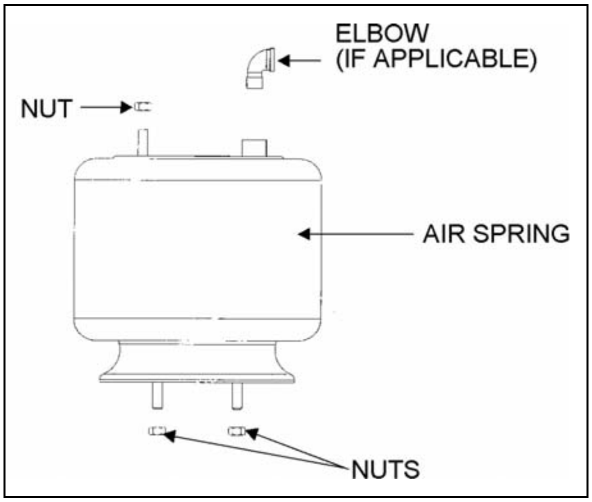


FIGURE 36: AIR SPRINGS 16052

6.12.1 Inspection

Refer to paragraph 2.1.

6.12.2 Removal

Refer to paragraph 2.2.

6.12.3 Installation

Refer to paragraph 2.1.3.

Note: *To facilitate air spring installation, compress it manually then put a piece of tape over the air line threaded fitting. This prevents air from getting back into the bag and keeps it compressed, thus enabling to place the bag in between the mounting plates and greatly easing installation.*

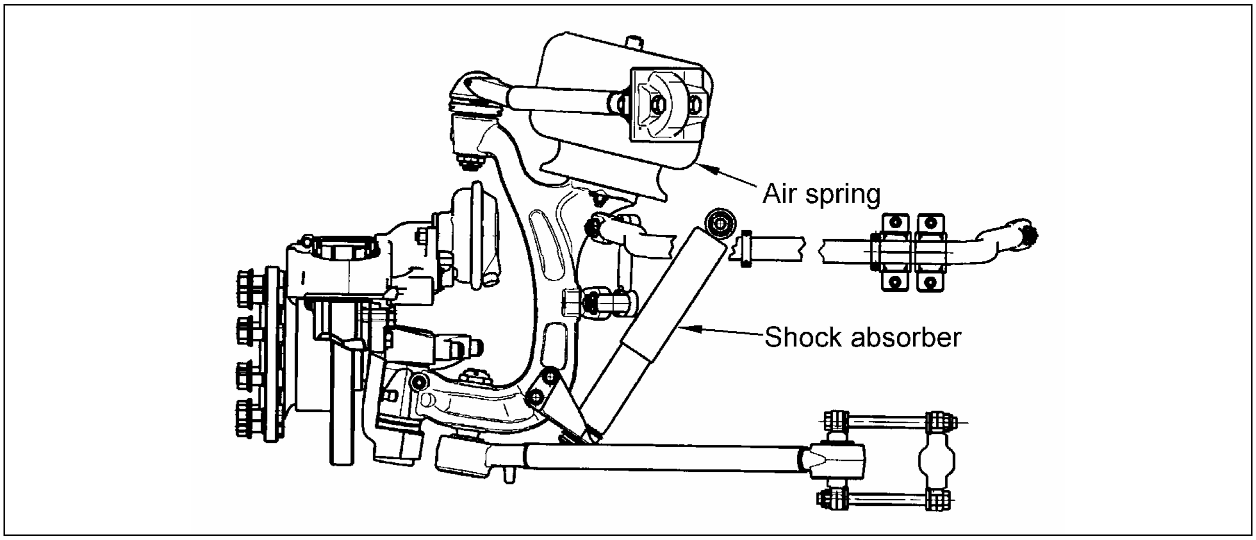


FIGURE 37: AIR SPRING AND SHOCK ABSORBER 16145

6.13 SHOCK ABSORBERS

The two front shock absorbers are double-acting and telescopic type. Shock absorbers ensure a smooth ride and enhance vehicle stability on the road. Front shock absorbers have eye-type mountings on the upper side and bayonet type on lower side. Shock absorbers are non-adjustable and non-repairable.

Caution: *When a shock absorber is found defective, always replace with a new set on affected axle, except if there has been a recent replacement of one unit. The following method will help in determining if both shock absorbers on the same axle have to be replaced (Refer to the SACHS document "Guideline To Evaluate Warranty Claims" annexed at the end of this section before replacing a shock).*

6.13.1 Shock Absorber Removal

1. Remove the nut, washer and rubber joint from shock absorber mounting stud. Discard the rubber joints.
2. Remove the nut and washer from shock absorber mounting pin (upper side), taking care to identify the inner and outer washers to ease reinstallation. Refer to figure 38 for details.
3. Remove the shock absorber from the vehicle.
4. Remove inner: washers, rubber joint and bushings from the shock absorber. Discard bushings and rubber joint.

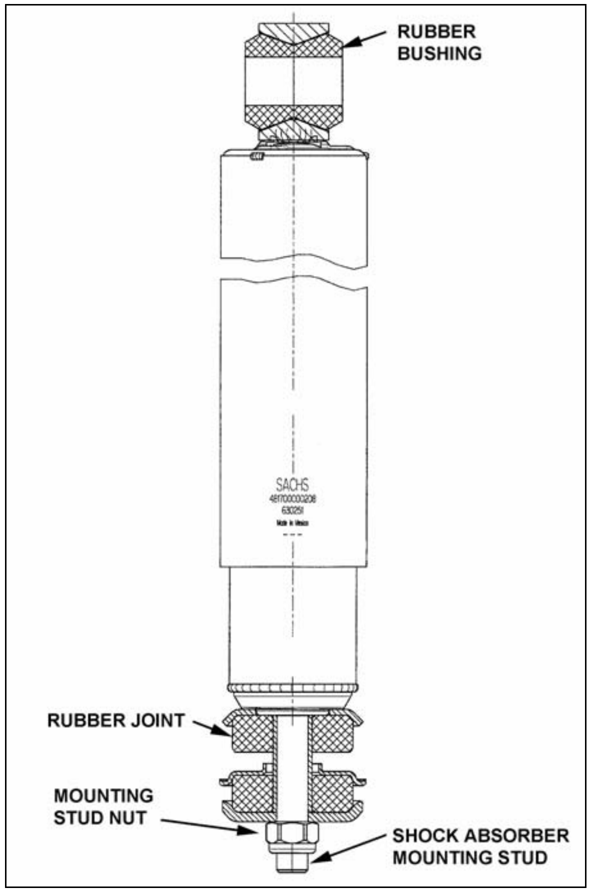


FIGURE 38: SHOCK ABSORBER 161124

6.13.2 Shock Absorber Installation

1. Check that the shock absorber mounting pin is proper torque [350-400 lbf-ft dry (475-545 Nm)]. Ensure that the stud is clean and not stripped (upper side).
2. Install new rubber (mounting) bushing on shock absorber (upper side).
3. Place the inner washer on shock absorber pin (Fig. 38).
4. Install washer and rubber joint on shock absorber mounting stud (lower side).
5. Install the shock absorber as shown in figure 35 with the mounting stud protruding through the hole in the mounting bracket and the shock absorber eyes over the mounting pins. Install the outer washer.
6. Place a rubber joint and washer on the shock absorber mounting stud. Place the lower shock absorber mounting stud nut and torque to 60-75 lbf-ft dry (81–102 Nm).
7. Place the upper mounting pin stud nut and torque to 70-85 lbf-ft dry (95–116 Nm).

6.14 SWAY BAR

A sway bar is provided on the IFS to increase vehicle stability. It controls lateral motion (swaying movement) of vehicle.

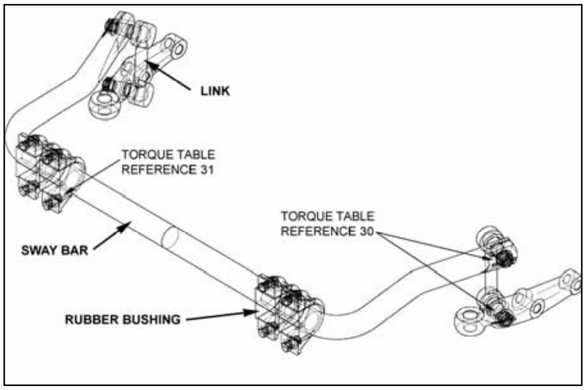


FIGURE 39: SWAY BAR (INDEPENDENT FRONT SUSPENSION) 16138_C

6.14.1 Removal

1. Disconnect the two links from sway bar.
2. Safely support the sway bar. Unbolt bushing collars from subframe.
3. Remove sway bar.

Note: *Sway bar bushings are slit to ease their removal.*

6.14.2 Installation

1. Loosely install the sway bar.
2. Torque bushing collar nuts to 80-100 lbf-ft dry (108-136 Nm).
3. Torque sway bar link upper nuts to 165-200 lbf-ft dry (224-271 Nm) on front suspension and to 100-120 Lbf-ft (136-163 Nm) on rear suspension.
4. Torque sway bar link lower nuts to 165-200 lbf-ft dry (224-271 Nm) on front suspension and to 70-80 lbf-ft (95-110 Nm) on rear suspension.

6.15 INDEPENDENT FRONT SUSPENSION ADJUSTMENT

VIP coach shells are equipped with "LEVEL-LOW" leveling system. The purpose of the "LEVEL-LOW" is to adjust suspension in three separate points (front, rear right and rear left air springs) in order to level vehicle body. Three height control valves, automatically control air pressure in the three separate points (air springs) and maintains a constant vehicle height regardless of load, or load distribution. The control solenoid valve supplies air to the five way three-position air control valve, which bypasses the height control valve, and opens a passage to allow the air control and exhaust valve to release/supply air from airs springs. To improve road comfort, an expansion air tank is installed in series with each air spring.

Note: *Only for preliminary adjustment, refer to figure 34. Torque rod length must be fixed to 21 17/64" (540 mm) and relay rod to 23 19/64" (592 mm).*

Caution: *Parts must be replaced by ones with the same part numbers or with equivalent parts, if replacement becomes necessary. Do not use parts of lesser quality or substitute design. Torque values must be used as specified during reassembly to assure proper retention of these parts.*

6.16 IFS HEIGHT ADJUSTMENT

The flow of pressurized air from the accessory air tank to the air springs is controlled by three height control valves. The two rear valves are mounted to the subframe and connected to the rear axles through an arm and link connection. The front valve is mounted to the subframe and connected to the front air tank support (Fig. 40). These connections allow the valves to apportion air pressure in the springs to the vehicle load, maintaining normal ride height.

Immediate response height control valves increase or decrease the air pressure in the suspension system as required. One height control valve is located **at center of front sway bar**, and regulates air to front suspension air springs in order to maintain the vehicle at the required height. Two are located at the drive axle, one on each inner side of rear wheelhousing.

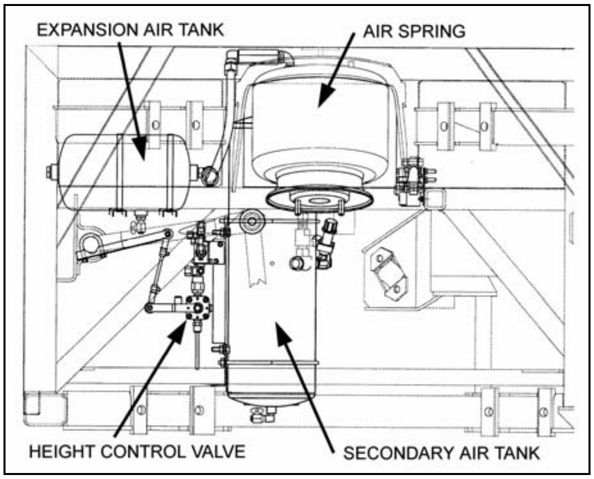


FIGURE 40: HEIGHT CONTROL VALVE LOCATION 16057

The appropriate vehicle body height is obtained by measuring the clearance of all the air springs installed on the vehicle. The two front air springs clearance should be 11 ± ¼" (279 ± 6 mm). Refer to figure 41 to identify the correct area to take measurement. The rear air springs clearance should be 11 ½ ± ¼" (292 ± 6 mm) (refer to paragraph "8.0 Suspension Height Adjustment" for rear height control valves' adjustment). At this point, it should not be necessary to make an adjustment under normal service conditions. However, if an adjustment is required, change the position of the overtravel lever in relation to the overtravel control body. The lever should be moved up to raise vehicle height, and down to lower it. Check that main air pressure is at normal operating pressure and raise the vehicle to the specified height.

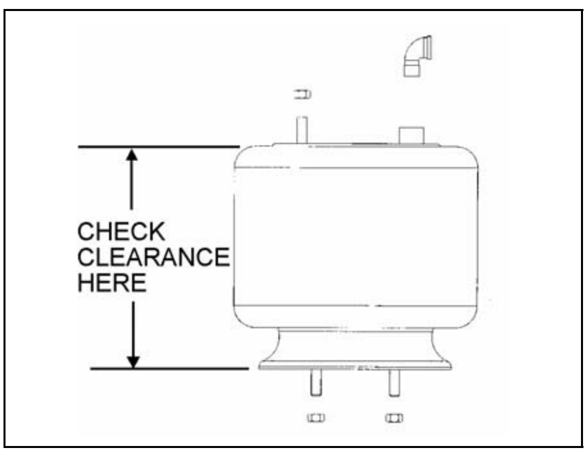


FIGURE 41: TYPICAL AIR SPRING CLEARANCE 16058

Caution: *Always adjust on "fill cycle". If it is necessary to lower vehicle height, release sufficient air to be well below height, and adjust to height or fill cycle.*

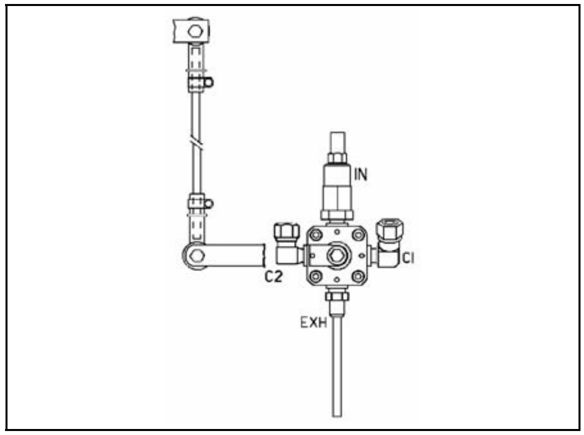


FIGURE 42: FRONT HEIGHT CONTROL VALVE 16100

The normal ride height is obtained by adjusting air spring clearance of both front and rear suspension as follows:

Front air spring clearance

1. With the vehicle at normal operating air pressure (100 - 125 psi (689 - 860 kPa)), measure air spring clearance. This clearance should be 11 ± ¼" (279 ± 6 mm).

Note: *The measurement should be taken from underneath the upper air spring support on subframe to top of the lower air spring support on axle (refer to figure 41 for more details). If adjustment is required, begin with the drive axle.*

2. Loosen the clamp on the height control valve rubber coupling and bring it up or down (Fig. 32).

Note: *Allow suspension to stabilize before taking reading.*

When the desired height is obtained, tighten clamp.

Rear air springs clearance

Refer to paragraph "8.0 Suspension Height Adjustment".

6.17 "LEVEL-LOW" LEVELING SYSTEM – VIP SERIES OPTION ONLY

The purpose of the *"level-low"* leveling system is to adjust suspension in three separate points (front, rear right and rear left) in order to level vehicle body. This system can be put into service when the ignition key is turned to the *"ON"* position, and must be used only when the parking brake is applied. The *"level-low"* warning light on the dashboard indicates that the selector switch is not in the *"OFF"* position. Level low system controls are located on L.H. side control panel.

6.17.1 Principles of Operation

Down

The (front/rear right/rear left) control solenoid valve supplies air to the (front/rear right/rear left) five-way three-position air control valve, which bypasses the (front/rear right/rear left) height control valve, and opens a passage to allow the air control and exhaust valve to release air from (front/rear right/rear left) air springs.

Up

The (front/rear right/rear left) control solenoid valve supplies air to the (front/rear right/rear left) five-way three-position air control valve, which bypasses the (front/rear right/rear left) height control valve, and opens a passage to allow the air control and exhaust valve to supply air to (front/rear right/rear left) air springs.

Drive

When the ignition key is turned to the *"ON"* position with selector knob in the *"DRIVE"* position, the drive control solenoid valve supplies air to all five-way three-position air control valves, each one opening a passage to allow height control valves to accomplish their function.

When the ignition key is turned to the *"OFF"* position and selector knob to the *"DRIVE"* position, the air is entrapped between air springs and five-way three-position air control valves to ensure the adjusted level will be kept.

Warning: *Never move vehicle with selector knob in any other position than the "DRIVE" position.*

6.17.2 Maintenance

Since the kneeling action is issued from both the air system and electrical system, refer to Section: 12, *"Brake and Air System"* and Section 06, *"Electrical System*".

For diagnosis and understanding of the system, refer to wiring diagrams, and to the appropriate air system schematic diagram annexed to Section 12, *"Brake and Air System"*.

7 SUSPENSION AIR SYSTEM

The suspension air system has its own air reservoir (accessory tank) which is located in the reclining bumper compartment. Pressurized air from the main tank (wet tank) flows through a pressure protection valve (PR-2), to the accessory air tank and through an air filter which is located in front service compartment.

The pressure protection valve (PR-2) is mounted to the supply port of the tank. This valve controls the pressure at which compressed air is delivered to the accessory air tank. The valve remains closed until a preset pressure is reached (approximately 70 psi (485 kPa)). It then opens and passes air out the delivery port.

The main use for this valve is to protect the main air system by ensuring at all times a sufficient air pressure in the main system (i.e. air delivered to the accessories will be shut off in case of a decrease in pressure). Maintenance and repair information on the pressure protection valve is supplied in the applicable booklet, annexed to Section 12, *"Brakes and Air System"* under reference number SD-03-2010.

Warning: *Depressurize parts prior to removal.*

7.1 INSPECTION

The following inspection should be performed at established service inspection periods. Performing these procedures will allow substandard performance to be discovered before the condition becomes bad enough to cause operator complaints and failure on a run.

1. Visually inspect the suspension air lines for evidence of chafing on metal parts or other damage.
2. Visually inspect the air springs for cracks, abrasion or other damage.
3. Replace any parts found to be damaged.

7.2 AIR LINE TEST

With the main air system at normal operating pressure, coat all suspension air line connections and air spring mountings with a solution of soap and water. Air leakage will produce soap bubbles. Any leak found must be corrected as no air leakage is permissible.

7.3 AIR TANK MAINTENANCE

Refer to Section 12, “Brakes and Air System” under “MAINTENANCE” for complete instructions on air tank maintenance.

8 SUSPENSION HEIGHT ADJUSTMENT

The flow of pressurized air from the accessory air tank to the air springs is controlled by three height control valves. These valves are mounted to the subframe and connected to the axles through an arm and link connection. This connection allows the valves to apportion air pressure in the springs to the vehicle load, maintaining normal ride height.

Immediate response height control valves increase or decrease the air pressure in the suspension system as required. One height control valve is located at center of front axle, and regulates air to front axle air springs in order to maintain the vehicle at the required height. Two are located at the drive axle, one on each inner side of rear wheelhouse. Refer to figure 3.

The appropriate vehicle body height is obtained by measuring the clearance of all the air springs installed on the front and drive axles. The clearance should be 12 ± ¼” (305 ± 6 mm) for the air springs installed on the front I-beam axle and 11½ ± ¼” (292 ± 6 mm) for those installed on the drive axle. Refer to figure 41 to identify the correct location where the measure has to be taken. At this point, it should not be necessary to make an adjustment under normal service conditions. However, if an adjustment is required, change the position of the overtravel lever in relation to the overtravel control body. The lever should be moved up to raise the height of vehicle and down to lower it. Check that main air pressure is at normal operating pressure and raise the vehicle to the specified height.

Caution: *Because of the ‘’deadband”, always adjust on "fill cycle". If it is necessary to lower vehicle height, release sufficient air to be well below height, and adjust to height through fill cycle.*

To adjust suspension height, proceed as follows:

1. With the vehicle at normal operating air pressure, check the air spring clearance as illustrated in figure 43. This clearance should be 12 ± ¼” (305 ± 6 mm) for the front I-beam axle air springs and 11½ ± ¼” (292 ± 6 mm) for those on the drive axle.

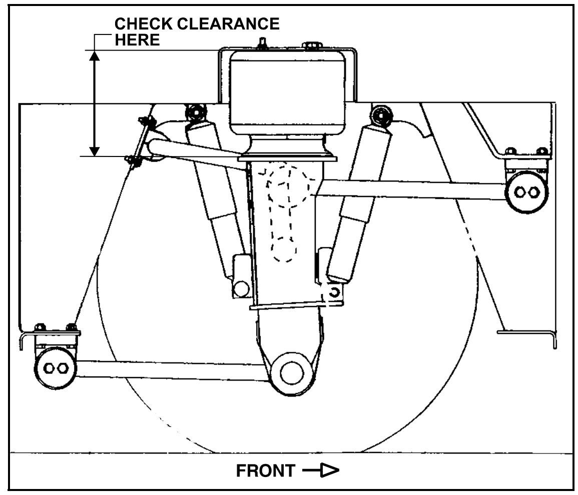


FIGURE 43: TYPICAL AIR SPRING CLEARANCE, FRONT I-BEAM AXLE 16108

Note: *The measure should be taken from under the upper air spring support on subframe to top of the lower air spring support on axle (refer to figure 41 for more details). If adjustment is required, begin with the drive axle.*

2. Loosen the adjusting nuts on the connecting rod of height control valve to raise or lower the overtravel lever until the desired clearance is reached.

3. If there is not enough play on adjusting nuts, it is possible to make further adjustments by loosening the clamp on the rubber coupling and bringing it up or down.

Note: *Allow suspension to stabilize before taking reading.*

4. When the desired height is obtained, tighten adjusting nuts and clamp.

9 HEIGHT CONTROL VALVES

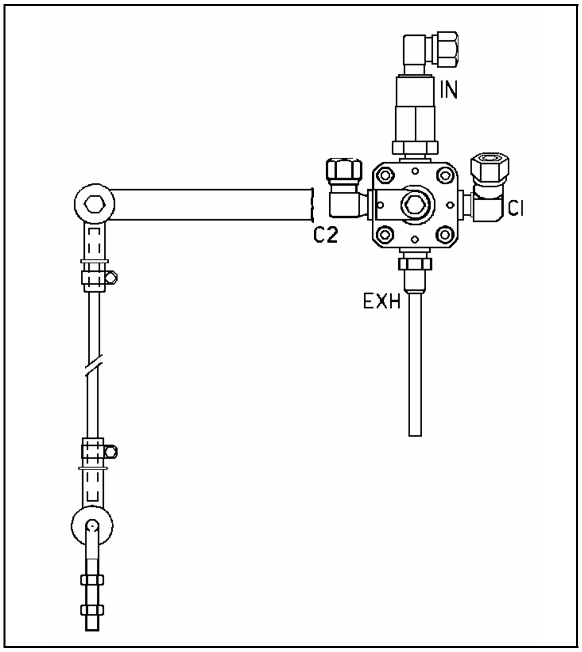


FIGURE 44: HEIGHT CONTROL VALVE 16093

The height control valves automatically add air to, or release air from air springs to maintain constant suspension height regardless of load, or load distribution. Each valve adjusts independently according to the following conditions:

Loading position

As the load increases and lowers the vehicle body, the overtravel lever commands the height control valve to add air to air springs.

Neutral position

When vehicle body reaches the normal ride height, the height control valve overtravel lever reaches the "neutral" position and keeps both the supply and exhaust ports closed to ensure normal ride height is maintained. This condition remains static until the vehicle load is altered.

Unloading position

As the load decreases and raises the vehicle body, the overtravel lever commands the height control valve to release air from air springs.

9.1 MAINTENANCE

The height control valve requires no periodic maintenance. Height control valve linkage operates on rubber bushings and no lubrication should be attempted at this point. Inspect the valve for loose joints, air leaks and worn bushings.

9.1.1 Removal and installation

Before disconnecting any height control valve air lines, securely support the vehicle by its jacking points on the body, and place safety support underneath body. Refer to *"VEHICLE JACKING POINTS"* in Section 18, *"Body"*.

1. Exhaust air from air system by opening the drain cock on accessory air reservoir. Remove height control valves.
2. Disconnect overtravel lever from link and pull down lever to exhaust remaining air from air springs.
3. Disconnect air supply and delivery lines from the height control valve. Cover ends of the lines with tape to prevent entry of foreign matter.
4. Remove the nuts retaining the height control valve to the mounting bracket, then remove valve assembly.

Reverse removal procedure to replace height control valve. After installation, check for leakage using a soap and water solution.

9.1.2 Air leakage test

Note: *The following procedure applies when valve assembly has been removed from vehicle.*

1. Clean the exterior of valve assembly.
2. Connect air pressure line to air inlet port, then allow air pressure build-up (70- 100 psi (480 - 690 kPa)).
3. Dip the valve assembly in a container of water, and watch for air bubbles when the overtravel lever is in the center position. No air should escape from any point of the valve assembly.
4. If bubbles appear from the air spring port, this is an indication that the air inlet valve assembly is defective and must be replaced.
5. Remove air pressure line from air inlet fitting and connect it to the air spring port. If bubbles appear at the air inlet check valve port, this is an indication that check valve unit is defective and must be replaced.
6. If bubbles appear at the exhaust port, this is an indication that the exhaust valve assembly is defective and must be replaced.
7. If bubbles appear around edge of valve cover plate, the cover plate gasket must be replaced.

8. If no leaks are found, remove valve assembly from water, then with air pressure still connected to the air spring port, actuate overtravel lever to remove any excess water which may have entered exhaust valve chamber. Remove air line, connect it to the air inlet port, and repeat operation to remove water from the air inlet valve chamber.

10 FRONT KNEELING SYSTEM

The kneeling system is used to lower front of vehicle. This allows passengers to board the vehicle with greater ease. The kneeling action is achieved by exhausting air from the front air springs (bellows). This system bypasses the height control valve to provide a fast up and down movement of the front suspension. Only seven seconds are required to lower vehicle from normal level to the lowered position, and approximately the same time to raise the vehicle back to normal level. The quick response is achieved by the kneeling air tank installed beside the secondary air reservoir (for exact position, refer to Section 12, *"Brake and Air System").*

This tank provides sufficient air supply to the kneeling system for some successive operations. On I-beam axle, a second kneeling air tank is available as an option. This second kneeling air tank is standard on coaches with Independent Front Suspension (IFS).

The system is provided with two safety features; first, a speed switch will enable the kneeling system to work only below 5 mph (8 km/h). Secondly, the parking brake is automatically applied, and a limit switch will keep it applied as long as the vehicle has not returned to a certain height where the driver will be able to manually remove the parking brake.

The purpose of the front axle hi-buoy function in this system is to raise the front end of the vehicle to allow an extra ground clearance for particular situations. In driving condition, the height control valve is in operation and only the hi-buoy can be operated.

10.1 PRINCIPLE OF OPERATION

Refer to the air system schematic diagram annexed at the end of Section 12, *"Brake and Air System".*

DOWN (FRONT KNEELING):

Both the air spring control and air spring exhaust solenoid valves are energized, so the air control valves release air from front air springs. The height control valve is bypassed to ensure no air is forwarded to air springs while lowering the front suspension.

UP (FRONT HIGH-BUOY):

Only the air spring control solenoid valve is energized, so the air coming from the kneeling air tank is routed through air control valves, and up to front air springs.

The height control valve is bypassed until the kneeling proximity switch signals the kneeling module to cut off the air spring control solenoid valve, about 1" (25 mm) below normal ride height. The final height adjustment is achieved by the height control valve.

10.2 MAINTENANCE

Since the kneeling action is issued from both the air system and electrical system, refer to Section: 12, *"Brake and Air System"* and Section 06, *"Electrical System".*

For diagnosis and understanding of the system, refer to wiring diagrams, and to the appropriate air system schematic diagram annexed to Section 12, *"Brake and Air System".*

10.3 AIR SPRING CONTROL SOLENOID VALVES

10.3.1 Removal and installation

1. On the rear side of steering compartment, locate both the air spring control and air spring exhaust solenoid valves.
2. Identify hoses and wires to ease reinstallation. Disconnect solenoid wires and the three flexible black hoses from solenoid valves.
3. Unscrew and remove the control solenoid valve and exhaust solenoid valve assembly. Place on a clean working place.

Reverse removal procedure to reinstall.

***Caution**: Any cable tie that has been cut during removal procedure should be replaced with a new one.*

11 HIGH-BUOY SYSTEM

The purpose of the full high-buoy system is to raise the entire vehicle body about 4" (100 mm) in order to increase ground clearance to board a ferryboat, to jump a curb, etc. This system can be put into service during normal vehicle operation.

11.1 PRINCIPLES OF OPERATION

The rear high-buoy system is added over the front kneeling (with front high-buoy). The front end uses the same valves as the front kneeling (with front high-buoy). A solenoid valve is added to send air to the double shuttle valves for the rear end. It uses the same dash switch as the kneeling.

UP:

The air coming from the control valve, flows through double shuttle valves, to supply air springs. The double shuttle valves prevent height control valves from releasing air from air springs.

DOWN:

The control valve, on the dashboard, cuts off air supply, so the double shuttle valves allow height control valves to accomplish their function. Height control valves release air from air springs until suspension returns to its normal position.

11.2 MAINTENANCE

Refer to the air system schematic diagram "OPT. FRONT KNEELING WITH REAR HIGH-BUOY COMBINATION.

11.3 HIGH-BUOY – PRESSURE REGULATOR

The pressure regulator is located on ceiling of the spare wheel and tire compartment and is accessible through the reclining bumper. This valve should be adjusted to 90 psi (621 kPa).

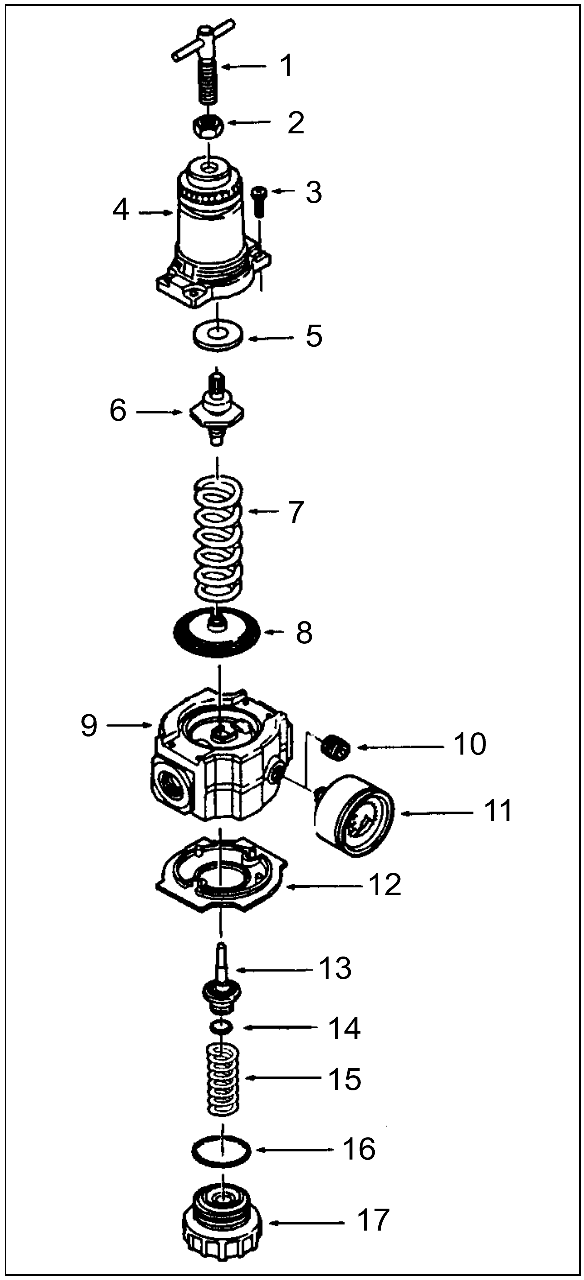


FIGURE 45: AIR PRESSURE REGULATOR 16035

11.3.1 Adjustment

1. Before turning on system air pressure, release jam nut (2, Fig. 45) then turn regulator adjustment handle counter-clockwise until all load is removed from the regulating spring.
2. Turn on system pressure.
3. Turn regulator adjustment handle clockwise until the desired outlet pressure is reached.
4. To avoid minor readjustment after making a change in pressure setting, always

approach the desired pressure from a lower pressure. When reducing from a higher to a lower setting, first reduce the pressure at a lower pressure, and then increase it to the desired level of pressure.

5. Tighten jam nut (2, Fig. 45) to lock pressure setting.

11.3.2 Disassembly

1. Shut off inlet pressure and reduce pressure in inlet and outlet lines to zero. Turn regulator adjustment handle (1, Fig. 45) counterclockwise until all load is removed from regulating spring. Regulator can be disassembled without removal from air line.
2. Disassemble regulator in accordance with the item numbers on the exploded view.

11.3.3 Cleaning

1. Clean parts with warm water and soap. Dry parts and blow out internal passages in body using clean, dry compressed air.
2. Inspect parts. Replace those found to be damaged.

11.3.4 Reassembly

1. Lubricate O-ring (14 and 16, Fig. 45), valve stem (13, Fig. 45), tip of adjusting screw (1, Fig. 45), and the outer circumference and both sides of the thrust washer (8, Fig. 45) with a light coat of good quality O-ring grease.
2. Assemble the regulator as shown on the exploded view.

Torque Table	
Item	Torque in Lbf-inch (Nm)
3 (Screw)	25-35 (2.8-3.9)
17 (Bottom plug)	20-25 (2.3-2.8)

12 LOW-BUOY SYSTEM

The purpose of the low-buoy system is to lower the whole suspension by about 4” (100 mm) in order to reduce the overall height for low clearances. This system can be put into service during normal vehicle operation.

12.1 PRINCIPLES OF OPERATION

On H3-41 and H3-45 coaches, the rear low-buoy is added over the front kneeling system. The control valve on the left console panel sends an electric signal from its pressure switch to control the front suspension as if kneeling. It also removes air from a relay valve that exhausts air supply to all leveling valves and the quick release in the rear section. Air from the rear suspension can then be depleted through the check valve-quick release assembly.

DOWN:

The control valve, on the L.H. control panel, cuts off air supply, so air is released from air springs. A relay valve prevents height control valves from supplying air springs.

UP:

The control valve, on the L.H. control panel, supplies air to close the passage between both the delivery and supply ports. A relay valve opens and provides air springs until the suspension reaches the normal ride height.

12.2 MAINTENANCE

Refer to the air system schematic diagram “OPT. FRONT KNEELING WITH REAR LOW-BUOY COMBINATION”.

13 AIR SYSTEM

The basic air system consists of an air compressor, tanks, valves, filters and interconnecting lines and hoses (refer to Section 12, "Brake and Air System" for complete information). It provides a means for braking, operating controls and accessories, and suspension.

The air coming from the air dryer is first directed to the wet air tank, then to the primary (for the primary brake system), secondary (for the secondary brake system), and accessory (for the pneumatic accessories) air tanks (Fig. 46).

In addition, an expansion air tank is installed in series with each air spring.

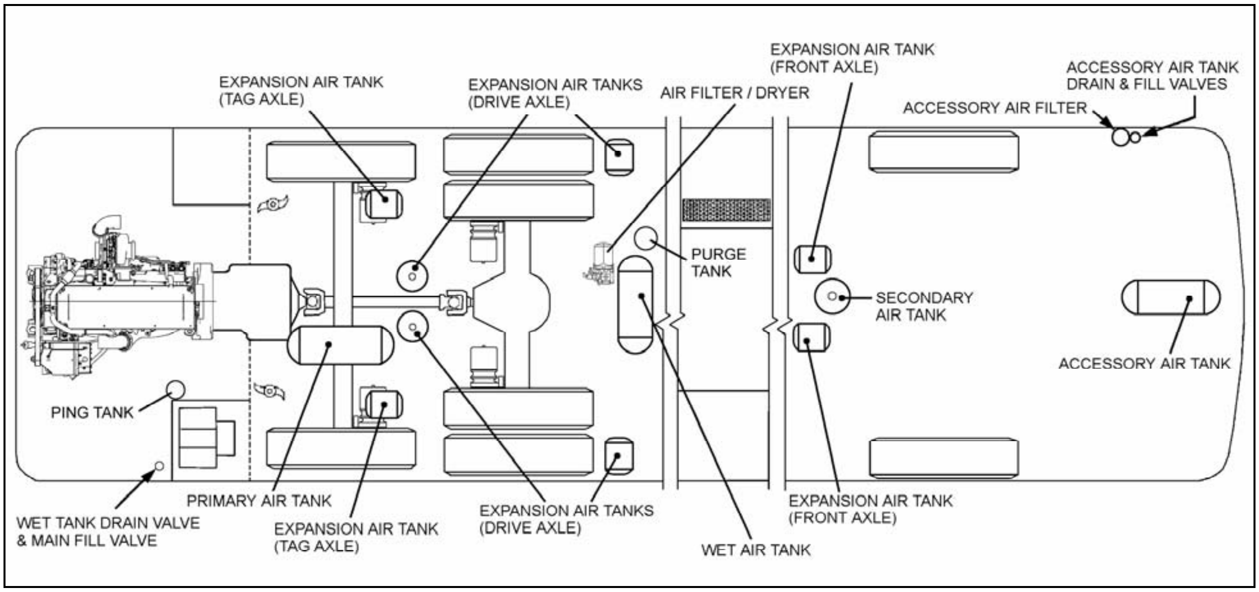


FIGURE 46: LOCATION OF AIR TANKS 12195

13.1 AIR TANK MAINTENANCE

Ensure that the accessory air tank is purged during pre-starting inspection. A good practice is to purge this tank at the end of every driving day by the remote air tank drain valve located in the steering compartment (Fig. 48).

Moreover, purge all tanks by their bottom drain valves at specified intervals.

13.1.1 Wet Air Tank

This tank is installed in front of and above drive axle in the rear wheelhousing and is provided with a bottom drain valve. It is recommended to **purge** the wet air tank by its bottom drain valve every 12,500 miles (20 000 km), or once a year, whichever comes first.

A remote valve located in engine compartment and accessible through engine R.H. side door is used to **purge daily** (Fig. 47).

13.1.2 Primary Air Tank

The primary air tank is located above tag axle.

This tank is also provided with a bottom drain valve. It is recommended to purge the tank by its bottom drain valve every 12,500 miles (20 000 km), or once a year, whichever comes first.

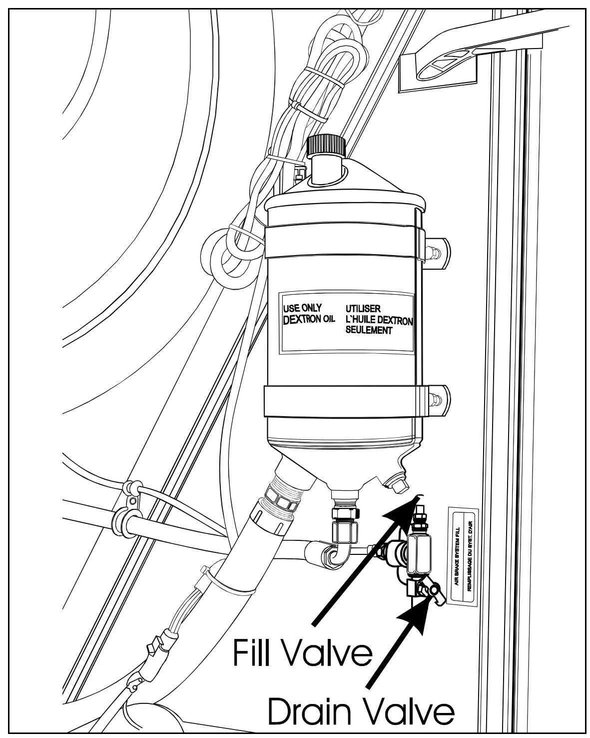


FIGURE 47: REAR VALVE LOCATION 12162

13.1.3 Secondary Air Tank

This tank is located in front wheelhousing. The tank is installed vertically and is provided with a bottom drain valve (Fig. 46).

It is recommended to purge the tank by its bottom drain valve, every 12,500 miles (20 000 km) or once a year, whichever comes first.

13.1.4 Accessory Air Tank

The accessory air tank is installed at the ceiling of spare wheel compartment. The tank is provided with a bottom drain valve (Fig. 46).

It is recommended to purge the tank by its bottom drain valve, every 12,500 miles (20 000 km) or once a year, whichever comes first.

A remote drain valve is located in front service compartment (Fig. 35) underneath the accessory air filter. Refer to Section 12, paragraph "4. Accessory Air Filter" of the maintenance manual for daily purge procedure.

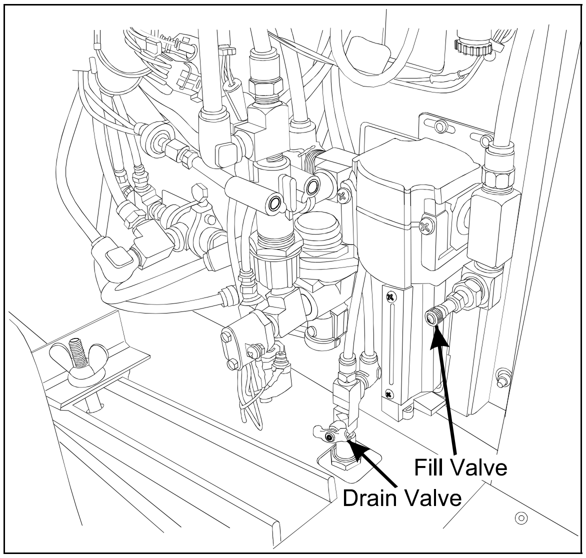


FIGURE 48: FRONT VALVE LOCATION
12144

13.1.5 Expansion Air Tank

Two expansion tanks are located in front wheelhousing. These air tanks are located behind secondary air tank. Also, six expansion tanks are located near rear air springs (Fig. 46). Expansion tanks are connected in series with air springs. Expansion tanks are used to lower the stiffness of the air spring. They are provided with a bottom drain valve.

It is recommended to purge them, with all other tanks, every 12,500 miles (20 000 km) or once a year, whichever comes first.

13.2 EMERGENCY FILL VALVES

The vehicle is equipped with two air system emergency fill valves to supplement the air system when air pressure is low and engine cannot be operated.

The rear valve is located in engine compartment and accessible from engine R.H. side door (Fig. 47).

Caution: *No other point should be used to supply air system. The maximum allowable air pressure is 125 psi (860 kPa).*

The front valve is located in the front service compartment close to accessory air filter (Fig. 48).

These two air valves are fitted with the same valve stems as standard tires, and can be filled by any standard external air supply line.

The rear valve will supply air for all systems (brakes, suspension and accessories) while the front valve will supply air for accessories only.

Caution: *Air filled through these two points will pass through the standard air filtering system provided by Prevost. Do not fill air through any other points.*

14 HUB UNIT AND SWIVEL ASSEMBLY

Refer to “DANA SPICER Service Manual General Information, Maintenance Manual Model NDS and Maintenance Manual NDS Axles” annexed to section 10 *"Front Axle".*

15 TORQUE SPECIFICATIONS

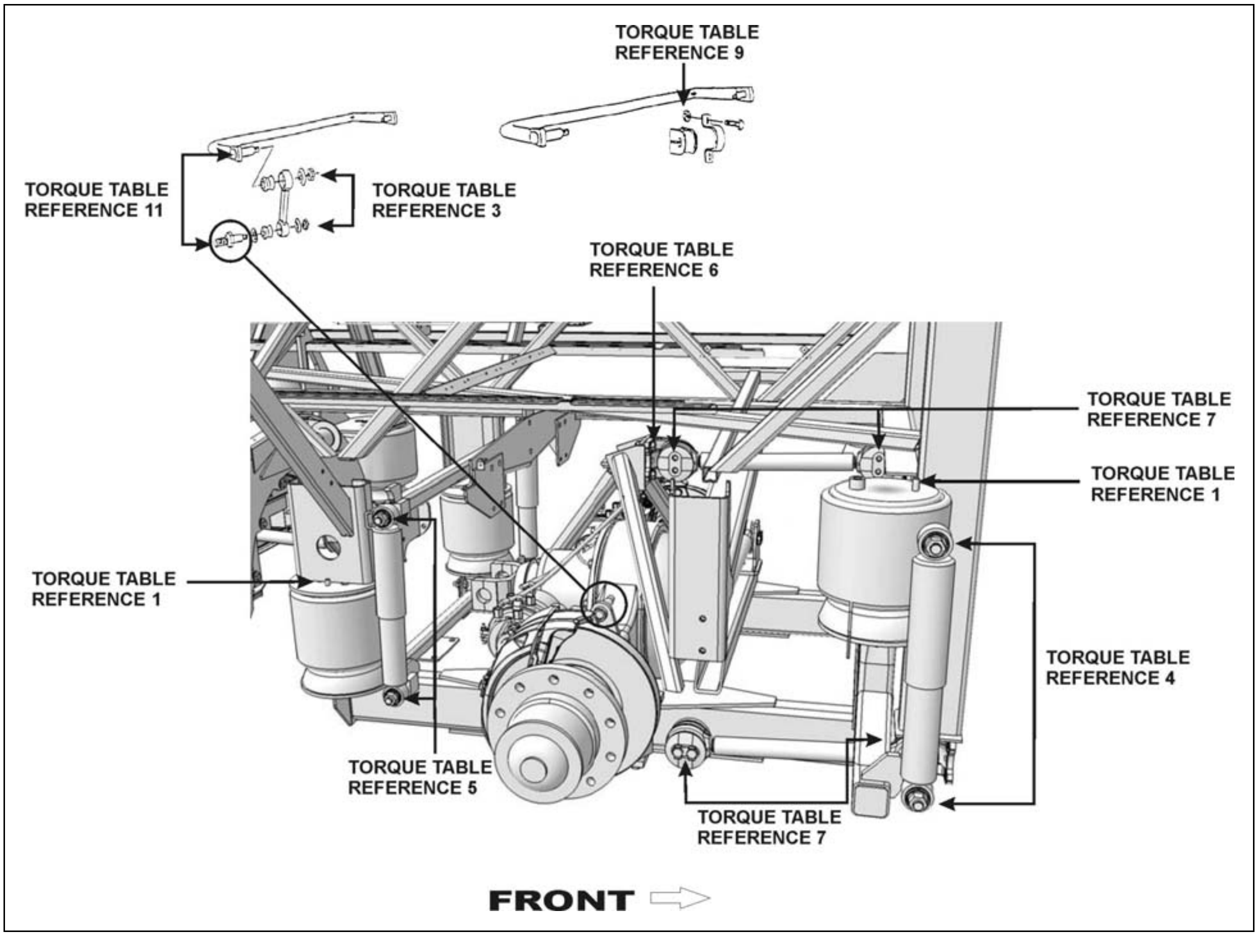


FIGURE 49: TORQUE SPECIFICATIONS – DRIVE AXLE 16158

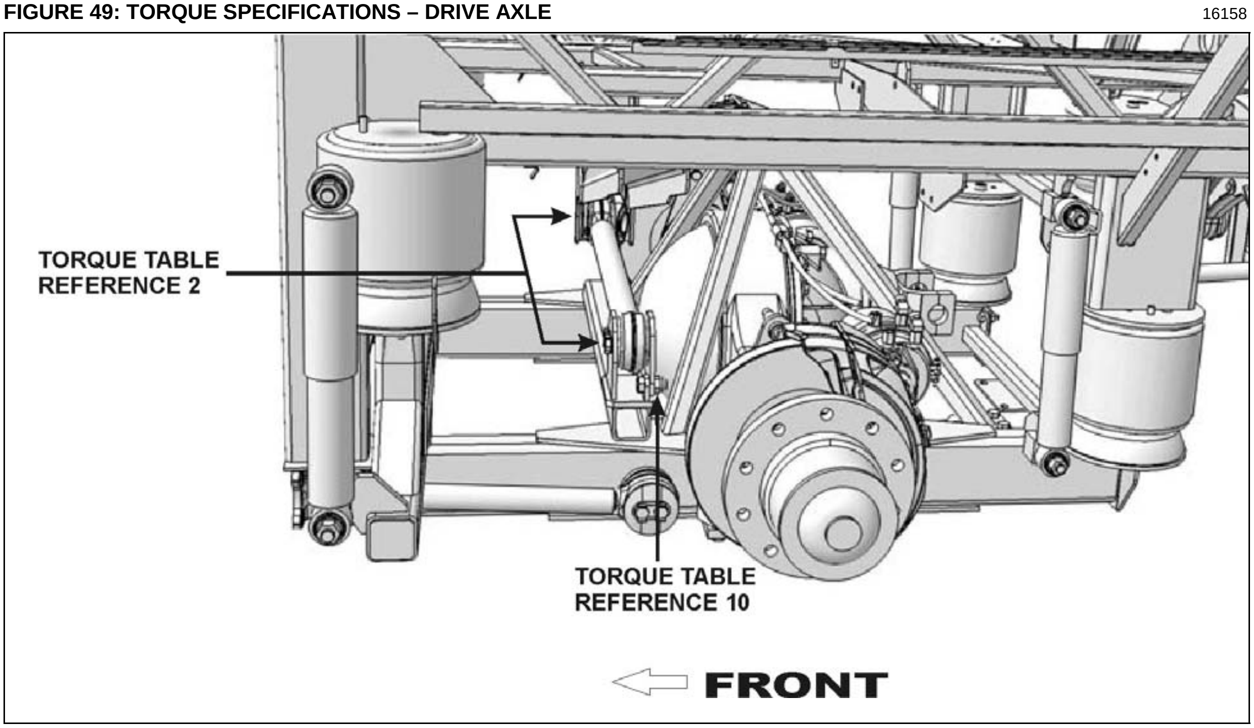


FIGURE 50: TORQUE SPECIFICATIONS – DRIVE AXLE 16159

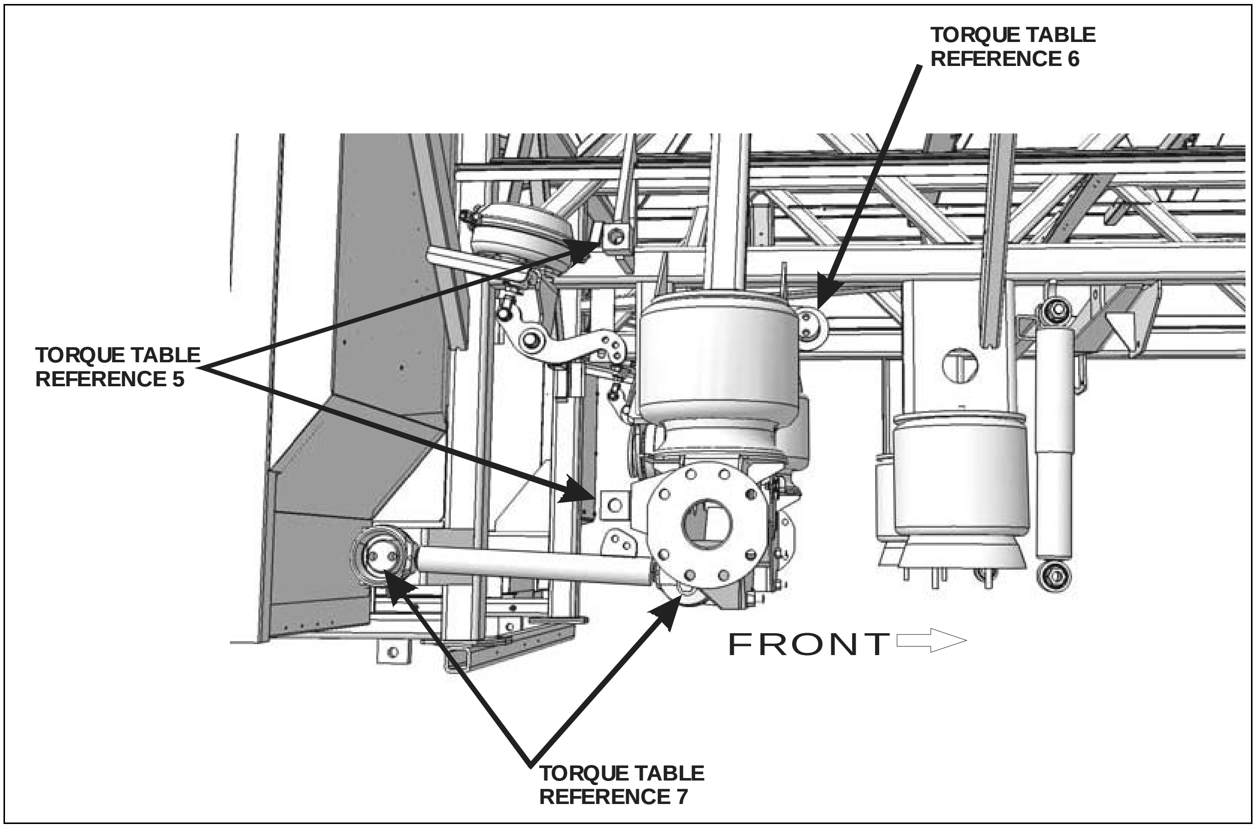


FIGURE 51: TORQUE SPECIFICATIONS – TAG AXLE 16160

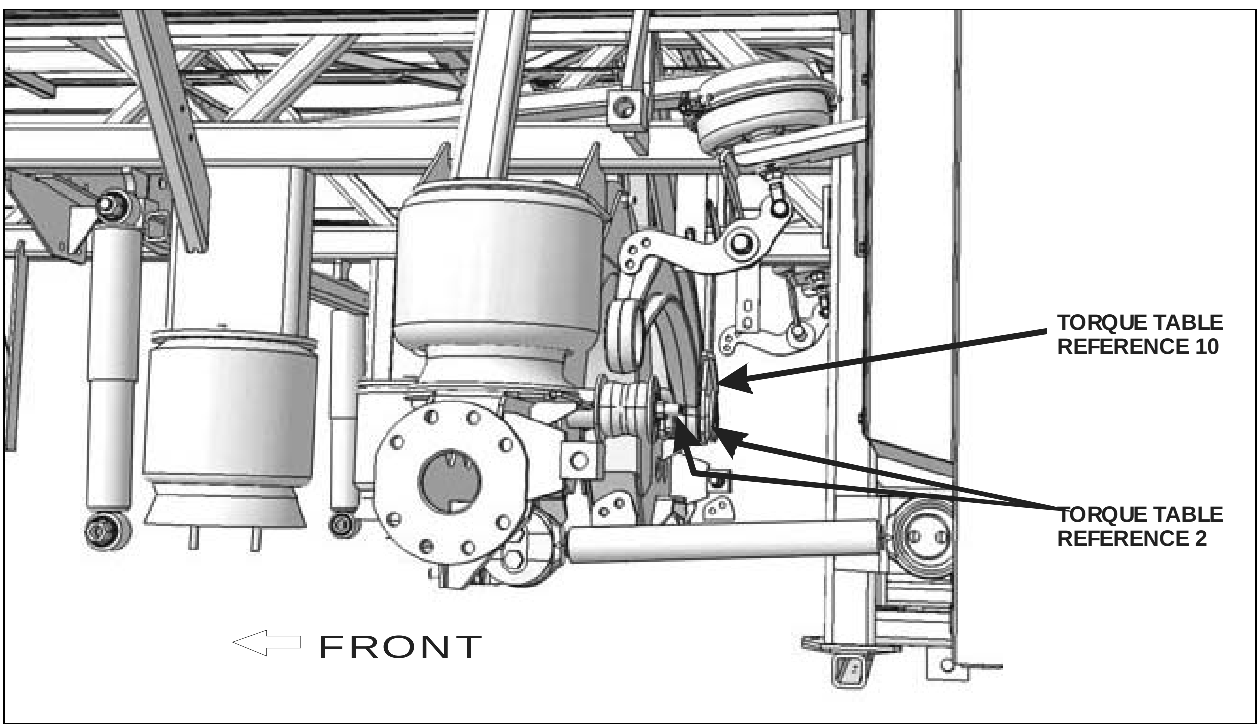


FIGURE 52: TORQUE SPECIFICATIONS – TAG AXLE 16161

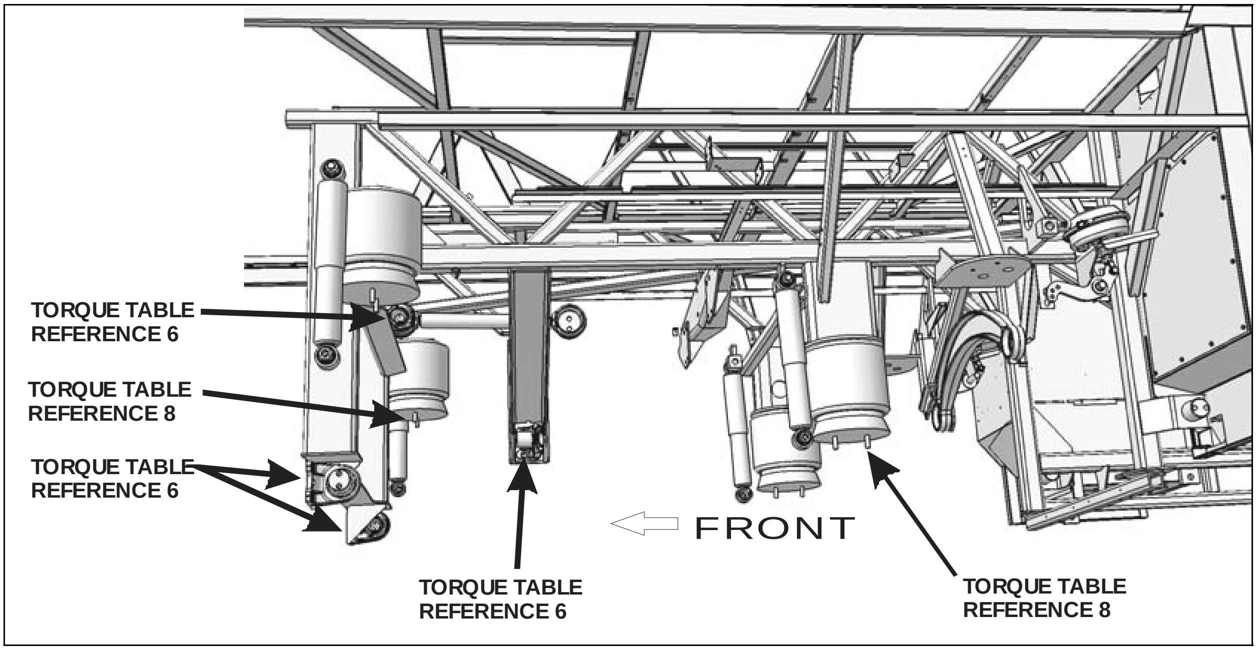


FIGURE 53: TORQUE SPECIFICATIONS – REAR SUBFRAME 16162

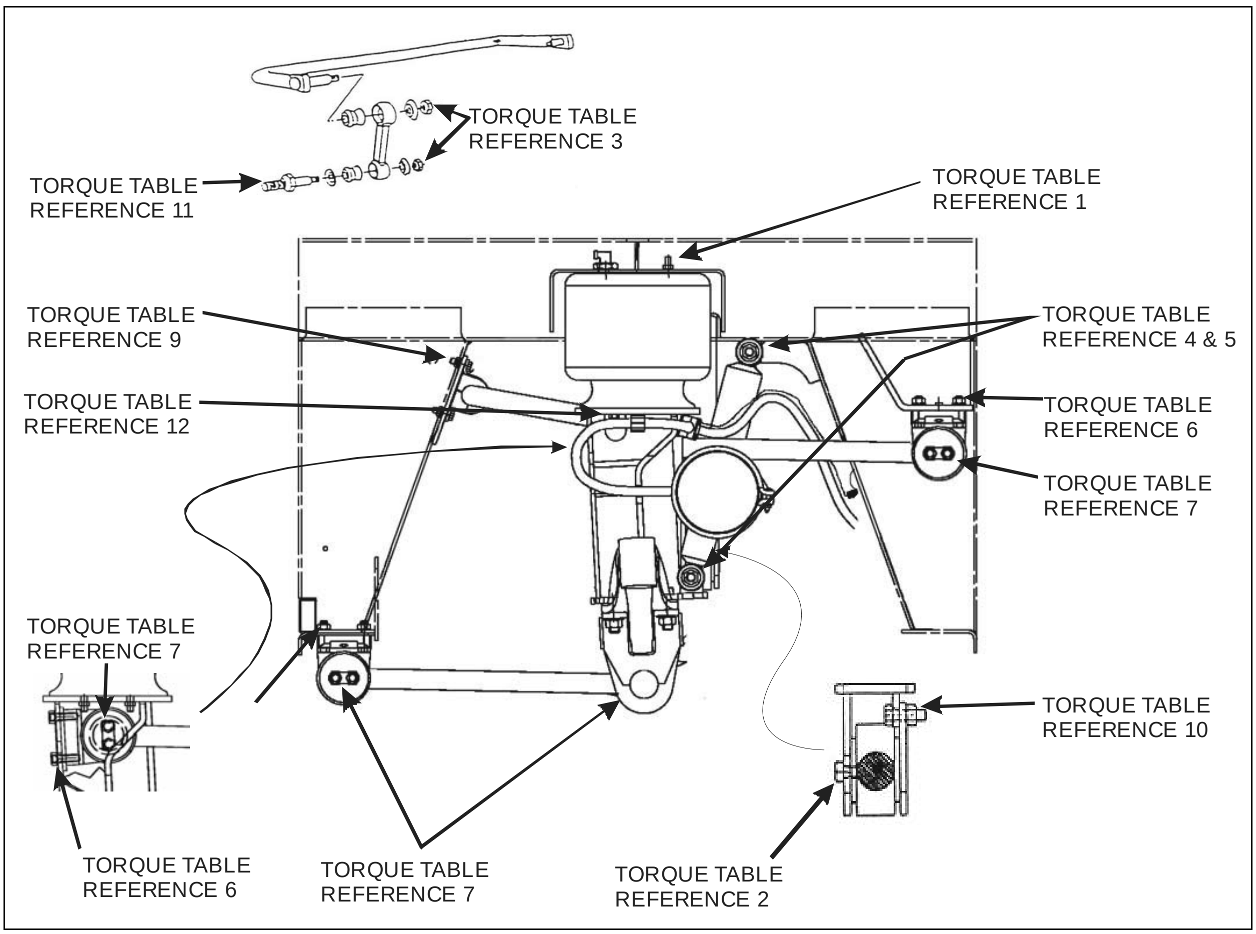


FIGURE 54: TORQUE SPECIFICATIONS – FRONT I-BEAM AXLE

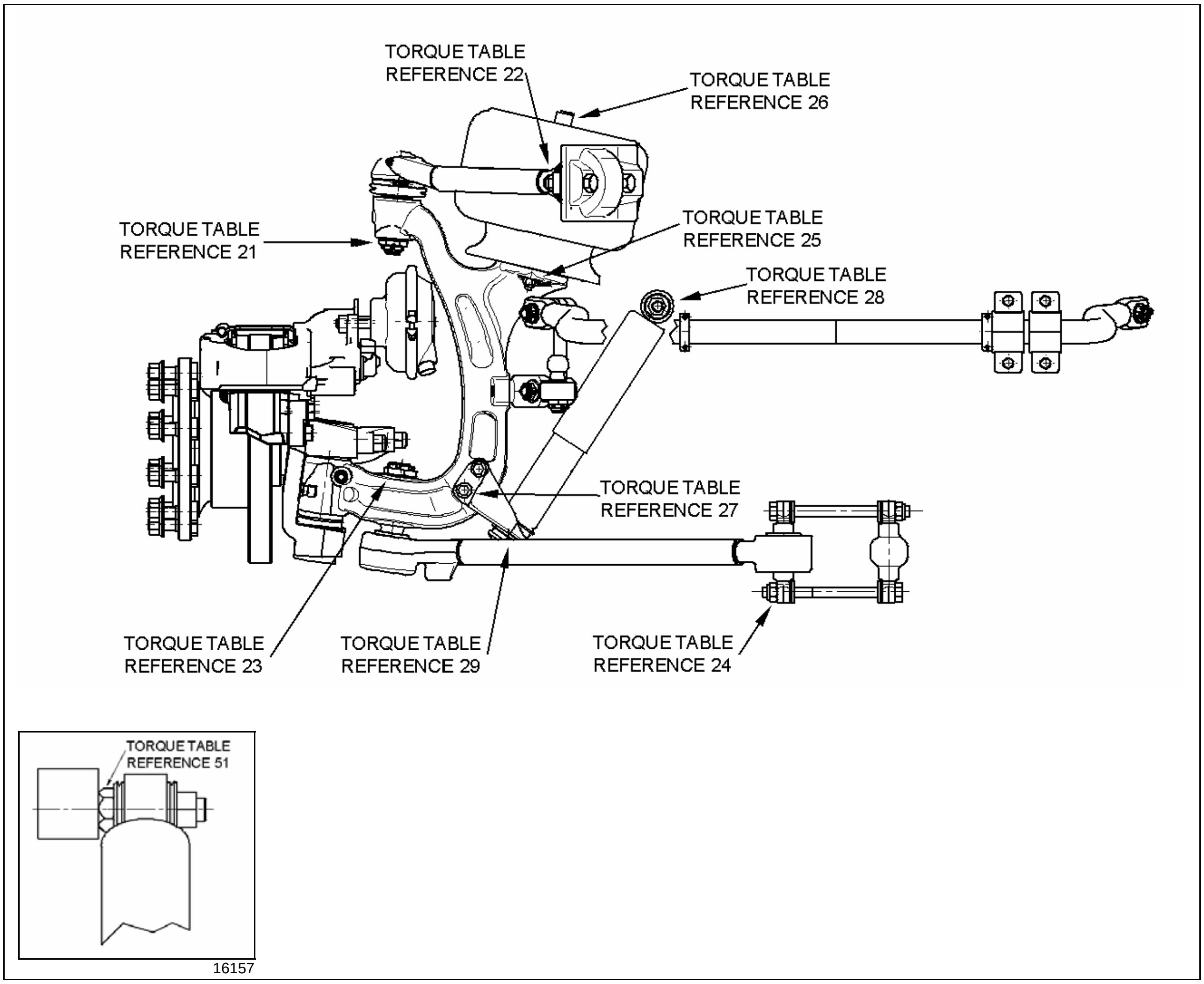


FIGURE 55: TORQUE SPECIFICATIONS 16146

TORQUE TABLE				
DESCRIPTION	***QTY***	***REFERENCE***	***TORQUE DRY** (lbf-ft / Nm)*	
Air Spring Upper Stud Nut (8 air springs)	-	1	20-25	27-34
Transversal Radius Rod Retaining Bolts (Tag, drive & front axle)	-	2	140-155	190-210
Sway Bar Link Upper & Lower Nut	-	3	70-85	95-115
Shock Absorber Pin Nut (6 shock absorbers)	-	4	70-85	95-115
Shock Absorber Pin (8 shock absorbers) [1]	-	5	350-400	475-545
Radius Rod Support Nut/bolt (13 supports)	-	6	200-220	271-298
Radius Rod Retaining Bolts (10 longitudinal radius rods)	-	7	140-155	190-210
Air Spring Lower Stud Nut (6 air springs)	-	8	31-38	42- 51
Sway Bar Bushing Collar Bolt	-	9	80-100	108-136
Transversal Radius Rod Support Nut (Tag, drive & front axle)	-	10	250-280	339-380
Sway Bar Link Pin Stud	-	11	350-400	475-545
Air Spring Lower Stud Nut (2 front axle air springs)	-	12	20-25	27-34
*Upper A-Arm Central Ball Joint (Castellated Hex Nut)**	2	21	210-250	284-339
Upper A-Arm Ball Joint	8	22	230-255	312- 346
*Lower A-Arm Central Ball Joint (Castellated Nut)**	2	23	490-540	664- 732
Lower A-Arm Ball Joint	8	24	270-300	366-407
Air Spring Lower Nut (Front Suspension)	4	25	20-25	27-34
Air Spring Upper Nut (Front Suspension)	2	26	20-25	27-34
Shock Absorber Support	4	27	145-165	196-224
Shock Absorber Upper Mounting Pin Stud Nut	2	28	70-85	95-115
Shock Absorber Lower Mounting Pin Stud Nut	2	29	60-75	81-102
Sway Bar Link Upper and Lower Nuts (Front Suspension)	4	30	165-200	224-271
Sway Bar Bushing Collar (Front Suspension)	8	31	80-100	108-136
Idler Arm and Bell Crank Mounting Spindle Nut	8	32	90-105	122-142
*Hydraulic power cylinder to bracket Stud Nut**	1	33	150-200	203-271
Hydraulic Power Cylinder End Clamp Bolt Nut	1	34 & 36	40-60	54-81
*Hydraulic power cylinder to Idler Arm Stud Nut**	1	35	150-200	203-271
*Relay Rod To Bell Crank Stud Nut**	1	37	150-200	203-271
*Relay Rod to Idler Arm Stud Nut**	1	similar to 37	150-200	203-271
Tie Rod End Clamp Bolt Nut	4	38 & 40	50-60	68-81
*Tie Rod to Steering Arm Stud Nut [1] **	2	39	150-200	203-271
Drag Link Socket End Clamp Bolt Nut	2	41 & 45	40-60	54-81
*Drag Link to Pitman Arm Stud Nut**	1	42	150-200	203-271
Steering Gear to Mounting Bracket Bolt	5	43	365-405	495-549
Pitman Arm to Steering Gear Fixing Nut	1	44	470-570	637-773
*Drag Link to Bell crank Stud Nut**	1	46	150-200	203-271
*Tie Rod to Bell crank Stud Nut**	1	47	150-200	203-271
*Tie Rod to Idler Arm Stud Nut**	1	similar to 47	150-200	203-271
Torque Rod Stud Nut	2	48	150-200	203-271
Torque Rod Mounting Bracket Nut	4	49	140-155	190-210
Torque Rod Mounting Bracket Stud	4	50	90-110	122-150
Shock Absorber Pin	2	51	350-400	475-545
Steering Arm to Steering Knuckle Bolt (M20 X 65)	2	-	520-575	705-780
Steering Arm to Steering Knuckle bolt (M24 X 100)	2	-	751-830	1018-1125
Sway Bar Link Upper Nuts (Rear Suspension)	2	-	100-120	135-160
Sway Bar Link Lower Nuts (Rear Suspension)	2	-	70-80	95-110

* Tighten nut to specified torque, then advance to next aligning cotter pin slot and install a new cotter pin.

NOTE
Apply corrosion-protective compound on exposed threads.

16 TROUBLESHOOTING

Condition	Cause	Correction
Air springs deflate over time	1. Defective check valve assembly. 2. Defective exhaust valve assembly. 3. Leak in air line and/or air springs. 4. Defective valve cover, rubber O-rings or gasket.	1. Replace check valve assembly. 2. Replace exhaust valve assembly. 3. Replace air line or air springs. 4. Replace valve cover, O-rings or gasket.
Air springs raise to full height and fail to exhaust air pressure	1. A clogged exhaust screen in height control valve assembly. 2. A combination clogged exhaust screen and defective air inlet valve assembly.	1. Remove and clean screen. 2. Clean exhaust screen and replace air inlet valve assembly.
Erratic valve action	1. Dirt or foreign matter in the air valve lever chamber. 2. Defectives valves.	1. Remove valve cover and blow out dirt. Install cover using new gasket. 2. Overhaul height control valve assembly
Vehicle body fails to level to satisfactory ride height	1. Improper height control valve overtravel lever adjustment	1. Adjust lever as directed.

17 SPECIFICATIONS

Independent Front Suspension - Front Axle Air Springs (VIP)

Make....................Goodyear Tire and Rubber
Diameter....................14.5 inches
Air Inlet....................1/2''-14 NPTF AIR INLET
Prevost number....................630239

Independent Front Suspension - Front Axle Air Springs (H3-45)

Make....................Goodyear Tire and Rubber
Diameter....................12 inches
Air Inlet....................1/2''-14 NPTF AIR INLET
Prevost number....................630262

Front I-Beam axle air springs and tag axle air springs

Make....................Goodyear Tire and Rubber
Model....................1200
Type....................Mae West
Nominal diameter....................12” (304 mm)
Prevost number....................630258

Drive axle air springs

Make....................Goodyear Tire and Rubber
Model....................1100
Type....................Double Flare
Nominal diameter....................11” (279 mm)
Prevost number....................630260

Independent Front Suspension - Shock Absorbers

Collapsed length ....366±3 mm
Extended Length..576±3 mm
Prevost number..630251

Independent Front Suspension - Shock Absorbers (H3-45)

Collapsed length ....366±3 mm
Extended Length..576±3 mm
Prevost number..630136

Shim (Camber Adjustment)

Thickness ....3.175 mm
Prevost number..160993
Thickness ....6.35 mm
Prevost number..160992
Thickness ....4.76 mm
Prevost number..661094
Thickness ....1.52 mm
Prevost number..661101

Front I-Beam axle shock absorbers

Make...Sachs
Color...Black
Type N45X225HA
Ext. Diam...75 mm
Collapsed length .... 15.51” (394 mm)
Extended length .... 24.37” (619 mm)
Prevost number..630252

Drive and tag axle shock absorbers

Make...Sachs
Color...Black
Type N45X225HA
Ext. Diam...75 mm
Collapsed length .... 15.51” (394 mm)
Extended length .... 24.37” (619 mm)
Prevost number..630253

Height control valve (IFS)

Make..Barksdale

Quantity used 1

Prevost number..630157

Height control valve (coach, all axles & VIP, rear only)

Make..Barksdale

Quantity...2 or 3

Prevost number..630156

Bellows control and exhaust solenoid valve assembly

Make...Norgren

Solenoid valve manifold

Prevost number 641130

Coil

Voltage .... 24 V DC

Current draw .... 29 amperes

Prevost number 641144

Valve (3 way, 2 positions)

Type .... N/C

Supplier number 411-C-456235W

Prevost number 641357

Type .... N/O

Prevost number 641356

Radius rod bushing

Make .... Prevost

Prevost number 630021

Loctite

Make .... Loctite

Prevost number 680039

Sway bar bushing (Independent Front Suspension (H3-45)

Make .... Prevost

Prevost number 630020

Sway bar bushing (Front Axle)

Make .... Prevost

Prevost number 131355

Sway bar bushing (Drive Axle)

Make .... Prevost

Prevost number 130953

Sway bar link bushings

Prevost number 506678

Shock absorber bushings

Make .... Monroe

Prevost number 630062

High-Buoy Pressure regulator

Make.. Norgren

Recommended pressure setting.. 90 psi (621 kPa)

Prevost number... 641352

CONTENTS

ILLUSTRATIONS

1. VEHICLE EXTERIOR

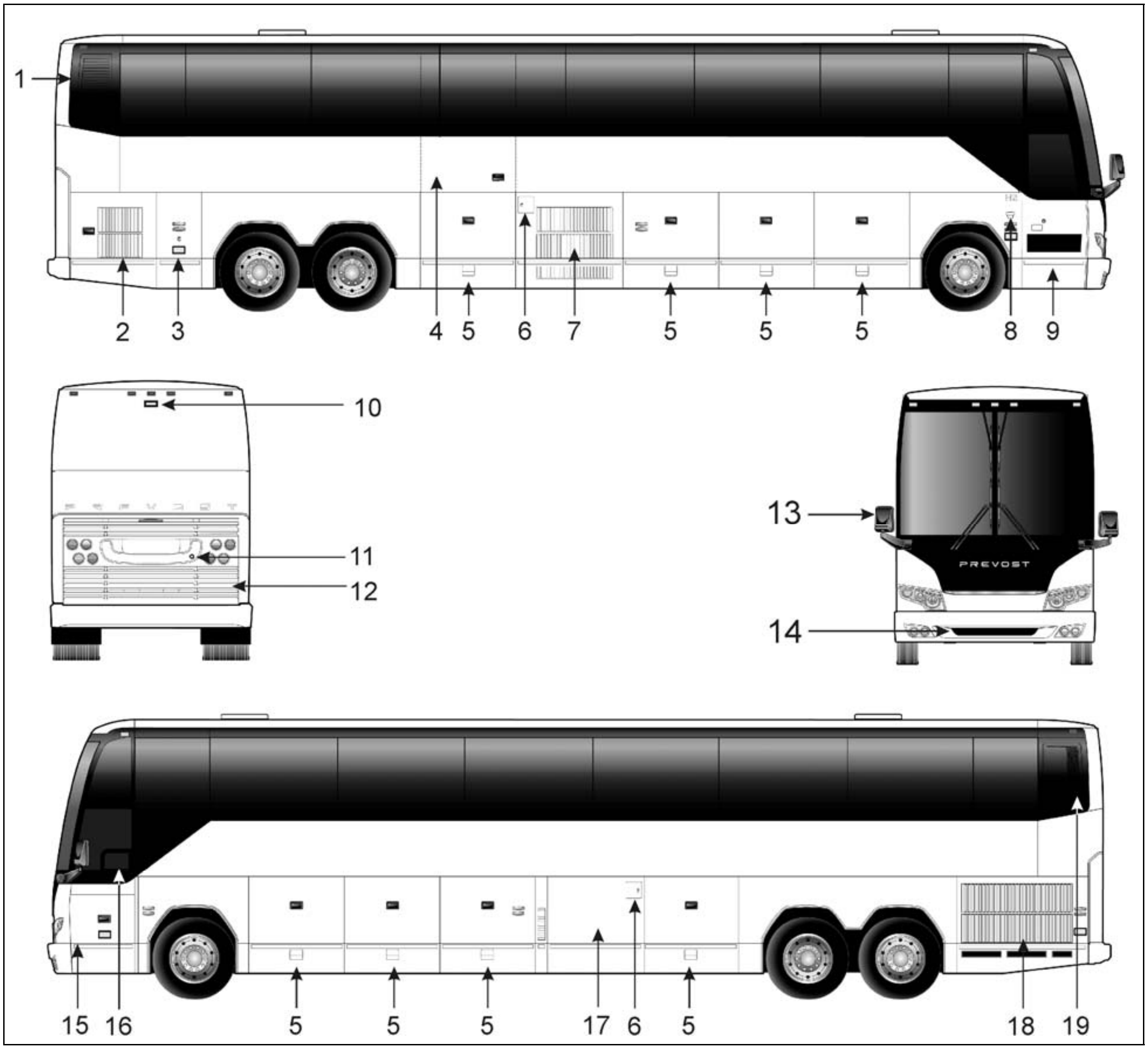


FIGURE 1: H3-45 (TYPICAL)

1. Engine air intake
2. Engine compartment curb-side door
3. Main power compartment (battery compartment)
4. Wheelchair access door (optional Ricon lift)
5. Baggage compartment
6. Fuel filler door
7. Condenser compartment
8. Entrance door control switch
9. Entrance door
10. Back up camera (optional)
11. 120-volt connector for engine block heater
12. Engine compartment rear door
13. Rear-view mirror
14. Spare wheel compartment
15. Front electrical and service compartment
16. Driver's power window
17. Evaporator compartment
18. Radiator door
19. Diesel Particulate Filter (DPF) compartment access door

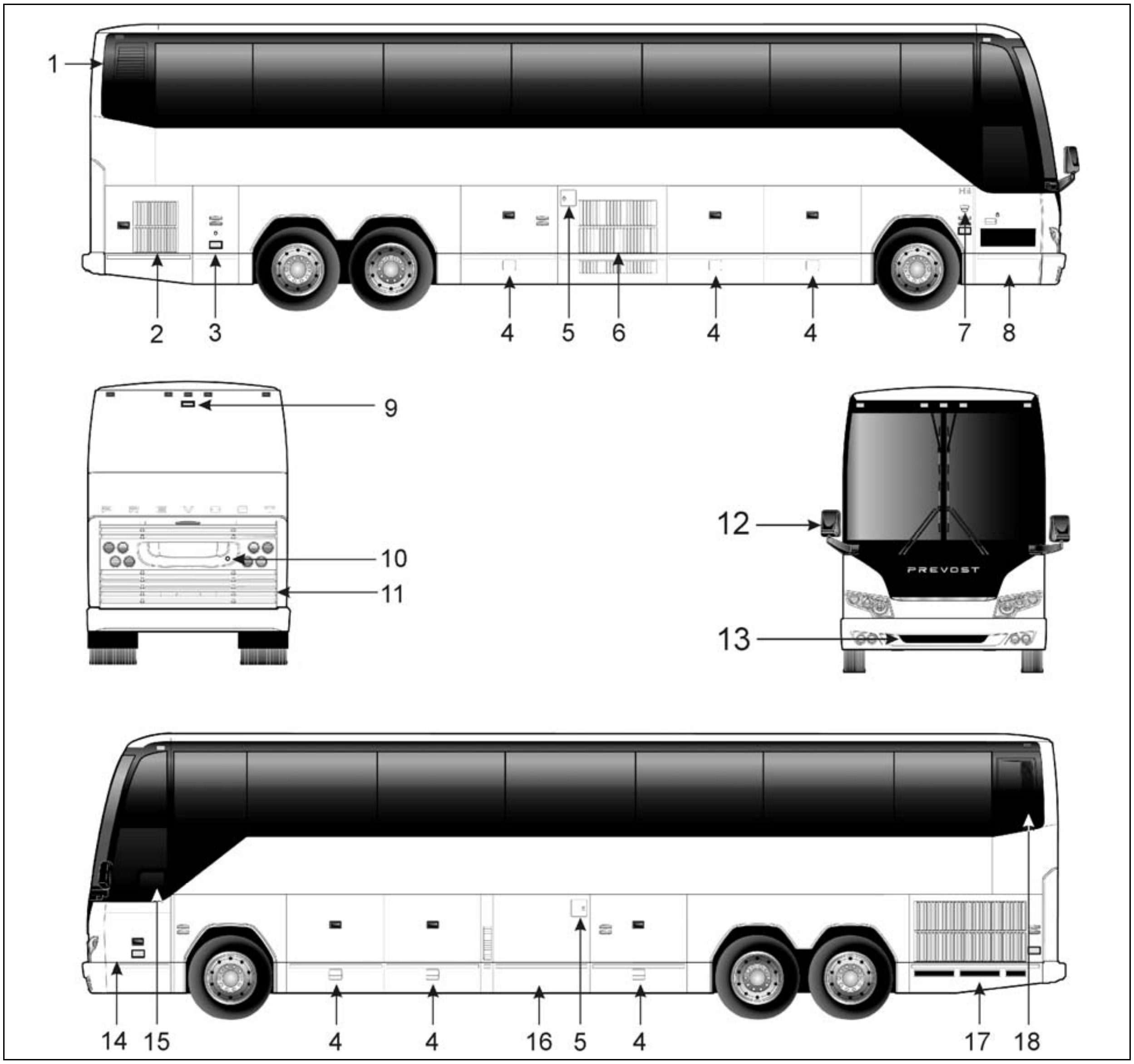


FIGURE 2: H3-41 (TYPICAL) 18682

1. Engine air intake
2. Engine compartment curb-side door
3. Main power compartment (battery compartment)
4. Baggage compartment
5. Fuel filler door
6. Condenser compartment
7. Entrance door control switch
8. Entrance door
9. Back up camera (optional)
10. 120-volt connector for block heater
11. Engine compartment rear door
12. Rear-view mirror
13. Spare wheel compartment
14. Front electrical and service compartment
15. Driver's power window
16. Evaporator compartment
17. Radiator door
18. Diesel Particulate Filter (DPF) compartment access door

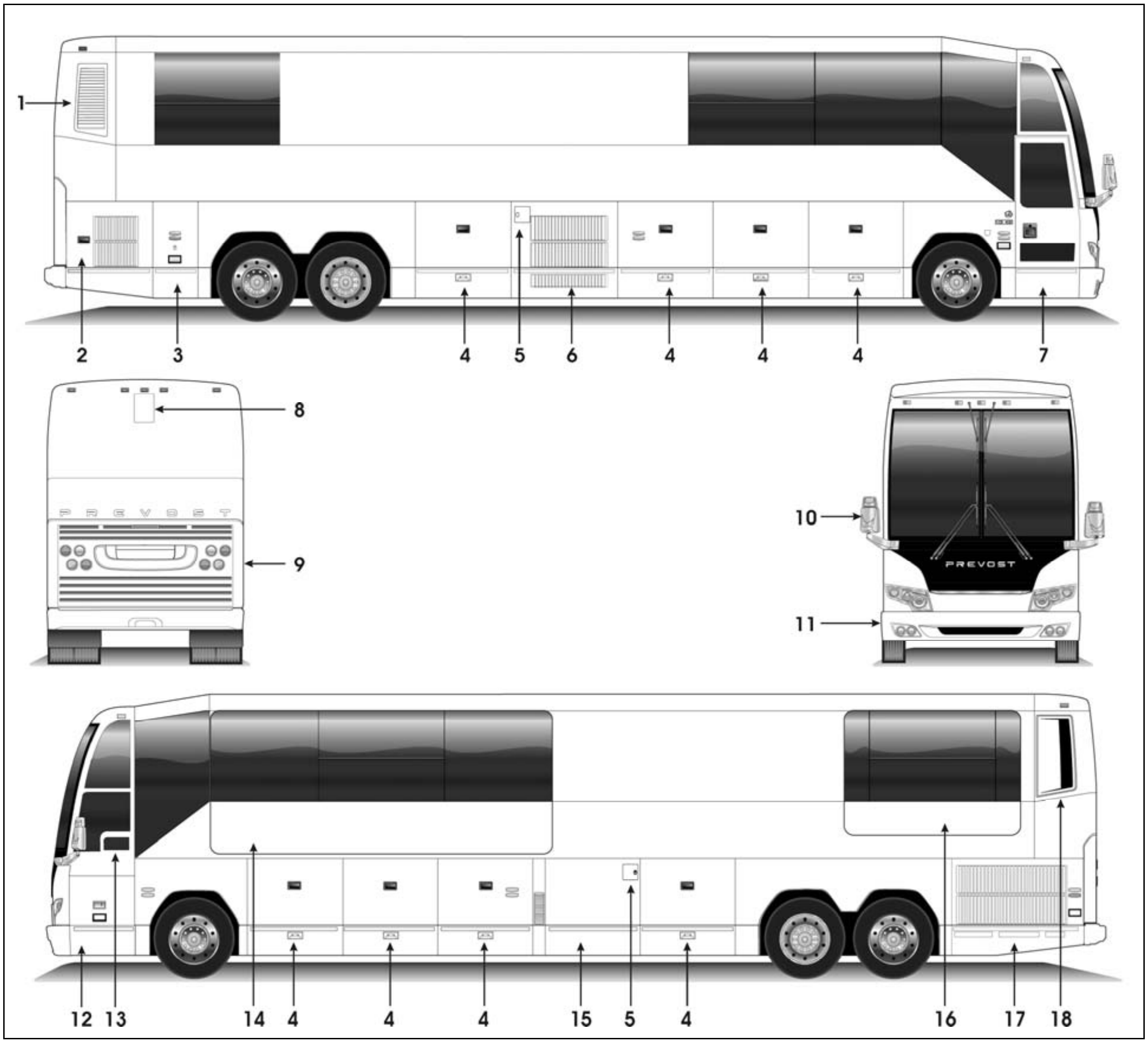


FIGURE 3: H3-45 VIP EXTERIOR VIEW 18677

1. Engine air intake
2. Engine R.H. side access door
3. Main power compartment
4. Baggage compartment
5. Fuel filler door
6. A/C condenser compartment or baggage compartment
7. Entrance door
8. Retractable back up camera (optional)
9. Engine compartment rear door
10. Rear-view mirrors
11. Reclining bumper compartment
12. Front electrical and service compartment
13. Driver's power window
14. Front Slide-out
15. Heating, ventilating and air conditioning compartment (HVAC) or baggage compartment
16. Rear Slide-out
17. Engine radiator door
18. Diesel Particulate Filter (DPF) compartment access door

2. STRUCTURE

The body of the H3-41, H3-45 and VIP vehicles is an integral structure made of 14, 16 and 18 gauge welded and braced high tensile steel and stainless steel members. The roof arches are made with cold rolled, electrically welded (CREW) steel tubes, 1 ½" x 2" x 14 gauge. The inside is filled with urethane foam and the exterior is primed. The front subframe is made of open sections of high-strength steel alloy. These open sections permit a better application of primer and undercoating, and does not trap moisture. The rear subframe is made of closed sections of high tensile steel sealed at both ends.

2.1 WELDING

Since welding is a procedure that may be carried out either as specific instructions from Prevost or by an independent decision of the owner, the following information pertaining to welding should be read before beginning any welding procedure. The prohibitions and requirements outlined below must be followed during welding procedure:

1. Welding must be done only by a qualified and experienced person.
2. Adequate ground contacts and shields must be positioned as required to protect components from damage due to heat, contact by weld splatter, arcing, or other potentially damaging events associated with welding.
3. The following precautions are to be taken to protect the electronic control components. Refer to Section 00, paragraph 3, "*PRECAUTIONS TO BE OBSERVED BEFORE WELDING*" in this manual.
4. Always wear the appropriate safety equipment.

Weld in clean and well ventilated area, and always have an appropriate fire extinguisher within your reach

3. EXTERIOR MAINTENANCE

Regular washing to remove dust and dirt is recommended. See *"Operator's Manual"* for more details on washing and cleaning your vehicle.

3.1 CORROSION PREVENTION

Preventive maintenance is a key factor in avoiding corrosion and must be considered as part of the regular service intervals. The entire underbody of the vehicle is sprayed with a heavy application of asphalt base undercoating.

The operating environment the vehicle is subjected to will largely influence the amount of dirt and corrosion that will accumulate over a given period. Corrosion is one of the most costly factors of part failure and shortened part life. It is, however, an item that can be controlled when it is conscientiously looked after and the proper steps are taken in a timely manner.

Certain areas of the coach are more vulnerable to corrosion than others, and it is these areas that should be addressed. For example, the rear baggage compartment bulkhead in the rear wheelhousing area contains many key components and should be examined regularly for corrosion. Other areas include the front wheelhousing area and the engine compartment.

Road splash will affect understructure, condenser coil and engine compartment. These areas must be thoroughly cleaned to remove dirt accumulations from flanges, channels and ledges. These places accumulate dirt and salt and hold it in direct contact with steel and aluminum surfaces. Use an understructure high pressure spray as part of a regular wash. Damaged undercoating or paint should be promptly repaired before corrosion can start.

Frequency of wash periods depends on operating conditions. During periods of exposure to salt, daily washing as described above is recommended. If underbody parts show evidence of rust or corrosion, treat as follows:

1. Remove dirt, grease and oil by solvent washing.
2. Remove corrosion as well as all loose coating by cleaning with a wire brush or sandblasting.

Caution: *Sandblasting can be used for cleaning bulkheads, brackets and other structural members. It should not be used for exterior side paneling. Extreme care should be taken not to sandblast excessively.*

3. Apply correct primer, paint and undercoating after removing all corrosion to prevent further damage.

3.2 PREVENTIVE MAINTENANCE SCHEDULE

Note: *TECTYL 185 GW rust inhibitor may have been applied on your vehicle underbody as an option, if this is the case, follow this procedure thoroughly. For future application of product, refer to paragraph 3.3 in this section.*

DESCRIPTION	INTERVALS		MAINTENANCE	CORRECTIVE ACTION	REFERENCE
	MONTHS	KM MILES			
BODY, EXTERNAL WINDOW FRAME	6	40 000 25 000	VISUALLY INSPECT SEALING BEADS CONDITION	REPAIR OR REPLACE SEALING BEADS IF NECESSARY	
VEHICLE UNDERBODY	12	100 000 60 000	USE A LOW PRESSURE SPRAY TO CLEAN UNDER-STRUCTURE AND VISUALLY INSPECT FOR CALCIUM DEPOSIT, CORROSION OR ANY DIRT ACCUMULATED ONTO EXPOSED SURFACES. VISUALLY INSPECT SEALING BEADS CONDITION. VISUALLY INSPECT IF UNDERFLOOR IS PEALING. VISUALLY INSPECT WHEELHOUSING COATING. MAKE SURE DISCHARGE TUBES ARE FREE FROM OBSTRUCTIONS	APPLY UNDERCOATING LOCALLY AS NECESSARY. APPLY UNDERCOATING LOCALLY AS NECESSARY REMOVE ANY OBSTRUCTION OR REPLACE DEFECTIVE TUBE	
SUSPENSION AND UNDERSTRUCTURE	12	100 000 60 000	VERIFY THE CONDITION OF ALL SUSPENSION AND UNDERSTRUCTURE FASTENERS AND CLAMPS	TIGHTEN OR REPLACE DEFECTIVE OR MISSING FASTENERS	
FLOOR COVERING	3	20 000 12 500	VISUALLY INSPECT IF FLOOR COVERING IS SHOWING SIGNS OF DETERIORATION SUCH AS CUTS, BURNS, ETC. ALSO, VISUALLY INSPECT SEALANT ALONGSIDE TRACKS. INSPECT WALL PANELS FROM BOTTOM TO WINDOWS	REPAIR OR REPLACE DEFECTIVE COVERING. MAKE SURE PROPER SEALANT IS USED.	
FLOOR CLEANING			CLEAN FLOOR COVERING AS NECESSARY		

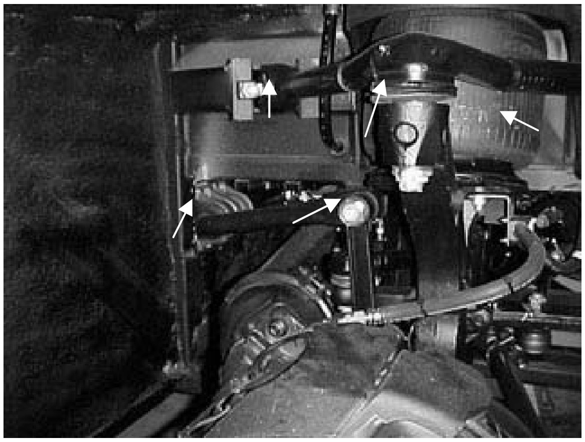
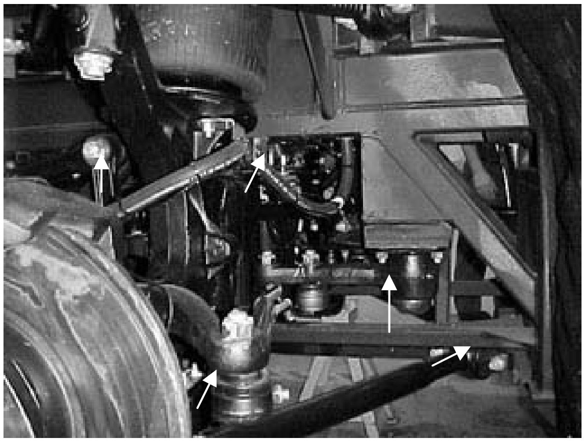
WARNING: Failure to follow this preventive maintenance schedule will result in warranty void.

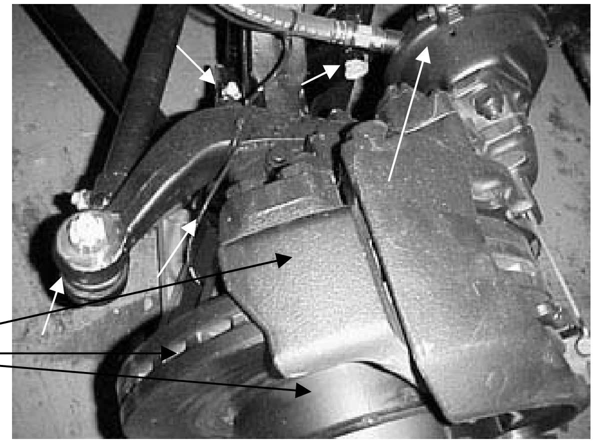
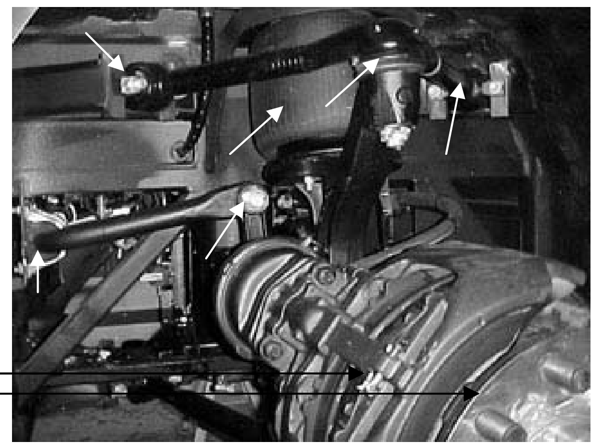
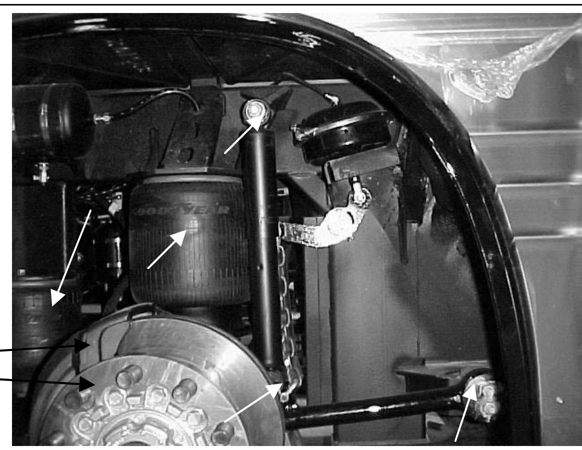
3.3 RUST INHIBITOR APPLICATION

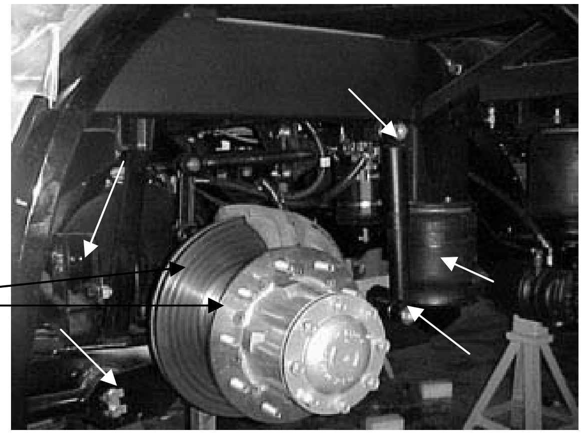
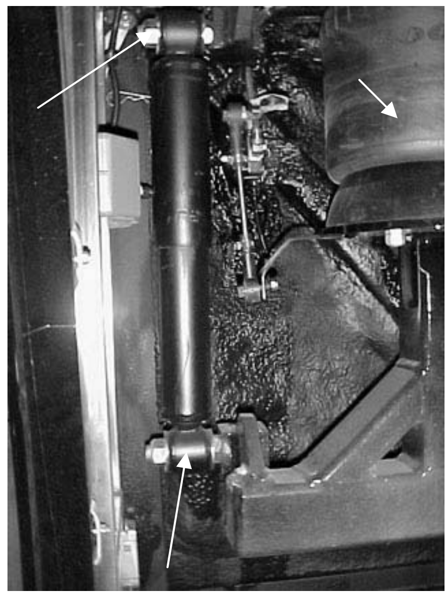
Material: Tectyl 185 GW
R1KG21

Safety Rules: Use safety glasses
Supplied air hood
Solvent-resistant rubber gloves

1.0 Wash both wheelhousing mechanical parts before masking.	A water-hose nozzle is recommended. Water may be hot to reduce washing time especially during winter. If parts are soiled with oil, clean using R1KG21. Avoid rubber parts.

2.0 Dry all water sprayed parts. Surface temperature and dew point must be respected before applying rust inhibitor.	Air pressure system may be used, refer to annex 1 for surface temperature and dew point.
3.0 **Front wheelhousing** a) Mask all rubber joints. Braking system must also be protected (refer to arrows). Commercial aluminum foil may be used for masking.	
3.1 **Front wheelhousing** Front view	
3.2 **Front wheelhousing**	

3.3 **Front wheelhousing** (Entire braking system)	
4.0 **Rear wheelhousing** a) Mask all rubber joints. Braking system must also be protected (refer to arrows). Commercial aluminum foil may be used for masking (Entire braking system)	
4.1 **Rear wheelhousing** (Entire braking system)	

4.2 **Rear wheelhousing** (Entire braking system)	
4.3 **Rear wheelhousing**	
5.0 Close off wheelhousing using masking paper.	Prevent rust inhibitor from coming in contact with paint. To close off wheelhousing, a polythene sheet may be used.
6.0 Apply TECTYL 185 GW black rust inhibitor onto wheelhousing mechanical parts.	A spray gun and pumping system are required to apply the rust inhibitor. If the application is done inside a paint room, select high speed ventilation. **Minimum required thickness is 10 mils wet or 5 mils dry**.
7.0 Remove all masking material 30 minutes after application.	

ANNEX 1

1. Check and confirm that dew point and surface temperature are in accordance with to the following criteria:

   Surface temperature > 10°C

   Surface temperature > or = to dew point + 3°C

Note: *Use the following table to determine dew point*.

2. Check and confirm that TECTYL temperature is between 10°C and 35°C.

	DEW POINT									
	Relative Humidity (%)									
	10	20	30	40	50	60	70	80	90	100
Temp (c)										
0	---	-16	-11	-8	-5	-3	-1	0	1	3
1	---	-15	-10	-7	-5	-3	-1	1	2	4
2	---	-14	-10	-6	-4	-1	0	2	3	5
3	---	-13	-9	-5	-3	-1	1	2	4	6
4	---	-13	-8	-5	-2	0	2	4	5	7
5	---	-11	-7	-4	-1	1	3	5	6	8
6	---	-11	-8	-3	0	2	4	6	7	9
7	-18	-10	-6	-2	0	2	5	6	8	10
8	-17	-9	-5	-1	1	4	6	7	9	11
9	-16	-9	-4	-1	2	4	6	9	10	12
10	-16	-8	-3	0	3	5	7	10	11	13
11	-15	-7	-3	1	4	6	9	10	12	14
12	-14	-6	-1	2	5	7	10	11	13	15
13	-14	-6	-1	2	6	8	10	12	14	16
14	-13	-5	0	4	6	9	11	14	15	17
15	-12	-4	1	4	7	10	12	14	16	18
16	-11	-4	1	5	9	11	13	15	17	19
17	-10	-3	2	6	9	12	14	16	18	20
18	-10	-2	3	7	10	13	15	17	19	21
19	-9	-1	4	8	11	14	16	18	20	22
20	-9	0	5	9	12	15	17	19	21	23
21	-8	0	5	10	13	16	18	20	22	24
22	-7	1	6	11	14	16	19	21	23	25
23	-6	2	7	11	15	17	20	22	24	26
24	-6	2	8	12	16	19	21	23	25	27
25	-5	3	9	13	16	20	22	24	26	28
26	-4	4	10	14	17	20	23	25	27	29
27	-4	5	11	15	19	21	24	26	28	30
28	-3	6	11	16	19	22	25	27	29	31
29	-2	6	12	17	20	23	26	28	30	32
30	-1	7	13	17	21	24	27	29	31	33
31	-1	8	14	19	22	25	27	30	32	34
32	0	9	15	20	23	26	29	31	33	35

4. FIBERGLASS REPAIR

All repairs to fiberglass parts consist of filling the damaged area with fiberglass cloth and resin or strand fiberglass and resin. The repair is allowed to harden, and then finishing operations may be performed. Use of the various materials is determined by the type of repair to be made. Large holes, torn sections and separate joints require the adhesive qualities of the resin and the reinforcing qualities of the fiberglass.

Small dents, scratches or pits can be repaired using resin and strand fiberglass and filler mixed into paste. Instructions for either mix are explained under their respective headings in this section. For best results when making repairs, temperature should be between 70 and 75 ^{o}F (21-24 ^{o}C). Some people experience a skin reaction to resins. In such cases, wipe resin off with denatured alcohol or a good thinner. Use of protective hand cream is recommended.

Warning: *Always wear a respirator and goggles when grinding or sanding.*

Extreme care must be taken if the sander is electrically operated, as dust from some resins is combustible when subjected to sparks or open flames. The proper tool for sanding resin is a low speed, air driven disc sander with a water attachment or a dry sander having a vacuum bag. Either will eliminate flying glass and resin dust.

The following additional tools and materials will assist in making repairs: hacksaw blade, assorted files, emery paper or cloth (150 or finer), scissors or tin snips, wax paper or cellophane sheets, a 3" (75 mm) paint roller, paint brush, putty knife, acetone and one or more heat lamps.

4.1 REPAIR USING FIBERGLASS CLOTH

Where necessary, sand paint away around damaged area and scrape away undercoating, if any, and wipe clean with solvent. Grind or file the damaged area to form a "V" at the broken or cracked portion. Sides of "V" should have a shallow pitch for maximum bonding area.

Note: *Roughening the surface improves adhesion of resin.*

If part is warped from original shape, use clamping equipment to straighten the surface. Preheat area to be repaired with one or two heat lamps placed 18 to 24 inches (450-610 mm) from repair.

Caution: *Temperature should not exceed 140 ^{o}F (60 ^{o}C) during 30 minutes in order to avoid distortion.*

Cut fiberglass cloth with scissors or tin snips, 1 to 3 inches (25-75 mm) larger than area to be repaired. Build area to desired height.

Mix resin and hardener following instructions on their containers. Saturate layers of fiberglass with mixture and place laminates over damaged area. Smooth out wrinkles and make sure general contour of area is maintained. Bubbles and wrinkles can be eliminated with a roller.

Caution: *The pot life of the mix is approximately 15 minutes. Any accidental contamination to the skin, clothing, tools, etc. must be removed within this period. Use acetone to remove uncured resin.*

Heat resin material again by placing heat lamps 18 to 24 inches (450-610 mm) from repaired area. Allow 12 to 15 minutes for repair to cure. After repair is cured, grind, file or sand to contour. Files other than body files may be more suitable. Featheredge and finish sanding.

If small pits or irregularities appear after making repair, correct by using a liberal amount of chopped strand or filler mixed with resin to form a paste. Refer to heading *"Repair with Fiberglass Paste"* in this section.

4.2 REPAIR USING FIBERGLASS PASTE

Fiberglass paste is used for repairing small dents, scratches, and pits. Paste is made by mixing resin, hardener and fiberglass strand or filler to the consistency of putty. Where necessary, sand paint away around damaged area. On underside of coach, scrape away undercoating from damaged area, and wipe clean with solvent.

Preheat the area to be repaired using heat lamps. Mix desired quantities of resin and hardener according to manufacturer's instructions. Add powdered fiberglass strand into mixture to thicken it into a putty state.

Note: *If repair is made on a vertical surface, adding powdered filler material to mixture will reduce tendency of hot resin to flow or run.*

Apply the material with a putty knife or similar object, building material up to the desired contour. For deep filling and on vertical surfaces, several layers of material may be used.

A hacksaw blade, held flat to adjacent contour and then moved in a sawing action across the repair when the resin is in a gel state, will remove excess resin from repair. Finish repair with the same procedure as when using fiberglass cloth.

4.3 TYPICAL FIBERGLASS REPAIR PROCEDURE

Remove all loose particles or damaged material using a power sander or rasp. Clean area, overlapping hole approximately 1" to 1-½" (25-40 mm) all around. Remove all dirt, grease and paint from area to ensure good bonding surface. Feather the cleaned area all around (Fig. 4).

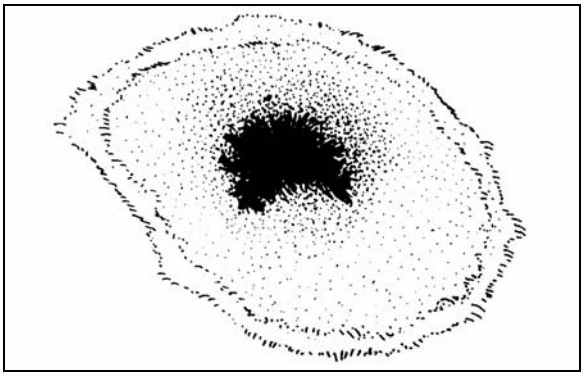


FIGURE 4: FIBERGLASS REPAIR 18089

Cut a piece of fiberglass mat slightly larger than area being repaired. Impregnate mat with general purpose polyester resin catalyzed normally. Use a clean paint brush to apply the polyester resin. Apply impregnated mat over hole and press onto surface with brush to obtain good adherence. Another coat of general purpose polyester resin can be applied at this time (Fig. 5).

Note: *Remove all air between surfaces being joined. Allow area to harden and sand surface to remove any wax.*

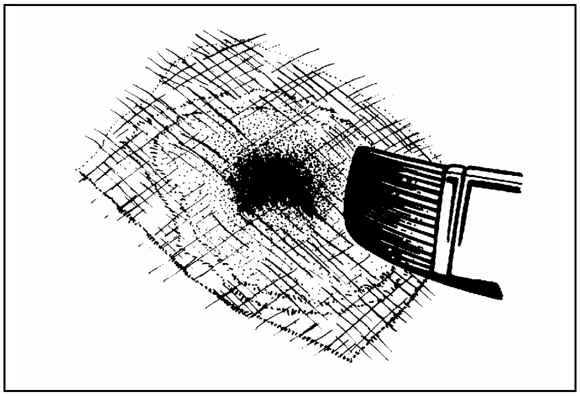


FIGURE 5: FIBERGLASS REPAIR 18090

Apply another mat, followed by a cloth patch, and another mat. All layers must be thoroughly impregnated with polyester resin, brushed well and free of air. Apply more layers of mat and cloth as required until the desired strength and thickness is obtained, minimum two 1-½ oz (43 g) mats and one 9 oz (255 g) cloth (Fig. 6).

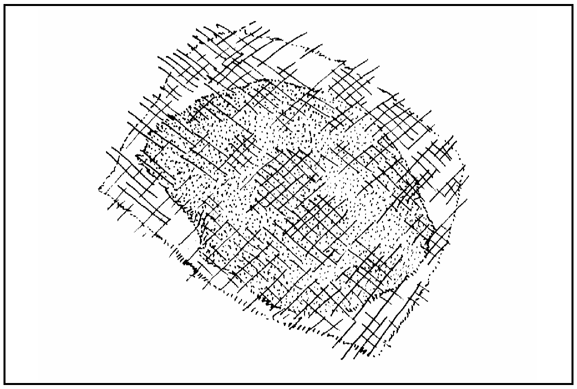


FIGURE 6: FIBERGLASS REPAIR 18091

Allow area to harden and contour the area with coarse sandpaper #100 (Fig. 7).

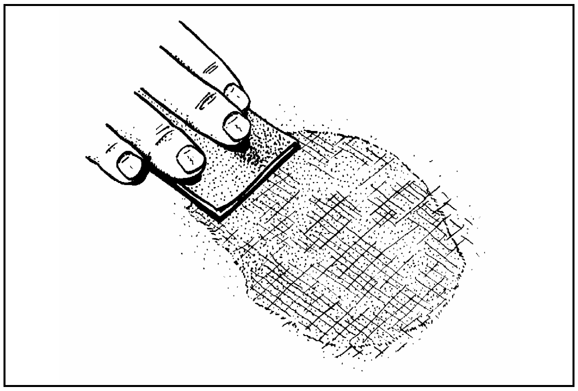


FIGURE 7: FIBERGLASS REPAIR 18092

Cover the area with a layer of resin putty and allow drying for approximately 15 to 20 minutes (Fig. 8).

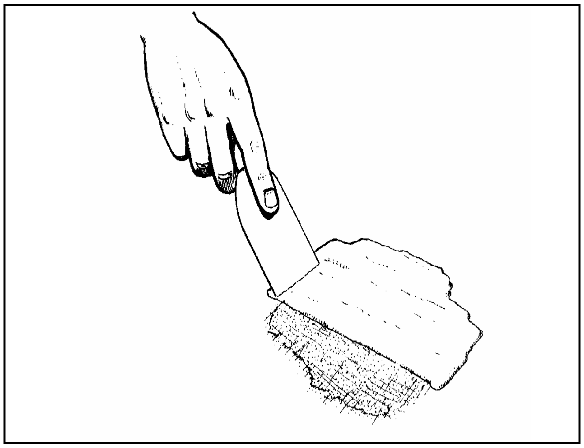


FIGURE 8: FIBERGLASS REPAIR 18093

Smooth off surface with coarse sandpaper #100 to desired shape. Further smooth surface with fine sandpaper #120 until repaired surface matches surrounding area paneling. Prime and paint the area to match surrounding paintwork.

5. PAINTING

5.1 NEW PAINT CARE

Our paint supplier recommends that you follow these simple precautions the first months of your new vehicle's life.

Caution: *Apply these recommendations after repainting vehicle.*

During the first 30 days:

- Do not use a commercial bus wash. Stiff brushes or sponges could mar the finish and damage the surface. Wash the vehicle by hand only and with cool water and a very mild bus wash solution. Be careful to use only a soft cloth or sponge;
- Wash vehicle in the shade, never in direct sunlight;
- Do not "dry wipe" vehicle –always use clean water. Dry wiping could scratch the finish;
- Avoid extreme heat and cold. Park vehicle in the shade whenever possible;
- Do not park under trees which drop sap or near factories with heavy smoke fallout. Tree sap and industrial fallout may mar or spot a freshly painted surface;
- Trees are also likely to attract birds. Bird droppings are highly acidic and will damage a freshly painted surface. Bird droppings, tree sap and industrial fallout should be washed off as soon as possible;
- Do not spill oil, gasoline, antifreeze, transmission fluid or windshield solvent on new finish. IMMEDIATELY rinse off any such spill with clean water, DO NOT WIPE;
- Do not drive on gravel roads. Paint finish easily chips during the first 30 days;
- Do not scrape ice or snow from the surface. A snow scraper can act like a paint scraper if the finish is new. Brush off loose material with a soft snow brush.

During the first 90 days:

- Do not wax or polish the vehicle. This will allow the finish to dry and harden completely.

5.2 PAINT TOUCHUP

When paint touchup or partial repainting is necessary, refer to the vehicle's paint scheme for color codes and paint brand.

Prevost recommends using the original paint brand to ease color matching.

In the event you sand through to the gelcoat surface you should prime the area with Standox "Non Stop Fill Primer (ST-11000)".

If you sand through to metal surface, first prime with Standox "Etch Primer (ST-11858)" then with Standox "Non Stop Fill Primer (ST-11000)".

Caution: *Be sure to heed all paint manufacturer's recommendations, especially concerning paint dilution and application.*

5.3 PAINTING

The standard paint used on the exterior of the vehicle is Standox Basislack. It is a high gloss polyurethane enamel finish designed for exposure to extreme conditions. Other types of paint may be called for as options by owner but are not dealt with in this section.

5.3.1 Safety

Care should be exercised in storing, handling, mixing, and applying paint and chemicals listed in this manual. The topcoat, primer, solvent, catalysts, accelerators, and cleaners are highly volatile and/or toxic if not properly used. Observe all safety instructions marked on the different packagings, as well as the following:

1. Do not smoke in the paint room or in adjacent area exposed to residue fumes.
2. Wear respirators approved by the governing safety and health regulations.
3. Maintain adequate ventilation at all times.
4. Dispose of any leftover paint mix properly.
5. Wear rubber gloves, rubber apron, and face shield during all phases of paint and chemical handling.

5.3.2 Surface Preparation and Paint Application

	Aluminum and / or Stainless Steel	Fiberglass	Comments
Surface Preparation	Sand using P-150 grit sandpaper. It is recommended to sandblast rivets and panel edges with OLIMAG 35-70 blast media.	Sand using P-180 or P-240 sandpaper.	Do not use paint remover over aluminum or fiberglass.
Cleaning	STANDOX silicone remover ST-11654 (68-2989)		
Priming	STANDOX Reactive Etch Primer ST-13908 * Wait 30 minutes then apply STANDOX Non-Stop Füllprimer ST-11000 (68-2973)	STANDOX Non-Stop Füllprimer ST-11000 (68-2973)	Refer to product Technical Data sheet for proper mixing
Basecoat	Refer to paint scheme or coach record for proper color code and paint brand. We recommend using the same paint brand to ease color matching.		Refer to product Technical Data sheet for proper mixing
Clearcoat	STANDOX 2K MS Rapid Clear ST-11760 (68-2979) Allow 16 hours for drying		Refer to product Technical Data sheet for proper mixing

If assistance or technical information on STANDOX products is needed, please dial: 1 (800) 551-9296

5.4 FRONT AND REAR BUMPERS

5.4.1 Paint touchup and surface preparation for vehicles equipped with urethane bumpers

	COMMENTS	VIP	COACHES
Cleaning	Clean using red wool and Standoflex 11100 (ST-11425) thinner	YES	YES
	Clean again twice using Standoflex 11100 (ST-11425) thinner	YES	YES
Priming	Apply Non-Stop primer (ST-13320) with flexible agent dilution 2:1 10% in 2 or 3 coats, 15 min. flash/off between coats	YES	YES
Sanding	Sand Non-Stop primer using P-320 grit sandpaper	YES	YES
	Use a tack cloth	YES	YES
Basecoat	Apply basecoat. Wait 30 minutes.	YES	YES
Varnish dilution	Dilution without flexible agent	YES	YES
Varnishing	Apply varnish	YES	YES

If assistance or technical information on STANDOX products is needed, please dial: 1 (800) 551-9296

6. FRONT AND REAR BUMPERS

6.1 FRONT BUMPER REMOVAL AND INSTALLATION

The front bumper is hinged to give access to the spare wheel compartment. Bumper must first be tilted down before its removal. Two people are required to remove and install the front bumper.

Warning: *Front bumper weighs approximately 180 lbs. (80 kg). Use proper lifting equipment to support the bumper during the removal and installation operations to avoid personal injury.*

Pull on the release handle located in the front electrical and service compartment. The bumper assembly will lower gradually.

6.1.1 Front Bumper Removal

Loosen 12 attaching bolts from inside the bumper, 6 over and 6 under the bumper beam

(Fig. 9). Let the bumper rest face down on the lifting equipment platform.

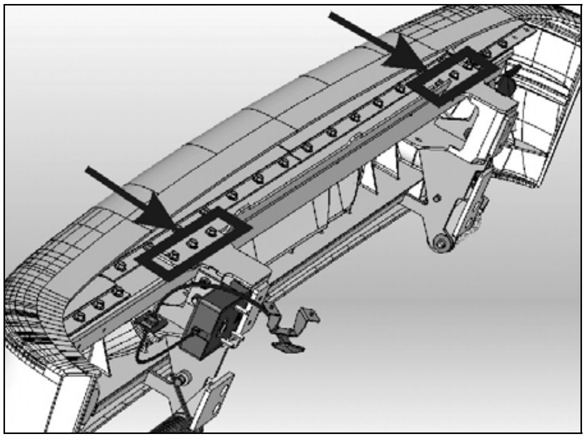


FIGURE 9: BUMPER ATTACHING BOLTS 18498

To reinstall the front bumper, reverse the procedure.

6.1.2 Front Bumper Skin Removal

The bumper skin is pinched to the bumper beam by the use of aluminum extrusions bolted over and under the beam. First, remove the front bumper as per "Front Bumper Removal". Let the bumper rest face down on the lifting equipment platform. Loosen the aluminum extrusion bolts as required and then detach the skin from the beam (Fig. 10).

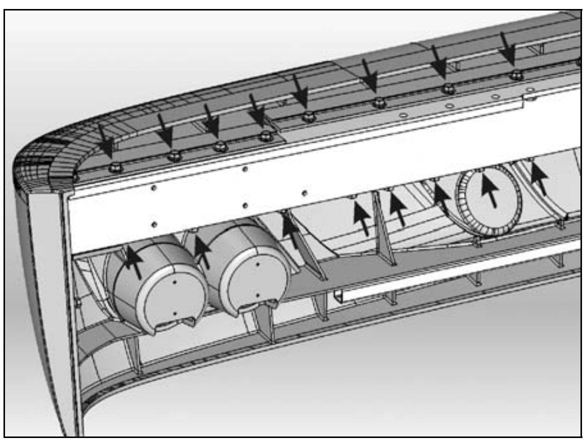


FIGURE 10: ALUMINUM EXTRUSIONS - BUMPER SKIN REMOVAL

6.1.3 Front Bumper Assembly Removal including spare wheel compartment door.

1. Ask assistant to relieve spring tension with assistant proper tool, and relieve spring tension on one locking pin and remove it. Slowly release spring tension and remove the second locking pin. The spring is free. Repeat procedure for the other spring.

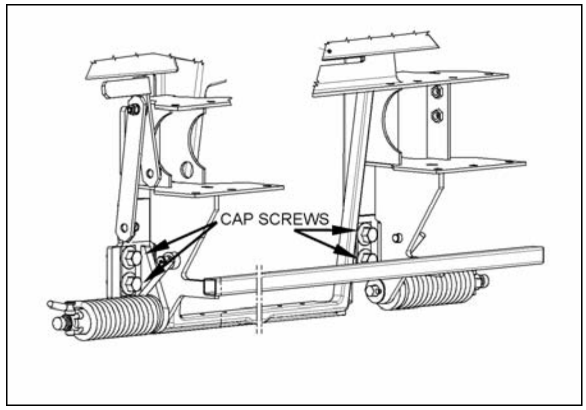


FIGURE 11: FRONT BUMPER ASSEMBLY

Note: *A special tool kit is available from Prevost Car Inc: Kit # 410671 including tool #410708.*

2. Remove 4 cap screws holding bumper to vehicle and remove bumper (Fig. 11).
3. To install bumper, reverse the removal procedure.

6.2 FRONT BUMPER LICENSE PLATE SUPPORT INSTALLATION

License plate supports are stored in the first baggage compartment. Install supports as per figure 12.

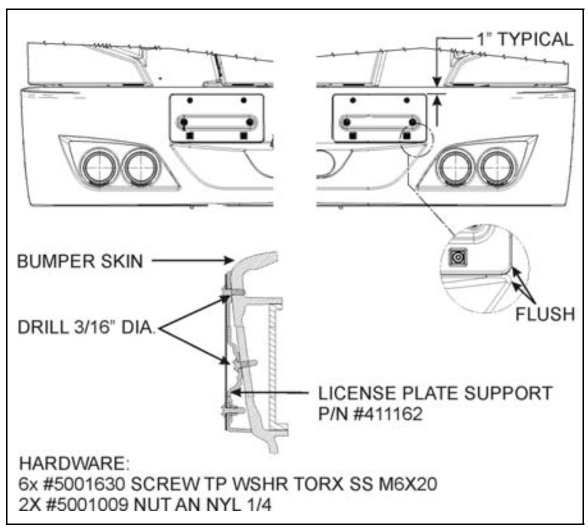


FIGURE 12: LICENSE PLATE SUPPORTS 18500A

6.3 REAR BUMPER REMOVAL AND INSTALLATION

Warning: *Rear bumper weighs approximately 180 lbs. (80 kg). Use proper lifting equipment to support the bumper during the removal and installation operations to avoid personal injury.*

1. Remove 6 nuts (3 on each side) holding bumper assembly to vehicle and remove bumper (Fig. 13).

2. Let the bumper rest face down on the lifting equipment platform.

3. To install bumper, reverse the procedure.

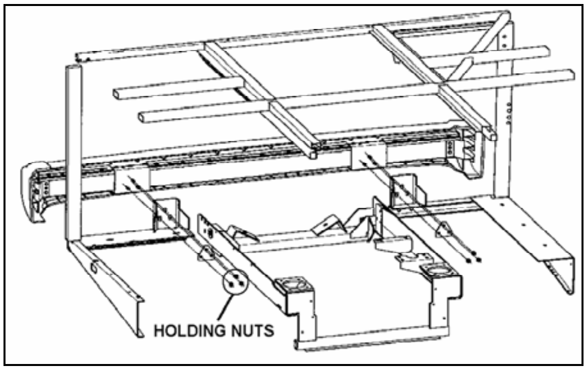


FIGURE 13: REAR BUMPER ASSEMBLY 18501

7. COACH ENTRANCE DOOR

An air operated "sedan type" entrance door, with an air door cylinder and damper assembly are installed under the right hand dash. The opening and closing door speed cycle is adjustable by a damper mounted in parallel with the door cylinder on the door hinge (Fig. 16). Door activation is controlled by a relay panel, located near the defroster and wiper motors. The accessory air reservoir supplies air to this system.

The door is held in the closed position during coach operation by two air cylinder locking mechanisms (Fig. 17). Air cylinders with return spring in the cylinder body are used. Air cylinders are controlled by an electrically operated solenoid valve energized by a rocker switch located under the right hand dashboard.

To open the door, initial movement of the rocker switch de-energizes the air lock solenoid valve, venting the door locking cylinders. The return locking spring pulls the door lock away from the latch, unlocking the door. Door movement starts only when pressure in the central air door lock is below 10 psi. The "air cylinder open solenoid valve" opens and allows air to flow to the door cylinder, "the air cylinder close solenoid valve" exhausts air from the rod side of the cylinder.

To close the door, initial movement of the switch energizes the "air cylinder close solenoid valve" and air flows to the cylinder by its rod side port. The "air cylinder open solenoid valve" exhausts air from cylinder. When entrance door latch is grounded with the door frame, the air lock solenoid valve is de-energized and loads the door lock cylinders. The cylinder moves the door lock in a position which engages a latch on the entrance door, holding the door positively closed.

Emergency exit valves, which open the air valve circuit, should be used only in emergencies, or when the door control system does not function properly.

Refer to the air system schematic diagram annexed at the end of section 12, "Brakes" and to page 22 of the wiring diagram.

7.1 OPERATION

The air-operated door is controlled from inside the coach by two push-button switches located on the R.H. dashboard.

Opening and closing of the door from outside the coach is accomplished by a momentary toggle switch located behind the coach model nameplate (Fig. 14).

To close the door, the switch must be pushed towards the rear of the coach and held in position until the door has completed its movement.

To open the door, the switch must be pushed towards the front of the coach and held in position. When the door reaches the fully opened position, the system will keep pressure in the cylinder locking the door in that position. The door can be stopped in any position by releasing the switch. The door is not locked in position when not fully opened or closed.

If the door has been locked with the key, a lever on the door can be moved to unlock.

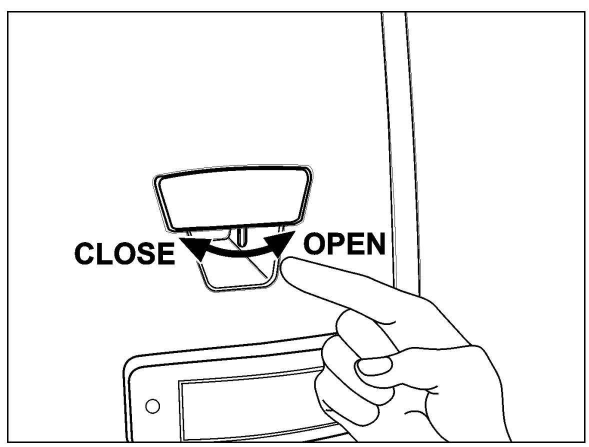


FIGURE 14: DOOR OPERATING SWITCH 18316

7.2 EMERGENCY EXIT VALVES

From inside the vehicle, an emergency exit valve located near the door on the dash panel, releases the pressure from the lock cylinders. From the exterior, an emergency exit valve located in the front service compartment, also releases the air from the lock cylinders.

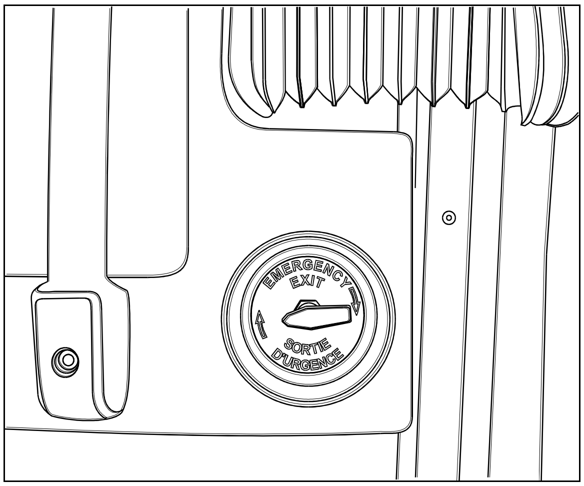


FIGURE 15: EMERGENCY EXIT VALVE 18321

7.2.1 Without Air and/or Without Electricity

If the air pressure drops while coach has or hasn't any electricity, the spring loaded cylinders will unlatch the door. In such a case, unlock the door by moving the lever on the door or by using the key, then open the door manually.

7.2.2 With Air but Without Electricity

From inside the vehicle, turn the emergency exit valve to the "UNLOCK" position. Move the lever. From the exterior, turn the emergency exit valve to the "UNLOCK" position. Open the door. Close it, lock with the key and reset the outside emergency exit valve to the "NORMAL" position.

7.3 DOOR CYCLE SPEED ADJUSTMENT

To do any adjustment, remove the two panels located next to the door hinge, as well as the door's upper hinge control.

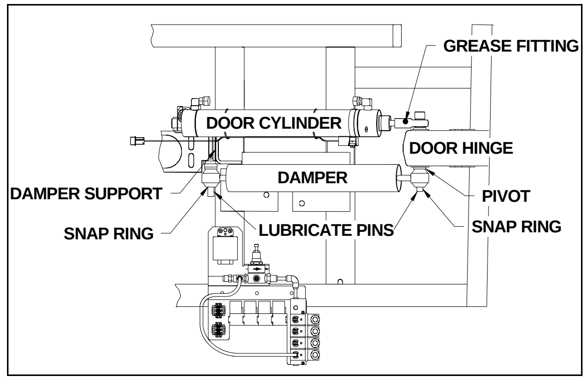


FIGURE 16: DOOR CYLINDER AND DAMPER 18161

Caution: *It is important to make sure that damper does not reach end of stroke when door is completely closed or opened. The door cylinder must stop the door on opening. Screw or unscrew rod end to adjust if necessary.*

To adjust opening and closing cycle speed on damper (Fig. 16):

1. Remove the damper from the vehicle and hold it vertically with the lower eye or pin attachment in a vice. Use clamp plates to prevent damage.
2. Fully close the damper while turning the dust cap or piston rod slowly CCW until it is felt that the cams of the adjusting nut engage in the recesses of the foot valve assembly (Fig. 18).

Note: *In figure 18, if there is an indentation (B) in the dust cap (C) and the cover shows two holes (A), the damper is fitted with a bump rubber (D). If so, fully extend the damper and insert a round bar or screwdriver through the holes. Push the bump rubber down and remove. Remove the split plastic collar (E) (if fitted) from the piston rod.*

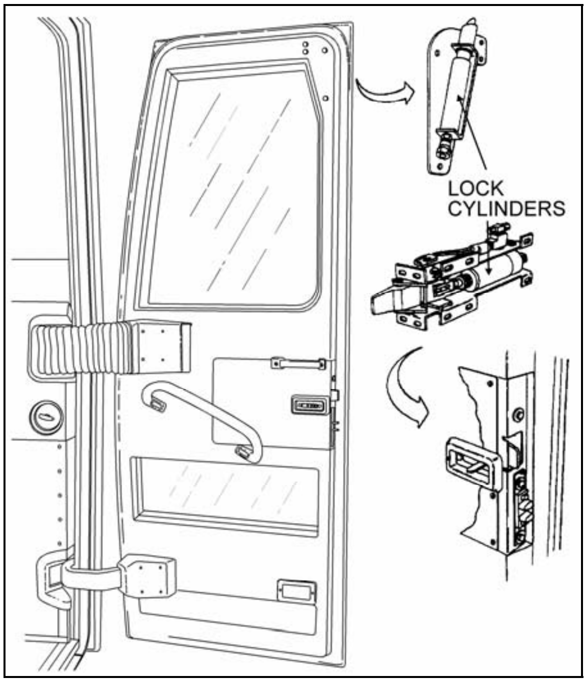


FIGURE 17: COACH ENTRANCE DOOR 18439

3. The damper may have already been adjusted. Therefore check whether the damper is adjusted or not by keeping it closed and gently turning further CCW, counting at the same time the half-turns until a stop is felt. Stop turning and do not force.
4. While keeping the damper closed, make two CW half-turns. In case of prior adjustment, add the number of half-turns previously counted. The total range is about five half-turns.
5. Pull the damper out vertically without turning for at least 3/8" (1cm) to disengage the adjusting mechanism. The dust cap or piston rod may now be turned freely.

Note: *Where a bump rubber was installed, refit same inside the dust cap and by fully closing the damper, the rubber will seat again at top of the dust cap. Refit the split plastic collar E (Fig. 18)*

6. The damper can now be refitted in the vehicle.
7. Reinstall panels and entrance door hinge cover.

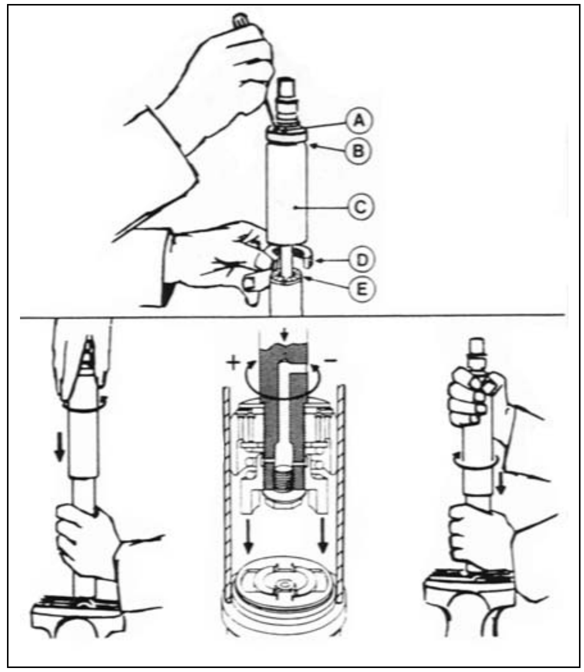


FIGURE 18: DAMPER

7.4 HORIZONTAL AND VERTICAL ADJUSTMENT

Before attempting to correct any door operating problem by adjusting any part of the air cylinder assembly, first perform the following mechanical checks and procedure.

Check around the perimeter of the door for binding. If any binding is found, adjust as follows:

1. Remove the screws and the plastic molding covering each of the hinges.

Note: *Ask an assistant to help you to perform the following adjustments.*

2. Remove the Allen button head screw and the washer retaining the rod end with bearing to the upper hinge. See figure 19.
3. Support the door with a wooden block and a hydraulic jack.
4. Loosen the horizontal bolts retaining the door to the hinges. Adjust the door horizontally and vertically with the jack. Tighten the bolts to 30-36 Lbf-ft (40-50 Nm). Remove the jack and the wooden block.

Caution: *Make sure the entrance door does not interfere with the exterior panel.*

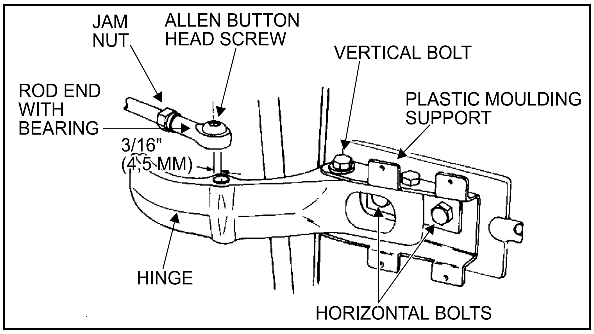


FIGURE 19: UPPER DOOR HINGE (COACH) 18058

5. Pull and fasten the rod end to the hinge with the washer and the button screw.
6. Screw the plastic moldings covering the hinges.

7.5 DEPTH ADJUSTMENT

1. Turn the emergency exit valve to the “UNLOCK” position.
2. Remove the screws and the plastic molding covering each of the hinges.

Note: *Ask an assistant to help you to perform the following adjustments.*

3. Remove the Allen button head screw and the washer retaining the ball and socket rod to the upper hinge. See figure 19.
4. Loosen the vertical bolts on the hinges for the front section, and for the rear section, move the central door catch on the door frame.
5. To adjust the male dovetail on L.H. side of the door, remove the two screws and loosen the two bolts. Slide the male dovetail toward the interior and loosely tighten the two bolts. Close the door slowly but firmly, then slowly open it and tighten the two bolts. Attach dovetail to the door with screws. See figure 20.

Note: *The frame dovetail is not adjustable.*

6. Pull and fasten the rod end to the hinge with the washer and the button screw.
7. Using the screws, attach the plastic moldings covering the hinges.
8. Reset the emergency exit valve to the normal position.

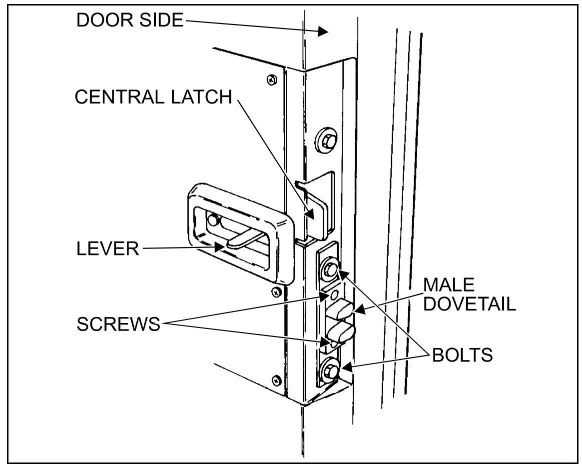


FIGURE 20: DOOR LATCH (COACH) 18059

7.6 ROD END ADJUSTMENT

1. Turn the emergency exit valve to the “UNLOCK” position.
2. Remove the screws and the plastic moldings covering the upper and lower hinges.
3. Remove the Allen button head screw and the washer retaining the rod end with bearing to upper hinge. See figure 19.
4. Loosen the jam nut locking the door cylinder rod end. Close the door firmly, adjust the rod end center hole in order to be 3/16” (4,5 mm) eccentric toward the left with the hinge hole center. Tighten the jam nut.
5. Pull and fasten the rod end to the hinge with the washer and the button screw.
6. Using the screws, attach the plastic moldings covering the hinges.
7. Reset the emergency exit valve to the normal position.

7.7 LUBRICATION

Part	Lubricant	Frequency
Latches Upper door catch Door cylinder rod end with bearing grease fitting (Fig. 16)	Low temperature grease	Every six months
Door locking mechanism	White grease	Every six months
Key hole Damper pins (Fig. 16) Hinges	Low viscosity oil	Every six months

7.8 TROUBLESHOOTING

SYMPTOM	PROBABLE CAUSE	REMEDY
DOOR WILL NOT OPEN FROM EXTERIOR SWITCH.	Manual door locks engaged.	Release manual door locks.
	Upper and lower solenoid locks do not disengage.	Check voltage at solenoid locks when door is open. If the voltage is 24 volts then replace solenoid #641217. Else, check circuit power.
	Relay module do not receive current.	Reset breaker "ON" or check batteries power supply.
	Opening solenoid door does not receive current.	Check voltage at opening solenoid door. If the voltage is 24 volts then replace it. Else replace control relay.
	Switch malfunction.	Replace switch.
DOOR WILL NOT CLOSE FROM EXTERIOR SWITCH.	Switch malfunction.	Replace switch.
	Solenoid failure.	Check voltage at solenoid. If the voltage is 24 volts then replace solenoid. Else replace control relay.
DOOR WILL NOT OPEN FROM INTERIOR SWITCH.	Manual door locks engaged.	Release manual door locks (open position) from vehicle exterior.
	Upper and lower solenoid locks do not disengage.	Check voltage at solenoid locks when door is open. If the voltage is 24 volts then replace solenoid #641217. Else, check circuit power and replace control relay.
	Module relay does not receive electric current.	Reset breaker "ON" or check batteries power supply.
	Door opening solenoid does not receive current.	Check voltage at door opening solenoid. If the voltage is 24 volts then replace it. Else replace control relay.
	Switch malfunction.	Replace switch.
	Upper lock stays engaged.	Lubricate upper lock assembly. Check wear and replace parts if necessary.
DOOR WILL NOT CLOSE FROM INTERIOR SWITCH.	Switch malfunction.	Replace switch.
	Door closing solenoid does not receive electric current.	Check voltage at door closing solenoid. If the voltage is 24 volts then replace it. Else replace control relay.
DOOR WILL NOT OPEN AFTER DRAINING AIR FROM SYSTEM BY EMERGENCY VALVE(S).	Manual door locks engaged.	Release manual door locks (open position) from vehicle exterior.
	Damper cylinder blocks the door.	Adjust or replace damper cylinder.
	The upper lock blocks the door	Adjust lower lock. Lubricate upper latch bolt. Adjust upper latch height.
DOOR LOCKS STAY ENGAGED WHEN DOOR IS OPEN.	Power supply is cut at solenoid.	Place switch in open position.
	Solenoid lock does not disengage.	Check voltage at solenoid locks when door is OPEN. If the voltage is 24 volts then replace solenoid #641217. Else, check circuit power and replace control relay.
DOOR DO NOT LOCK WHEN DOOR IS CLOSED.	Emergency valve is open.	Close emergency valve.
	Lock solenoid stays electrified.	Check latch bolt ground on door frame. If needed clean locks for better contact. Check ground circuit.
	Lock solenoid works in reverse.	Reverse air hoses at solenoid locks.
	Relay does not function.	Replace relay.

8. ENTRANCE DOOR (V.I.P)

There are three ways of unlocking the entrance door from the inside of vehicle. The two first consist in actuating the rocker switch on the dashboard, but this last operation will also unlock the baggage compartments. Finally, you can unlock the door by sliding its lock lever to the left. If the orange tab on the door lock lever is visible, the door is unlocked.

You may lock/unlock the entrance door from the outside with the lock key provided with the vehicle. Turn key CCW to lock and CW to unlock the entrance door.

8.1 KEYLESS ENTRY SYSTEM

With this system, you can lock or unlock the entrance door as well as the baggage and service compartment doors. The keyboard is located below the entrance door handle. The module is pre-programmed by the manufacturer and this code can not be deleted. Moreover, you can program your own entry code. Refer to the "VIP Owner's Manual" for instructions on how to program your own entry code.

When you use the keyless entry system, the keyboard and stepwell lights illuminate. Do not push the buttons with a key, pencil or any other hard object as it could damage the buttons.

Although each button is provided with two digits separated by a vertical line, there is only one contact per button. Always press the center of the button (between the two digits, on the vertical line).

If you let more than five seconds pass between each button press, the system shuts down, and you have to enter your code again. If the keyless entry system does not work properly, use the key to lock or unlock entrance or compartment doors. To know more about the keyless system, refer to the "VIP Owner's Manual".

Note: *You must unlock the entrance door before you unlock with the appropriate key any baggage or service compartment doors.*

8.2 DOOR ADJUSTMENT

Check around the perimeter of the door for binding. If any binding is found, adjust as follows:

8.2.1 Horizontal and Vertical Adjustments

1. Remove the screws and the plastic molding covering each of the hinges.

Note: *Ask an assistant to help you to perform the following adjustments.*

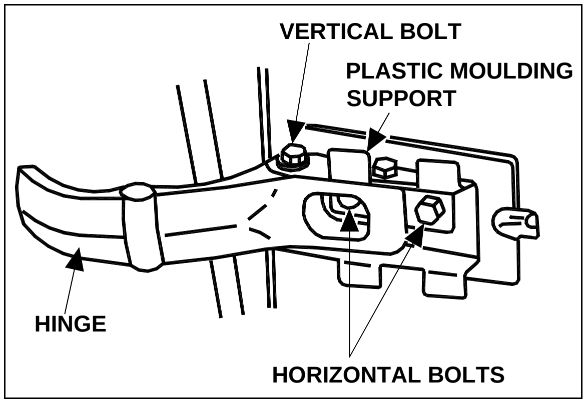


FIGURE 21: ENTRANCE DOOR (VIP) 18058VIP

2. Support the door with a wooden block and a hydraulic jack.
3. Loosen the horizontal bolts retaining the door to the hinges. Adjust the door horizontally and vertically with the jack. Tighten the bolts to 30-36 Ft-lbs (40-50 Nm). Remove the jack and the wooden block.
4. Check door fit.
5. Using the screws, fasten the plastic trim to cover the hinges.

8.3 DEPTH ADJUSTMENT

To adjust door depth on the hinged side:

1. Remove the screws and the trim covering each of the hinges.

Note: *Ask an assistant to help you to perform the following adjustments.*

2. Slightly loosen, but not completely the vertical bolts on both door hinges.
3. Ask your assistant to press the door from the exterior, until it will adjust with the vehicle structure. Then, tighten the vertical bolts.
4. Repeat step 3 until depth is corrected to satisfaction.
5. Using the screws, install the trim hiding the hinges.

To adjust door depth on lock side:

Depth adjustment is done by moving the two door strikers.

1. Slightly loosen the door strikers.
2. Ask your assistant to press the door from the exterior, until it will adjust with the vehicle structure. Then tighten the striker pin.
3. Repeat until the door depth is corrected to satisfaction.

8.4 DOOR LOWER SECTION

When a plastic door lower section replacement is needed, proceed the following way:

1. Remove the reflective stripe at the top edge of the door's lower section. Unscrew the retaining screws located under the reflective stripe.
2. Remove the lower section.
3. With a sharp edge knife, scrape as much tape as possible and compound left on the fiberglass door surface. Note where adhesive tape and sealing compound was applied.
4. Sand the surface or the door where new adhesive tape will be applied with 240 grit sandpaper.

Note: *Tape adheres best to smooth surfaces such as glass or gelcoat finishes. Be careful surface is as smooth as possible before applying tape.*

5. Clean contact surfaces with alcohol.
6. Clean the fiberglass door and the new plastic lower section with a "tack cloth". Make only one pass on the surface and never come back on a previously cleaned surface.

Caution: *Wear rubber gloves and do not smoke when cleaning.*

7. Prepare the door lower section with Sika #205 and a clean rag. Make only one pass on the surface and never come back on a previously cleaned surface.

Note: *Never use Sika #205 directly from the container to avoid contamination of the product.*

8. Wait at least 5 minutes before proceeding the next step to allow complete evaporation of the product.
9. Put new adhesive tape where it was previously applied. Pass a 1" (25mm) roller on it to get a good adhesion on the fiberglass.
10. Apply Sika #252 (Prevost #682462) compound where it was previously applied.
11. Remove protective paper from the adhesive tape and install the door lower section. Apply pressure with a roller where the lower door section touches the fiberglass door.
12. Replace the retaining screws.

8.5 REFLECTOR STRIPE INSTALLATION

1. Clean contact surfaces with alcohol.
2. Prepare surface of reflector stripe and door lower section with Sika #205.
3. Put two rows of adhesive tape on the lower door section.
4. Apply Sika #252 (Prevost #682462) compound between parallel tape stripes.
5. Remove protective paper from the adhesive tape and press the reflective stripe in place.

8.6 DOOR SEAL REPLACEMENT

1. Inspect the seal; if cracked or torn, it must be replaced:
2. Remove the old seal and with a sharp edge knife, scrape tape left on the fiberglass door surface.
3. Sand the surface of the door where a new seal will be applied with 240 grit sandpaper.
4. Clean the surface with alcohol.

Caution: *Wear rubber gloves and do not smoke when cleaning.*

5. Peel of protective paper from the seal. Position the seal in order to leave ¼" (6 mm) from the upper molded edge of the door and 3/16" (4,5 mm) from the sides and lower molded edges of the door.
6. Progress slowly all around the door.
7. Cut the seal and glue both ends with LOCTITE 414 glue.
8. To assure bonding, press a small roller on top of the new seal.

8.7 DOOR LUBRICATION

Part	Lubricant	Frequency
Latches Upper door catch	Low temperature grease	Every six months
Door locking mechanism	White grease	Every six months
Key hole Hinges	Low viscosity oil	Every six months

8.8 DOOR LATCH MECHANISM

Generally, when the latch mechanism malfunctions, a number of causes may be responsible for this situation. No single procedure will correct this situation. It is best to remove the protective cover and to look for binding, used or bent parts. Operate the latch mechanism and try to find where any binding occurs. Replacing a part or slightly bending a rod should be enough. Remember, having a global understanding of the mechanical activity will generally lead you to the cause of the problem, and ultimately to an easy repair.

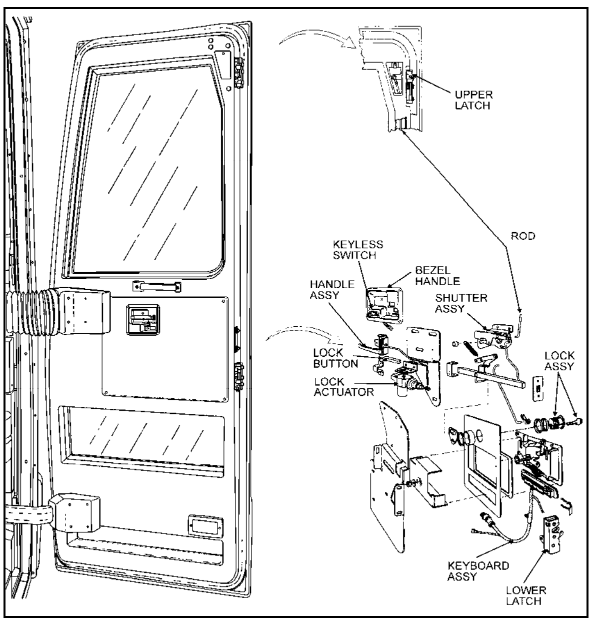


FIGURE 22: ENTRANCE DOOR (VIP, TYPICAL) 18440

9. DRIVER'S POWER WINDOW

To replace window or motor, the whole assembly must be removed. The following instructions refer to figure 23.

9.1 POWER WINDOW REMOVAL

1. Raise the driver's power window.
2. Set the battery master switch to the OFF position.
3. The window must be held in upper position. To do so, use duct tape to hold it in place.
4. Gain access to the power window mechanism. Dismount the driver's area lateral control panel and left interior trim. It may be required to remove the driver's seat and dashboard panel.
5. Unfasten bolts (item 1) fixing the window to the lifting mechanism (actuator).
6. Remove the three bolts (item 2) holding the motor support and actuator assembly in place.
7. Detach the plastic water protection shield and remove the assembly by slipping it under the vehicle structural members.
8. Dismount the window support and lower the window completely to release it from its guides.
9. Detach the motor and actuator guide from the support and plastic shield. Replace parts as required.

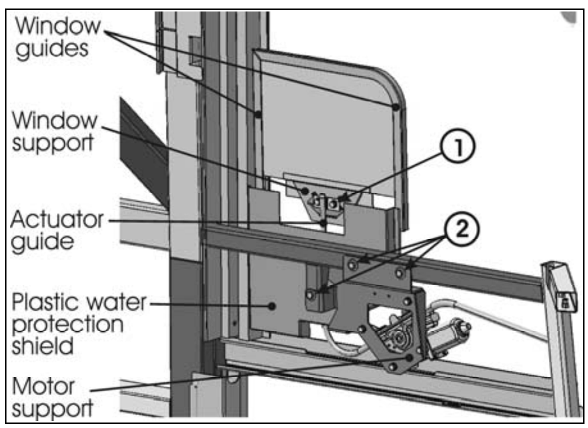


FIGURE 23: DRIVER'S WINDOW 23358

9.2 POWER WINDOW INSTALLATION

1. Energize the motor and position the actuator to its full extended position.
2. Using alcohol, a sharp knife or 240-grit sandpaper, clean off the butyl strip from the shield and frame. Install new butyl strip on plastic shield.
3. Install new window in opening. Use duct tape to hold it in upper position. Fix the

window support using bolts recovered from disassembly. Use Loctite on threads.

4. Fasten window support to actuator using the recovered bolts (item 1). Use Loctite on threads.
5. Expose the other sticky side of the butyl strip. Install motor support and actuator assembly using recovered bolts (item 2). Stick plastic shield in place.

10. ROOF ESCAPE HATCH

The vehicle can be equipped with one or two escape hatches. The escape hatch is designed to provide years of reliable service with a minimum of maintenance. All components are rust proof, and moving parts are Teflon coated to eliminate need for lubrication. Should water infiltrate the vehicle from the escape hatch, refer to the heading "Sealing" in this section for procedures on how to seal this area.

Caution: *Use of lubricants, paints, or other coatings such as graffiti deterring sprays are not recommended.*

Suggested maintenance includes periodic inspection of fasteners for evidence of loosening due to tampering, and regular cleaning with mild soap and water.

Although there are other cleaning solutions available, some contain solvents and other chemicals that can attack the high strength materials used in the production of the escape hatch.

Caution: *Ensure that cleaning solutions are compatible with the materials used on the escape hatch.*

Graffiti removing cleaners often contain acetone, ether, lacquer thinner or other solvents known to destroy the high strength properties of many plastics. Use of these cleaners must be avoided.

Graffiti-resisting coatings often leave a sticky residue that interferes with smooth up/down movement of the hatch mechanism. Some of these coatings also contain solvents that will reduce the strength of certain components.

Caution: *Use of these coatings is at considerable risk and should be avoided.*

10.1 REPAIR

All components used in the production of the escape hatch are available as service parts, except for one hinge that represents a possible hazard when improperly reattached to a hidden tapping plate, itself often damaged whenever the hinge is damaged. The tapping plate is permanently laminated between the inner and outer cover assemblies, and it cannot be inspected or replaced. It is therefore necessary to replace the entire assembly following damage to the hinge. See figures 24 and 25.

Caution: *Hinge assembly is critical and hinge should never be removed from cover assembly. Fasteners used in this assembly are special and have critical torque requirements and tamper-resistant heads to discourage tampering.*

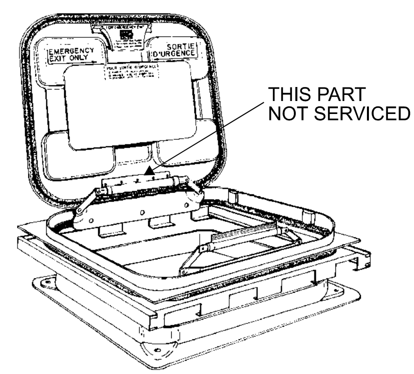


FIGURE 24: ESCAPE HATCH 18104

10.2 SEALING

1. Open and tilt up the escape hatch cover.
2. Join the 2 ends of the rubber seal.

Caution: *Seal joint should be toward rear of vehicle.*

3. Apply rubber adhesive CA-40 (Prevost # 681285) in the gap between the seal ends.
4. Apply Sikaflex 221 sealant (Prevost # 680532) along the outline of the escape hatch on the roof of vehicle.

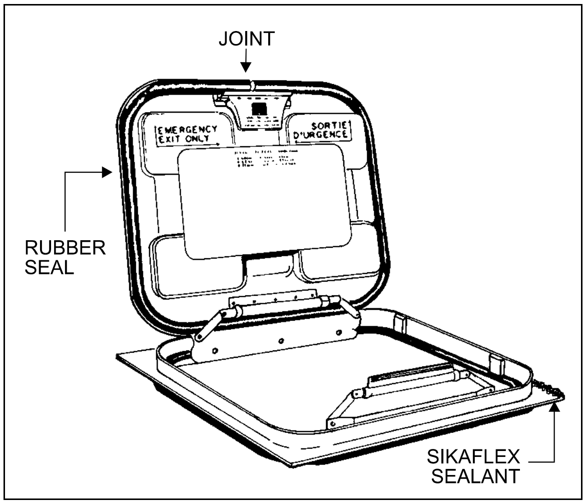


FIGURE 25: ESCAPE HATCH 18105

10.3 ESCAPE HATCH PANEL ASSEMBLY

The frame of the escape hatch is riveted to the roof of the vehicle. The escape hatch panel assembly can be replaced as a unit and a new panel assembly installed in the existing frame. To remove the panel assembly, remove the 4 bolts fastening the 2 hinges to the escape hatch frame and retain the 4 flat washers. Reinstall the panel assembly by fastening the 2 hinges with the 4 bolts and flat washers removed earlier.

Caution: *When installing, roof escape hatch's hinge must be toward the front of vehicle, to prevent the hatch from being ripped out if accidentally opened while vehicle is running.*

10.4 ESCAPE HATCH FRAME

When necessary, the escape hatch frame can be removed and replaced in the following way:

1. Support the frame from inside the vehicle.
2. Remove rivets.
3. Cut the rubber seal with a sharp edge knife and remove the hatch frame.
4. On vehicle top, using the knife, remove as much as possible the remaining rubber seal.
5. Drill holes (if needed) in the new metal frame.
6. Clean both vehicle top and new hatch frame with SIKA 205.
7. Apply rubber adhesive SIKA 221 under the hatch frame surface.
8. Install the frame in place and fix it with rivets.
9. Remove excess adhesive and clean all around.

11. REPAIR OR REPLACEMENT OF "TARABUS" FLOOR COVERING

"Tarabus" covering installed in H3 coaches may be replaced or repaired. The purpose of this paragraph is to explain the steps to be followed to ensure the best results and adherence.

MATERIAL

Part No	Description	Qty
680028	Adhesive, Tarabus Floor Covering (White)	A/R
684655	Adhesive, Contact (3M)	3.8L
684654	Adhesive, Contact (3M)	18.9L
680532	Sikaflex 221 Gray	A/R

Note : *Material can be obtained through regular channels.*

1. Remove number of passenger seats required to perform repair.
2. Cut and remove damaged section of floor covering.

Note: *It would be preferable to cut under two rows of seats so that repair is not as noticeable.*

3. Clean plywood using a scraper.

Note: *Make sure that no staples are sticking out beyond surface. Adjacent plywood sheets must be leveled.*

4. Fill up holes and imperfections using MAPI PRP 110 then sand.
5. Remove dirt and adhesive residue.

Caution: *Do not leave floor covering folded down except temporarily during installation.*

6. Apply floor covering adhesive (680028) onto plywood using a serrated spreader with 1/8-inch serration. If required, apply contact adhesive (3M) (684654 or 684655) onto aluminum molding and also onto section of floor covering, which will be in contact with molding (refer to figure 26).

Note: *Allow adhesive to dry (3 to 5 minutes).*

7. Compress floor covering using a roller so as to remove any trapped air bubble.
8. Apply Sikaflex 221 gray sealant (680532) alongside passenger seat fixing tracks (refer to figure 27).

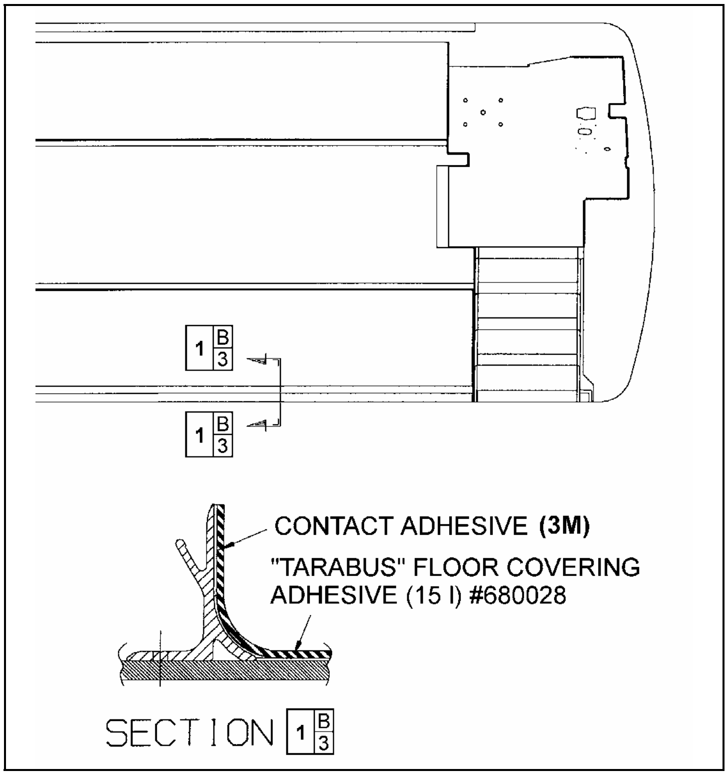


FIGURE 26: TARABUS FLOOR COVERING ADHESIVE APPLICATION

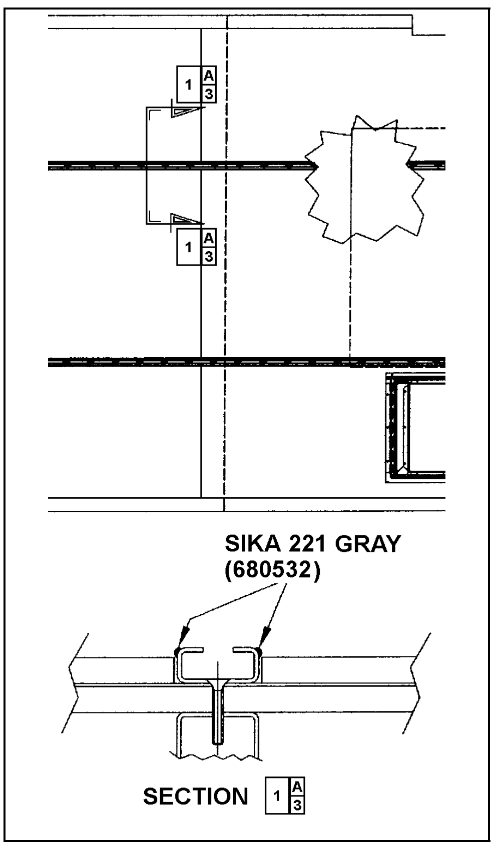


FIGURE 27: APPLICATION OF SIKA 221 GRAY

11.1 FRONT STEPS REPLACEMENT PROCEDURE

MATERIAL

Part No	Description	Qty
682989	Anti-silicone	A/R
683097	Sika 205 (1 liter)	A/R
685101	Sika Remover 208	A/R
683916	Sika 215 (1 liter)	A/R
684654	Adhesive, Contact (3M)	3.8L
684655	Adhesive, Contact (3M)	18.9L
684517	Sealant, gray	A/R

1. Cut and remove damaged step(s).
2. Remove dirt and adhesive residue.

Note: *In wintertime, condensation and cold temperature may greatly influence bonding parameters. Working area must be at a temperature sufficient to prevent reaching condensation point. Mechanically preheat working area (heat lamp or heat gun) or wait until vehicle reaches room temperature.*

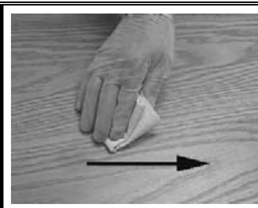
PREPARATION OF “TARABUS” FLOOR COVERING

1. Sand under step using “Scotchbrite”.
2. Clean using anti-silicone (refer to Section A).

Section A Alcohol or Anti-silicone

***1.* Apply**

CHIX cloth



***2.* Dry immediately**

Blue cloth

***3.* Allow drying**

Mandatory	**Minimum time : Wait for product to evaporate**
	After 2 hours: Start cleaning operation again
Before applying any other product	If surface seems dusty, greasy or with finger marks, start cleaning operation again.

3. Apply Sika Primer 215 (refer to Section D).

Section D Sika Primer 215

1. **Shake bottle to mix product**

2. **Apply a thin layer**

CHIX cloth

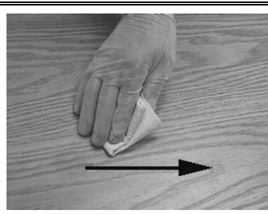
3. **Allow drying**

Mandatory	**215**	**Minimum time : 20 minutes**
		After 2 hours : Remove dust using damp cloth (pure water)
Before applying any other product		If surface seems dusty, dust using damp cloth.
		If surface seems greasy or with finger marks, reactivate with Aktivator.

PREPARATION OF FIBERGLASS

1. Clean using anti-silicone (refer to Section A).
2. Apply Sika 205 (refer to Section B).

Section B Sika 205



1. **Apply**

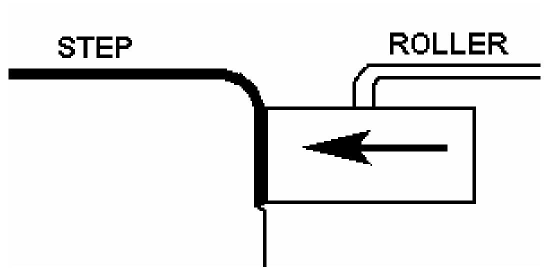
CHIX cloth

2. **Allow drying**

Mandatory	***Minimum time***	**- For a smooth surface (aluminum, stainless, steel, fiberglass (gelcoat side), etc.):**	**2 minutes**
		- For a porous surface (fiberglass (non gelcoat side), etc.)	**10 minutes**
	After 2 hours : Reactivate surface with Sika 205		
Before applying any other product	If surface seems dusty, greasy or with finger marks, start operation again.		

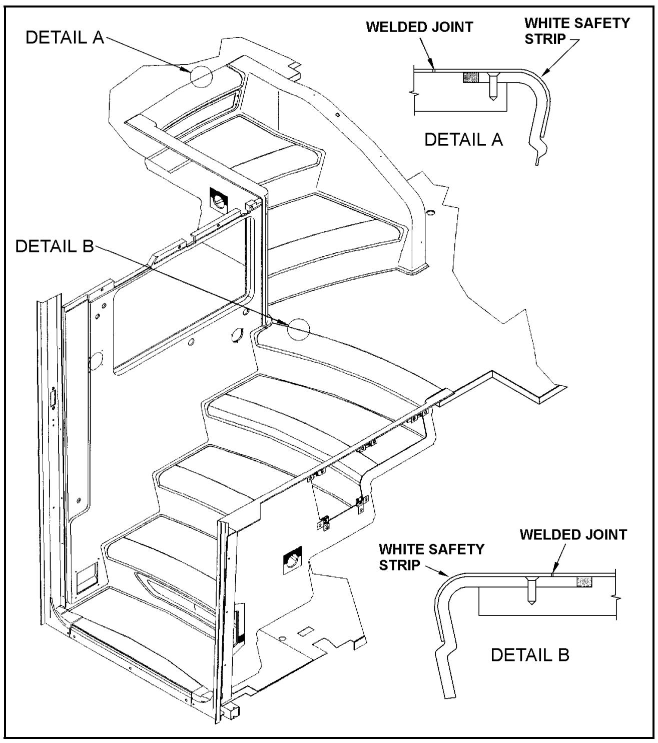
H3 VEHICLE FRONT STEPS GLUING

1. Remove adhesive tape from underneath step.
2. Apply a thin and even layer of contact adhesive (3M) (684655 or 684654) onto fiberglass and step surfaces. Allow drying for 3 to 5 minutes.
3. Install step beginning with the back and finishing with step nosing. Compress step covering using a roller paying particular attention to corners, edges and front of step.
4. Apply a bead of sealant (684517) around the perimeter of steps. Smooth out the joints.



GLUING OF WHITE SAFETY STRIP BETWEEN STEP AND "TARABUS" FLOOR COVERING

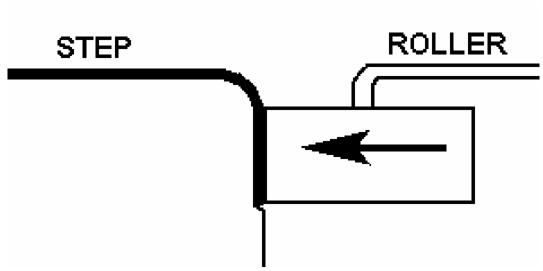
1. Sand fiberglass using "Scotchbrite".
2. Clean using tack cloth.
3. Clean twice using anti-silicone (refer to Section A).
4. Protect surfaces around the step with masking tape.



5. Apply contact adhesive (3M) (684655 or 684654) onto both surfaces to glue (fiberglass and back of white safety strip). Drying time: 4 to 5 minutes.

Note: *There should be no floor covering adhesive (680028) onto plywood before applying contact adhesive, otherwise the two surfaces won't stick.*

6. Position white safety strip with reference to "Tarabus" step covering finishing with step nosing. Compress step covering using a roller paying particular attention to corners, edges and front of step.



Note: *Keep a gap of 1 to 1.5 mm between “Tarabus” covering and white safety strip.*

7. Remove masking tape.

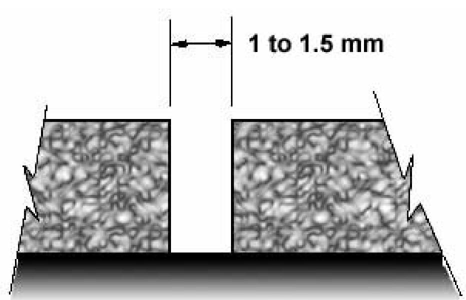
11.2 WELDING OF JOINT BETWEEN WHITE SAFETY STRIP AND “TARABUS” FLOOR COVERING

1. Pre-heat welding torch;

   Set welding torch to position #4.5 (temperature of 500 °C),

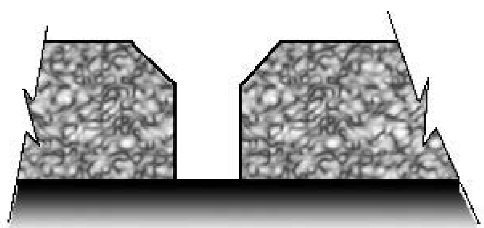
   Heating time: 5 minutes.

2. Before welding, visually ensure that a 1 to 1.5 mm gap exists between white safety strip and “Tarabus” floor covering. Use a knife if this is not the case.



Note: *There should be no excess of adhesive on top of surfaces, clean if required using “All-Sol”.*

3. Chamfer the joint.



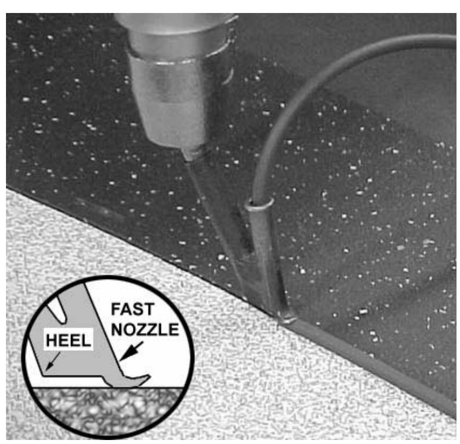
Note: *The chamfer width must always be less than the filler bead diameter (between 2.5 and 3 mm).*

4. Use chamfer knife. **Be careful not to overcut or to cut to the side to prevent damaging “Tarabus” covering.**

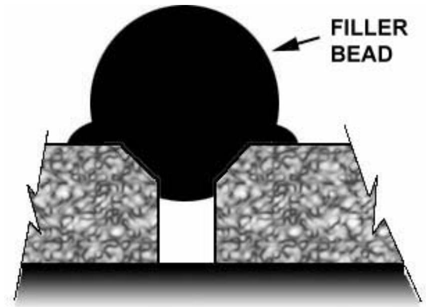
5. Add (about 6 inches) some length to the required length of filler bead to make the joint then cut.
6. Take position with welding torch. The proper position is with a slight slope to the rear.

7. Once the welding torch is ready, insert the filler bead into the nozzle and immediately start welding. Move in a regular manner while pressing slightly with torch.

8. The heel of the fast nozzle must not lean against “Tarabus” covering (always parallel to the surface).

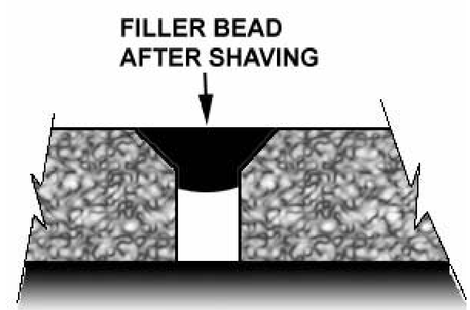


9. Allow cooling down of filler bead (about 5 minutes).



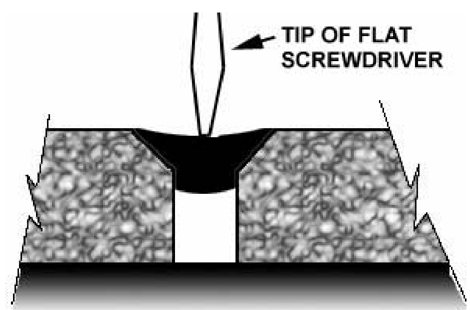
10. Shave filler bead to make it level to the floor. Use supplied knife designed for that purpose.

Note: *To facilitate the cut, you can spray some soapy water onto the joint.*

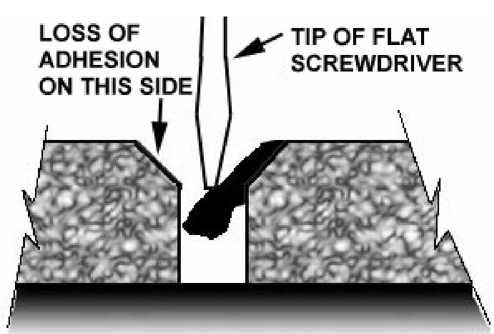


Caution: *The procedure for turning the torch off must absolutely be followed. If this step is not taken, the element may burn.*

11. Set temperature potentiometer to "0" position. Fan will evacuate residual heat. Leave the torch in operation as it is for 3 minutes.
12. Perform adhesion test using the tip of a flat screwdriver; apply a slight pressure on the joint.



13. If welding was not performed properly, there will be a loss of adhesion on one side. If this is the case, repair the joint.



11.3 REPAIR OF A WELDED JOINT

Note: *In wintertime, condensation and cold temperature may greatly influenced bonding parameters. Working area must be at a temperature sufficient to prevent reaching condensation point. Mechanically preheat working area (heat lamp or heat gun) or wait until vehicle reaches room temperature.*

1. Using a knife, remove portion of joint to be repaired.

Note: *Loss of adhesion may be local. If this is the case, repair may also be local.*

2. Chamfer the joint again as indicated in paragraph 3, Section: WELDING OF JOINT BETWEEN WHITE SAFETY STRIP AND "TARABUS" FLOOR COVERING.
3. Re-weld the joint as indicated in paragraphs 6, 7 and 8. Use your thumb to hold the filler bead end.

Warning: *Nozzle is hot.*

4. Always add an extra inch of filler bead at the beginning and at the end of repair.
5. Perform steps indicated in paragraphs 9, 10 and 11.

12. PASSENGER SEATS

H3-41 and H3-45 coaches can be equipped with any of 2 basic seat models and installed in a variety of seating arrangements:

1. The *"Tourismo 2"* seat is the base model and is available in heights of 40" (102 cm) and 42" (107 cm). Seating arrangement includes 2 card tables which can be folded and removed, and pivoting seats ahead of each card table. Each pair of seats is built on a welded steel frame fastened to the side wall and on a track-mounted pedestal. Standard seating capacity is 48 in H3-41 and 56 in H3-45.
2. The *"V.I.P."* seat model is an optional seat. *"V.I.P."* seats are mounted on one row of paired seats built on a common frame on one side of the vehicle, and a row of single seats on the other side of the vehicle with an off-center aisle. Each *"V.I.P."* seat has its own set of armrests.

Each seat has a easily removable bottom cushion. Upholstery is clipped on the cusion frame for cleaning or replacement. To remove the fabric, simply unclip from the frame. The *"Tourismo 2"* seats have 3 armrests. The aisle and center armrests can be folded up and down manually, while the window armrest is fixed.

12.1 ROTATING SEATS

1. Remove 1 wing nut holding each seat bottom cushion from under the seat frame.
2. Lift front part of cushions and remove cushions.
3. Remove 4 wing screws fastening seat assembly to seat frame.
4. Pull seat toward aisle and rotate.
5. Align mounting holes and reinstall 4 wing screws.
6. Reinstall seat bottom cushions with wing nuts.

12.2 REMOVING FIXED SEATS

Note: *Seats on one row are not interchangeable with seats of the other row.*

To remove fixed seats, proceed as follows:

1. Remove 1 nut holding each seat bottom cushion from under the front part of the seat frame.
2. Lift front part of cushions and remove cushions.
3. Remove 4 finishing screws holding plastic cover between side wall and seat frame.
4. Remove 2 cap screws, nuts, and washers holding seat frame to side wall and retain the 2 holding brackets. See figures 28 and 29.

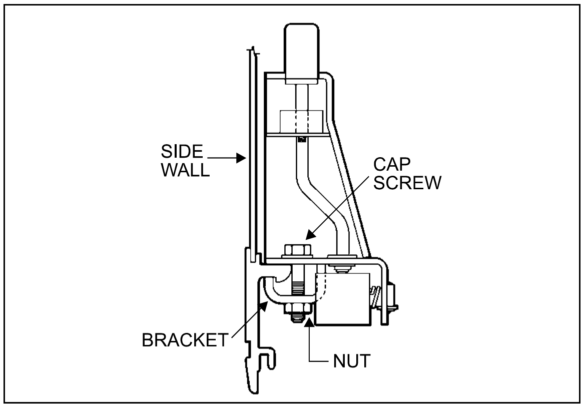


FIGURE 28: ARMREST 18106

5. Remove 2 nuts and washers holding seat frame to pedestal rods.

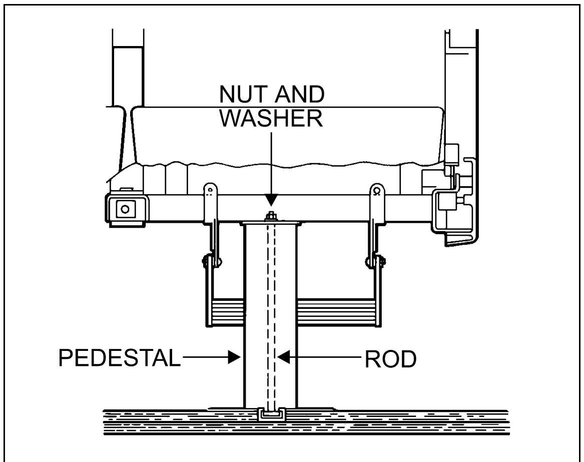


FIGURE 29: SEAT PEDESTAL ASSEMBLY 18107

Note: *Bottom end of rod is coated with Locktite and threaded in a steel block which slides in the floor track. Removal of rod is possible if loosened from block. Otherwise, slide rod and block assembly to the front end of track after removing all seats located in front.*

6. Remove seat assembly.
7. Reverse the above procedure to install seat assembly.

Note: *On newer vehicles, the rod consists of a carriage bolt inserted in a square plate sliding in the floor track. Removal is possible only by the front or rear end of track.*

12.3 UPHOLSTERY MAINTENANCE

Coach seats are lightweight, with foam-padded backs and cushions. For both appearance and wearability, best results are obtained if upholstery is cleaned at regular intervals before dirt, dust and grit have been ground into the fabric. Seat fabric is made of 50% wool, 33% cotton, 9% nylon, and 8% acrylic.

12.3.1 Routine Cleaning

All that is required to remove the dirt is a gentle beating with the hand or the back of a brush. This will bring the dirt to the surface where it is easily removed with a vacuum or brush in the direction of the pile which can easily be recognized by running a hand lightly over the pile. If the fabric become excessively dirty, particles of grit will cause gradual wear, reducing the life span of the fabric.

12.3.2 Dry Cleaning

If covers are to be removed for cleaning, dry cleaning is recommended since washing might cause some shrinkage, preventing the covers from being reapplied to the seats without damage. Other than spot cleaning the covers while they are in place, dry cleaning is not recommended, since the resulting fumes could be hazardous in the confines of the coach and the solvent could be detrimental to the foam padding of the seats.

12.3.3 Cleaning With Covers in Place

The most effective and economical method to clean the fabric seat covers is by washing with either an approved foam upholstery cleaner or with a mild household detergent.

Thoroughly vacuum the upholstery. Remove any spots or stains before the seats are washed to avoid a cleaning ring.

Dilute household detergent or liquid foam cleaner according to directions on the container. Pour a small quantity into a flat pan and work into a thick foam with a sponge or brush.

Apply only the foam to the fabric with a sponge or brush. Clean a small area of the fabric at a time with the foam. DO NOT SOAK. Rub vigorously.

Sponge the suds from the fabric with a clean sponge or cloth moistened with water. Rinse the sponge or cloth often and change the water when it becomes dirty.

Allow the upholstery to dry completely before the coach goes back into service. To speed up drying, excess moisture can be blown off the fabric with compressed air.

***Caution:** Oil in the air line will soil the fabric. Blow the line clear and test air discharge against a plain white piece of paper. It is also effective to press the edge of a flat hardwood stick down on the cushion and slowly draw it across the fabric.*

Even very soiled areas can be returned to their original appearance by a thorough cleaning, but a regular schedule of cleaning that keeps the upholstery reasonably clean at all times will greatly enhance the life span of upholstery.

13. COACH SIDE WINDOWS

Seven passenger side windows are provided on each side on H3-41, while the H3-45 has eight. They are made of fixed, single or double-glazed, heat absorbing AS-3 glass. Windows are mounted in painted aluminum extrusions, which hold the glass in place from the top rail of the coach. The extrusion also serves as a hinge to allow the window to swing open when needed. The single-glazed windows are made of tinted tempered safety glass, while the double-glazed windows are made of tinted tempered safety glass outside and clear tempered glass inside.

The two trapezoidal windows are also mounted on an aluminum extrusion (except for H3-45 VIP, where they're mounted with adhesives. Refer to *"Adhesive Mounted Windows"* in this section, for more information on this type of installation). The trapezoidal windows are made of fixed, double glazed, heat absorbing AS-3 tempered safety glass inside and tempered glass outside.

13.1 EMERGENCY EXIT WINDOWS

Three of the windows on each side serve as emergency exits on the H3-41, while there are three of them on curb side of the H3-45, and four on driver's side. See figures 30 and 31.

Except for the window upper edge, the three other glass edges are unprotected, which causes the workers to be exceptionally careful when manipulating or installing such windows.

In addition, when it becomes necessary to lay down the unprotected edges of the glass window, never use a steel or concrete floor support. It is recommended to use a wooden support, even better, a padded surface.

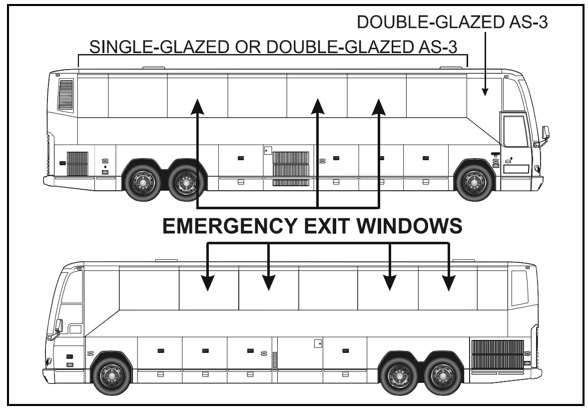


FIGURE 30: H3-45 COACH 18519

An emergency exit window can be opened by pulling the lower part of the release bar to disengage the safety latches, and then by pushing out the window frame (Fig. 32).

Emergency operating instruction decals are affixed under each emergency exit window. To close the window, pull back the window and push down the release bar.

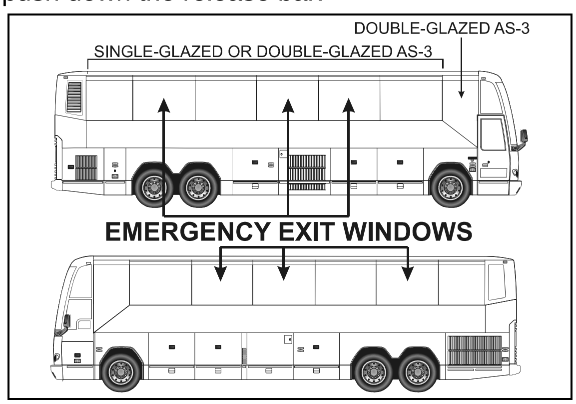


FIGURE 31: H3-41 COACH 18520

13.2 EMERGENCY EXIT RELEASE BAR

The emergency exit release bar system is generally maintenance free.

It has been designed to answer the twenty pound resistance criteria for opening the emergency window. If this handle should be replaced:

1. Remove the screws and bolts securing it to the emergency exit window;
2. To install a new release bar, reverse the procedure.

Note: *Check the legal twenty pound maximum resistance to be sure to comply with regulations.*

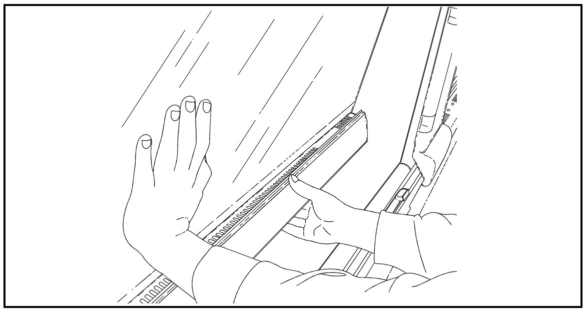


FIGURE 32: EMERGENCY EXIT WINDOW 18391

13.2.1 Emergency Exit Window Adjustment

Emergency exit windows should be checked periodically for easy opening and closing. Pulling the lower part of the release bar with both hands placed near the safety latches should disengage both locks on the window simultaneously. The tension required to release the window should not exceed twenty pounds (9 kg) of force.

The release bar mechanism itself has been designed such as no adjustments are necessary.

If too much effort is required to disengage the locks when pulling the release bar or if the window doesn't close tightly or rattles, check for interference by foreign objects or nearby parts into mechanism, such as the microswitch, rubber seal, wires, etc. Correct situation immediately.

Note: *Tangs on the lock must be in a horizontal position.*

13.3 FIXED WINDOW REPLACEMENT

When it becomes necessary to replace the glass of a fixed-type window, follow this procedure:

1. Unscrew the decorative plate and the bottom window bar in order to get access to the window retaining devices.
2. Remove the window bottom retaining bolts.
3. Push the glass window out ninety degrees (90°).

Warning: *The window may fall out.*

4. The window is free and can be unhooked.
5. Reverse procedure to install a new one.

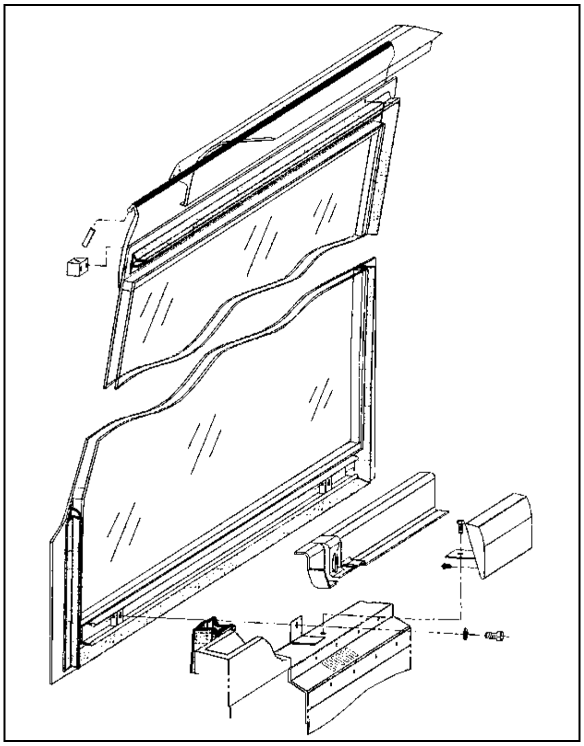


FIGURE 33: FIXED WINDOW 18434

Note: *For all window replacement, it is extremely important to center the top side between the window dividing posts with great precision in order to be able to attach the bottom of window and the structural posts.*

13.4 EMERGENCY EXIT WINDOW REPLACEMENT

1. Lift the bar release system and follow the same procedure mentioned above for fixed windows.
2. Remove the stop blocks from the top exterior of the window.
3. Reverse the procedure to install a new emergency exit window.

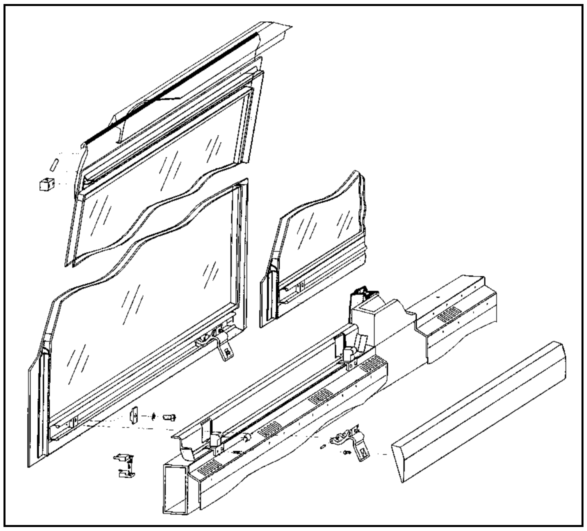


FIGURE 34: EMERGENCY WINDOW 18435

13.5 TRAPEZOIDAL WINDOW REPLACEMENT

Apply procedure for fixed window replacement described in this section but with these variations:

- The angle at which the window will detach is considerably smaller (about 45°);
- These windows are also glued to the structure at certain areas on their perimeter. Note where adhesives are used and apply gluing techniques at these areas to complete replacement of these windows.

13.6 SMALL REAR WINDOWS REPLACEMENT

These small windows are located at the vehicle's rear end, just forward of the lavatory.

Apply procedure for fixed window replacement described in this section but with these variations:

- The angle at which the window will detach is considerably smaller (about 45°);
- These windows are also glued to the structure at certain areas on their perimeter. Note where adhesives are used and apply gluing techniques at these areas to complete replacement of these windows.

Both the trapezoidal windows and the small rear window are fixed in place with adhesives. They are not serviceable, in the event that they may need replacement.

13.7 ADHESIVE-MOUNTED WINDOWS

These windows are located in the vehicle's front and rear caps (Fig. 35).

The adhesive-mounted windows are fixed, double-glazed, heat absorbing AS-2 or AS-3 glass mounted in their opening with polyurethane windshield adhesive. The double-glazed windows are tempered safety glass outside and inside.

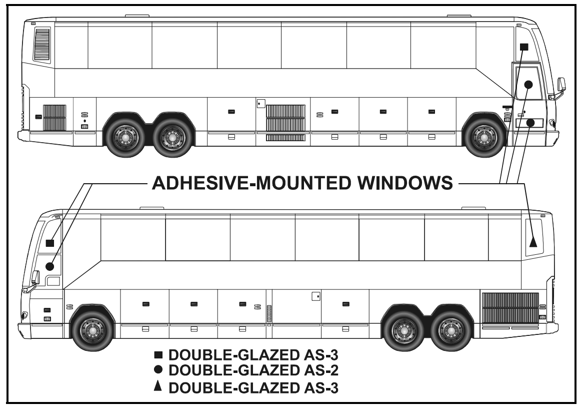


FIGURE 35: ADHESIVE-MOUNTED WINDOWS 18494

13.7.1 Glass Window Replacement

Items Needed:

- Scraper with new blade;
- Masking tape;
- Tremshield tape (Prevost #681089);
- Chix cloths (Prevost #682384);
- Isopropyl alcohol or enamel reducer or NAPA 6383 surface cleaner;
- Sika 205 cleaner;
- Sika 255 F.C. adhesive;
- Disposable vinyl gloves;

Warning: *Wear disposable vinyl gloves during this procedure. Do not smoke. Dispose of unused toxic material properly. Heed all warnings on product containers.*

1. Remove old window glass and scrape off remaining material up to 1/16" to 1/8" (2 to 3 mm) thick.

Note: *Hardened adhesive will not remove easily. A new blade works best to remove all adhesive residue using care not to damage the fiber structure.*

2. Place the new window glass in the opening and center it to leave an even gap top and bottom, and from side to side.

Note: *Use small shims to raise the glass in proper position. Shims can be cut from the tremshield tape (Fig. 36).*

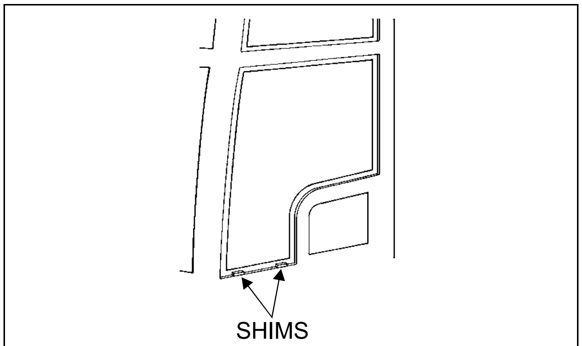


FIGURE 36: ADHESIVE-MOUNTED WINDOW 18079

3. Hold the window glass centered and have an assistant mark the inside contour of the opening on the glass with a china pencil. Remove glass and place it on a table with the pencil mark facing up.

4. Place masking tape on the inside surface of the glass to just cover the china pencil mark, leaving the outer surface exposed for the adhesive. This will make cleanup much easier. For ease of removal, do not overlap the tape at corners.

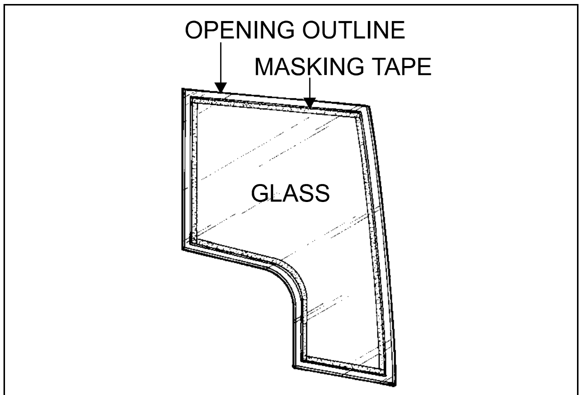


FIGURE 37: ADHESIVE-MOUNTED WINDOW 18080

5. Clean all around the window opening and the window glass edge with Sikaflex 205 (shake well before applying). Let dry 5-6 minutes minimum but no more than 8 hours.

Caution: *There must be absolutely no silicone on glass or channel or Sikaflex 255 FC will not stick.*

6. Put masking tape on the inner and outer contour of the window opening on the structure, approximately 1/16" (1,5 mm) from the edges of the contour.

7. Install Tremshield tape around the sealing surface of the window opening.

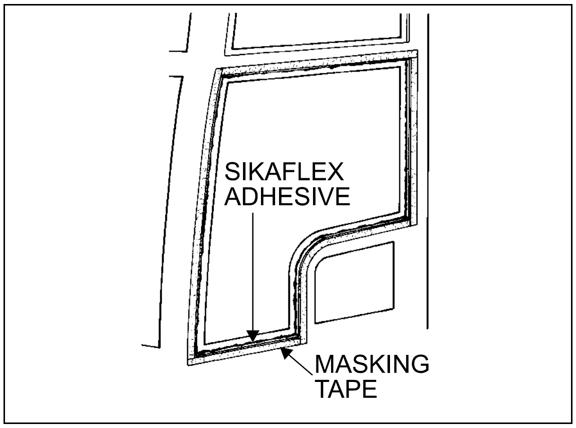


FIGURE 38: ADHESIVE-MOUNTED WINDOW 18081

8. Apply a generous bead of Sikaflex-255 FC polyurethane adhesive on the sealing surface around the window opening from outside the vehicle.

Note: *To ease applying of Sikaflex 255 FC, it may be heated to 86° F (30°C).*

Note: *Bead should touch the side surface of the window opening.*

9. Place shims correctly, and position window glass in the opening. Press firmly and evenly. Excess adhesive should flow out from behind glass.

Note: *Add adhesive in areas where overflow is minimal or if air bubbles are present.*

10. Smooth the adhesive joint using your finger (wear vinyl gloves). Remove excess material around both sides of the window as soon as possible before adhesive dries.

Note: *Remove most of the adhesive from the scraper or trowel with a rag, and then dip tool in heavy hydrotreated naphta (vanishing oil) after each use for cleaning.*

Caution: *Never use solvents to clean excess adhesive.*

11. Remove masking tape at once, clamp window glass suitably and let dry overnight or at least 8 hours.

12. Spraying pure water on the joint will accelerate the drying process.

14. ELECTRIC AWNING WINDOW

The electric awning windows are connected directly on the batteries 24 V DC terminal block.

As a result, they can be operated regardless of the state open or close of the master switch. However, the circuit is protected with fuse F41 (10A) located in the front service compartment.

14.1 OPERATION

Opening sequence: switch is set to the OPEN position. Window latch solenoid SOL1-A and SOL1-B are turned on along with M1 window motor. Once the latch is open, proximity switch PROX1 is de-activated, turning sol1-A and SOL1-B off.

Closing sequence: switch is set to the CLOSE position, turning on relay R1 which turns on M1 in reverse polarity, closing the window. Once the window is closed, PROX1 is activated, turning on SOL1-A and SOL1-B in reverse polarity latching the window closed.

14.2 WINDOW REMOVAL

Replacement awning window does not include a new motor. If in working order, transfer the motor of the replaced window to the replacement window. If not, the motor can be bought separately. When replacing the window, keep the components in working order as spare parts.

1. Push the vertical latch handle downwards to release the track and then open the window using the horizontal latch handle.
2. Take out the screw at the lower end of the track to let free the swiveling arm roller.
3. Unplug connector C7 & C9. Dismount the gas spring from the window.
4. Loosen the set screws #5 (figure 40)(rotate the arm to get to the second set screw) and disengage the swiveling arm from the motor shaft extension.
5. Push the glass window out ninety degrees (90°).

⚠ CAUTION ⚠
The window may fall out.

6. The window is free and can be unhooked.
7. Reverse procedure to install a new one.

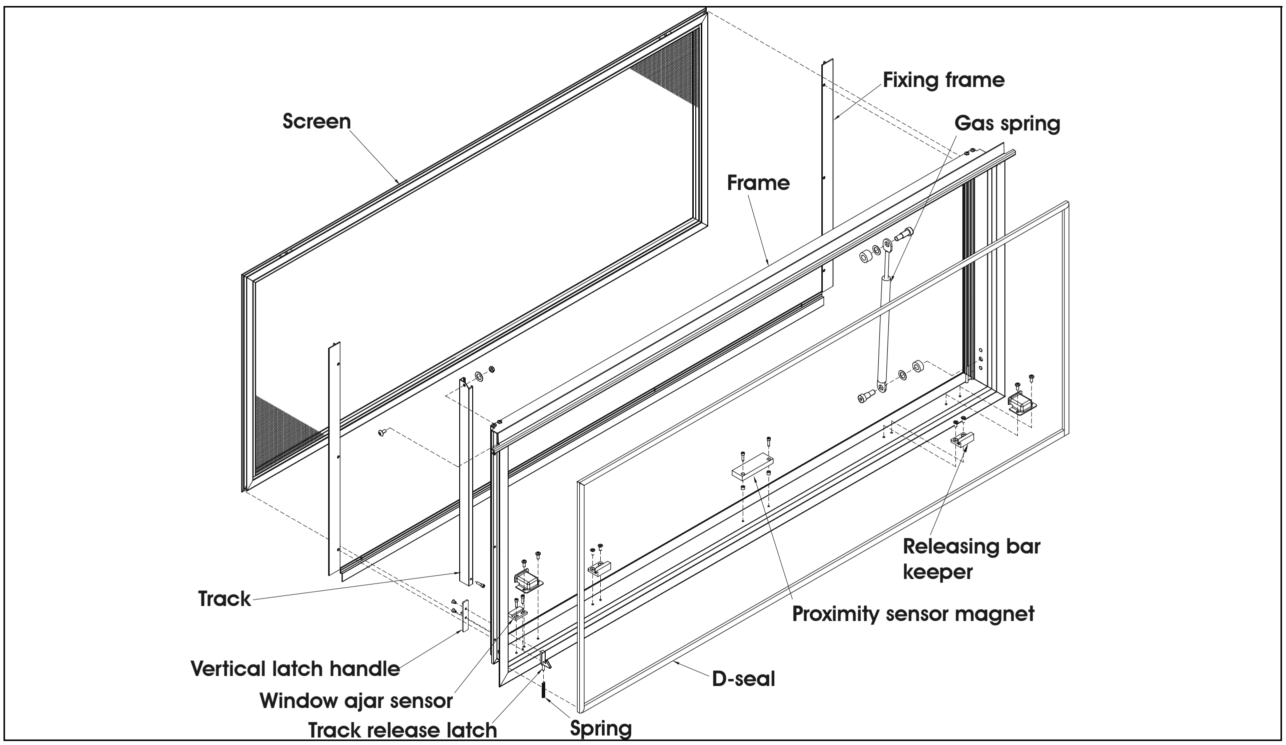


FIGURE 39: ELECTRIC AWNING WINDOW EXPLODED VIEW (FRAME) 18586

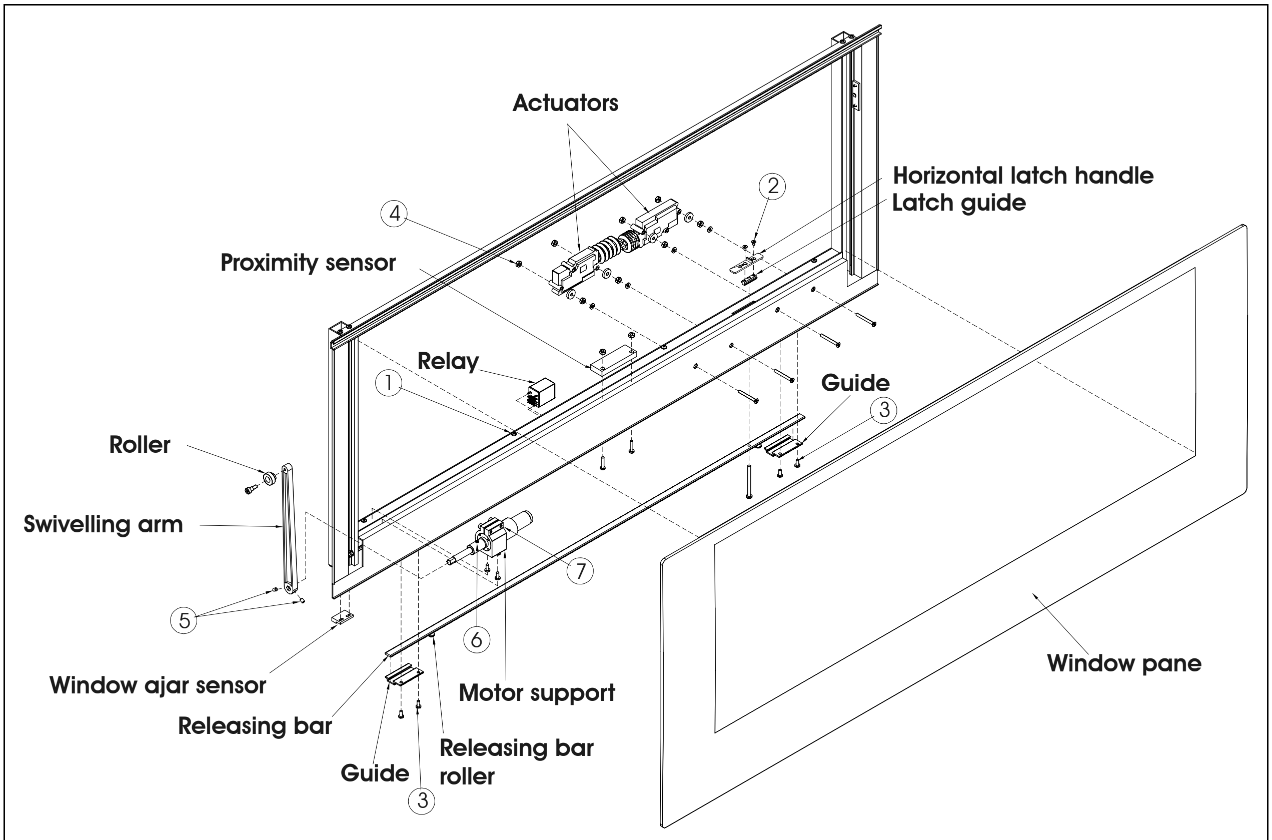


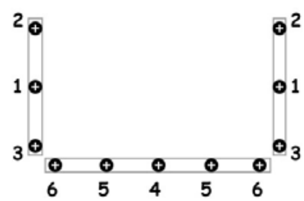
FIGURE 40: ELECTRIC AWNING WINDOW EXPLODED VIEW (SASH) 18583

14.3 ACTUATOR REPLACEMENT

1. Push the vertical latch handle downwards to release the track and then unlatch the window using the horizontal latch handle.
2. Remove actuator access cover by taking out screws #1 (8x).
3. Take out screws #2 (2x) and remove horizontal latch handle and guide.
4. Take out the guide screws #3 (4x) and remove releasing bar.
5. Unplug connector C3 or C4 from problem actuator, unscrew nuts #4 (2x) and remove the actuator.
6. Reverse operations for reinstallation.

14.4 MOTOR REPLACEMENT

1. Push the vertical latch handle downwards to release the track and then unlatch the window using the horizontal latch handle
2. Take out the screw at the lower end of the track to let free the swiveling arm roller.
3. Remove actuator access cover by taking out screws #1 (8x).
4. Loosen the set screws #5 (rotate the arm to get to the second set screw) and disengage the swiveling arm from the motor shaft extension.
5. Unplug motor connector C2 and dismount motor and support assembly.
6. The shaft extension is glued to the motor shaft. It has to be heated to break the binding to permit removal. Loosen set screw #6 and remove the shaft extension. Also loosen screw #7 and remove motor from the support.
7. Reverse operations for reinstallation.

ELECTRIC AWNING WINDOW – CONVERTER CHECKLIST	
Check the electrical circuit & proximity sensor	A: The latching system will not operate without power. Is there electrical power to the latching circuit? The horizontal latch handle, on the sill sash will be seen to move if there is power on this circuit, or it can be checked with an electrical tester. If there is no power to this circuit when the window is closed and either rocker switch are switched "ON", there is a problem with the electrical system. B: The Proximity Sensor on the sash may not be switching power to the latching circuit if the magnet is not getting close enough to the switch OR the Proximity Sensor may be broken (or stuck in one position). Is the proximity sensor switching when the window is closed?
Check the release force required to operate the horizontal latch handle	A: If the pull force required to move the latch is more than 20lbs the window will not latch properly. Average pull force during testing by manufacturer is 12lbs -15lbs. What is the force required to release the handle? Check using a force gauge (same test done by manufacturer).
Check Installation	A: If the window is too tightly installed OR if the sequence for tightening the clamping frame screws Is incorrect the window may not close properly. Was the window installed correctly? Was the correct sequence (see below) used when tightening the clamping frame screws?  B: Removing the shipping blocks before the window is installed can create major problems. Were the shipping blocks in place during installation? C: Failure to remove the shipping blocks after installation can create interference between sash and frame. Have the shipping blocks been removed after installation? D: The window is misaligned or not installed squarely. Is there interference with any coach parts? Is there proper clearance between the bottom of the outer glass and the belt-line trim / seal?
Check for missing parts or misaligned parts	A: The frame and sash are misaligned. Is there any interference between the sash and frame? Is there clearance between the sash and the rocker switch covers? B: Releasing bar guides are missing. Check that the releasing bar guides are installed. There should be 4 installed on H windows, and 3 installed on XL2 windows.

15. ELECTRIC SLIDING WINDOW

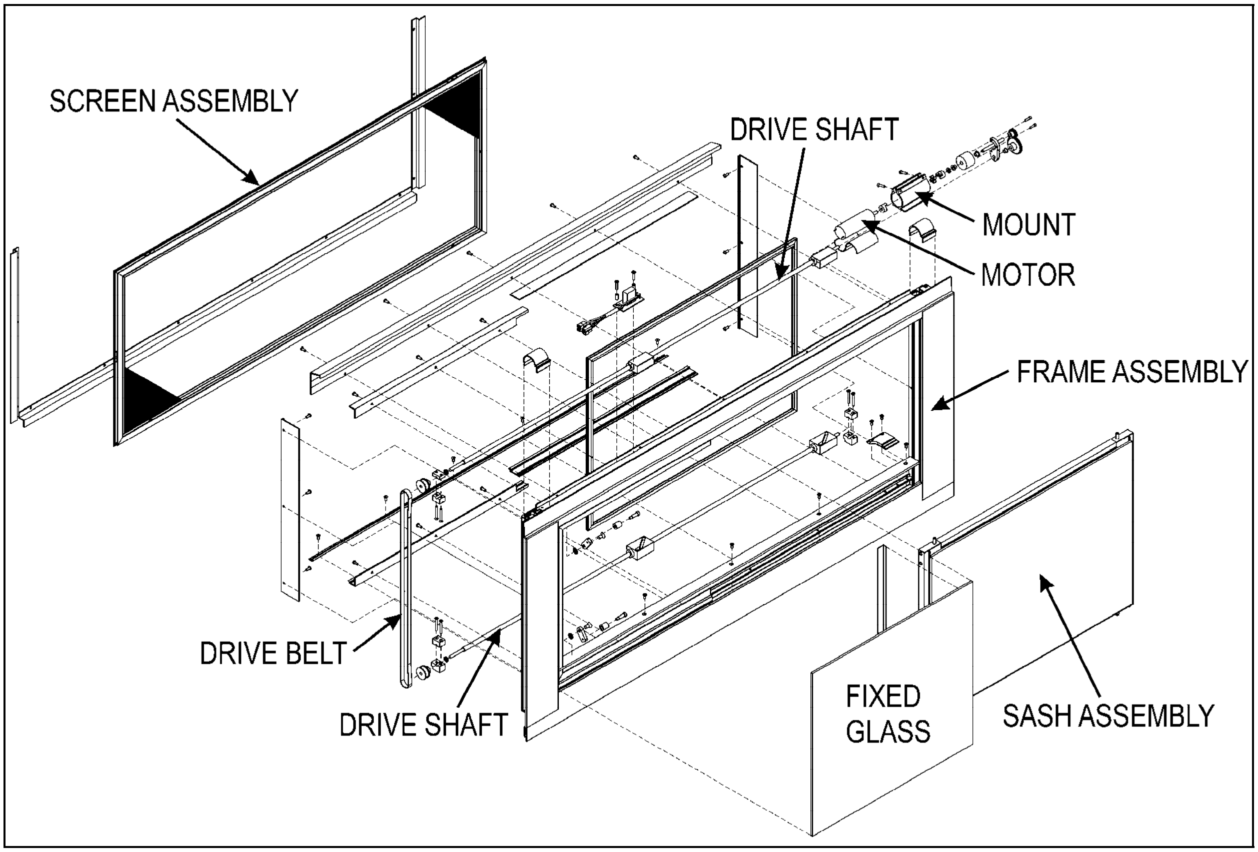


FIGURE 41: ELECTRIC SLIDING WINDOW EXPLODED VIEW

Sash Removal

1. Remove the Screen Assembly
2. Pull down on both release latches simultaneously and rotate the sash inwards approximately 10 degrees.(Figure 43)

FIGURE 42: REMOVING THE SASH

3. Lift the sash up and out to disengage the bottom of the sash from the window frame. (Figure 42)

FIGURE 43: DISENGAGING THE BOTTOM OF THE SASH

Installation

1. Align the leading edge of the slot on the lower cam follower block with the sash stop. Use the power toggle switch to obtain the correct alignment. (Figure 44)

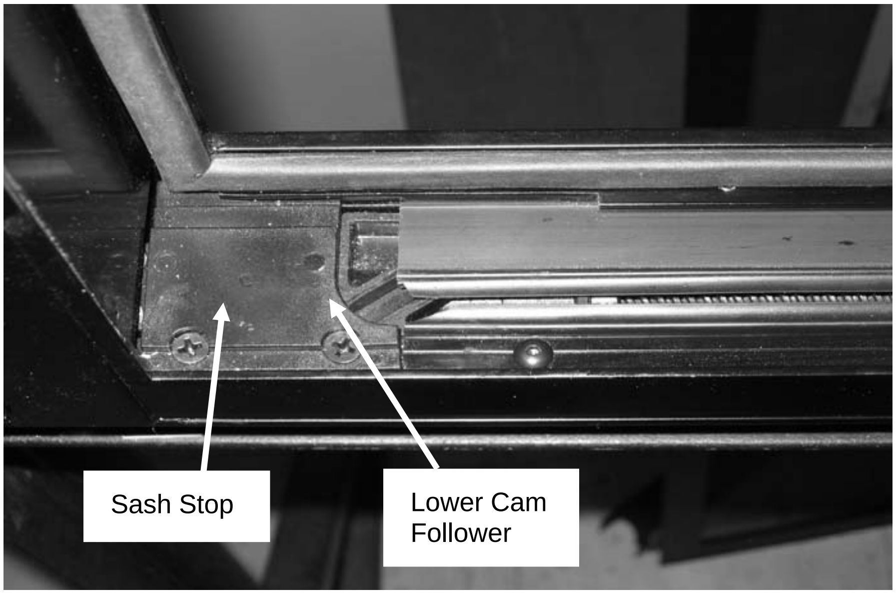


FIGURE 44: PROPER ALIGNMENT

2. Position the left hand lower corner of the sash over the front cam follower block (Figure 45)

FIGURE 45: POSITIONING THE LOWER LEFT CORNER OF THE SASH

3. Engage the sash pin with the leading edge of the slot of the cam follower block. Do the same at the rear of the sash.
4. Pull down on the release latches and rotate the sash inwards until it is parallel with the window frame.
5. Release the latches to engage the latch pins with the upper cam follower blocks.
6. Confirm that both latches are in the closed (latched) position. The upper edge of the latch opening must be aligned with upper edge of the sash opening (Figure 46)

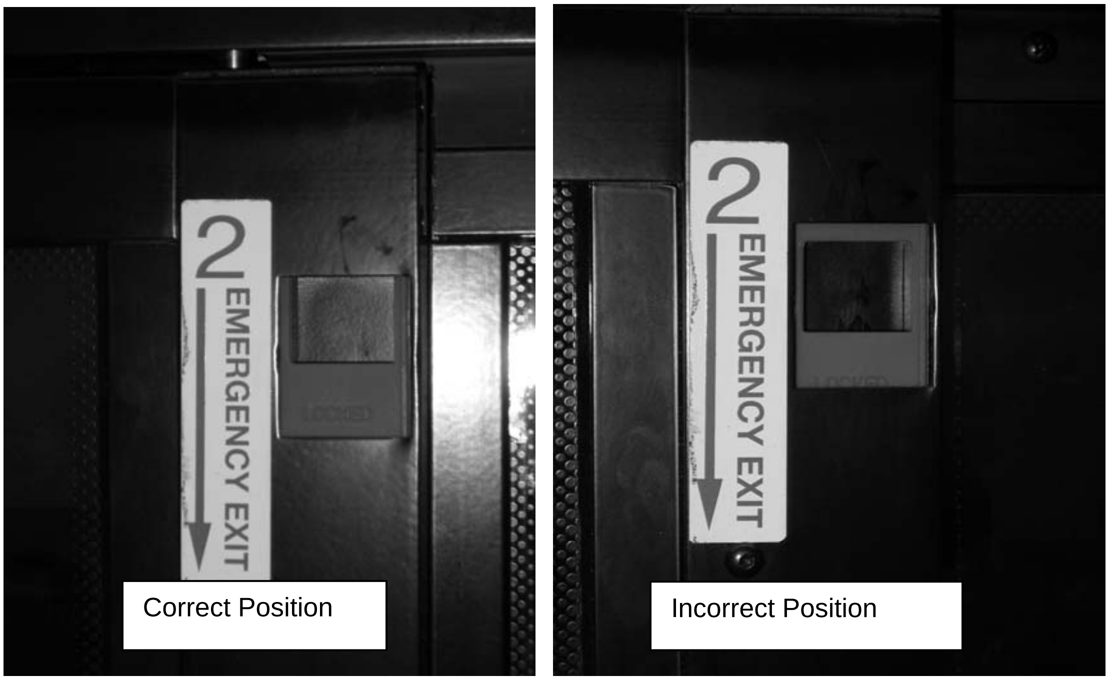


FIGURE 46: RELEASE LATCH PROPER POSITION

7. <u>* Failure to confirm this step may lead to the sash becoming disengaged with the frame and could result in personal injury.</u>
8. Operate the window to confirm that it opens and closes properly.

Install the screen assembly.

16. WINDSHIELD

The windshield is single-glazed AS-1 laminated safety glass. Each windshield side is laced to a flange around an opening in the front structure by means of a one-piece black rubber extrusion and locked with two filler strips. Proper installation of the windshield is necessary to ensure watertightness. Since glass varies in fit depending on the supplier, we recommend installing a replacement windshield obtained from Prevost Parts to ensure proper fit. Windshields obtained from other sources should be checked for proper size and curvature.

Note: *For more information on windshield removal or installation, a video is available from Prevost Parts Inc.*

16.1 REMOVAL

Warning: *Windshield removal and installation must be performed by more than one person. To avoid personal injury, wear protective gloves when handling the windshield glass.*

1. Remove the wiper arms of the affected windshield.
2. To ease damaged windshield removal, remove the two top rubber filler strips from the rubber extrusion, then the two rubber filler strips on each side. Finally, remove the rubber filler strip located on top of rubber extrusion bottom section. Leave the bottom filler strip in place.

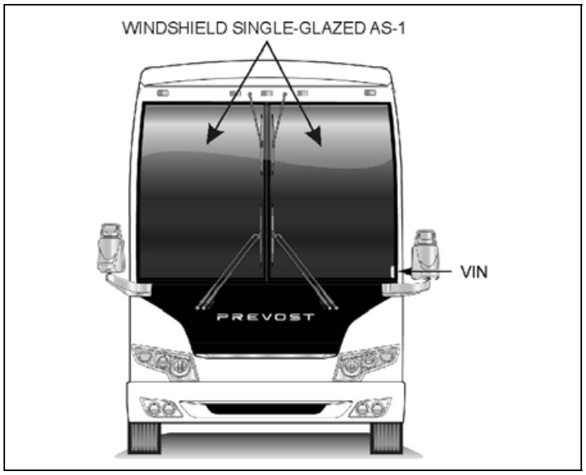


FIGURE 47: WINDSHIELD 18495A

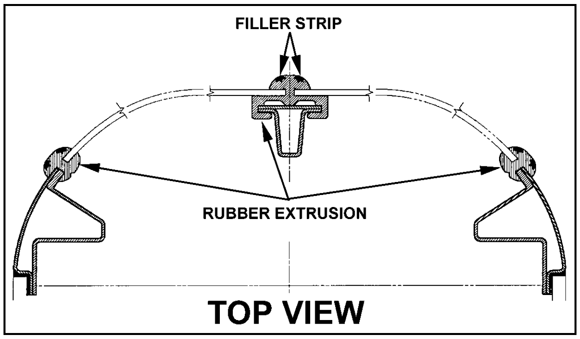


FIGURE 48: WINDSHIELD INSTALLATION TOP VIEW 18098

3. From inside of vehicle, push against the top L.H. side corner of windshield for the removal of a R.H. side windshield. If the L.H. side windshield had to be removed, you would have to push against the top R.H. side corner.

Note: *We are referring to the L.H. and R.H. side as viewed from the inside of the vehicle.*

4. At the same time, another person gradually lifts the rubber lip from the vehicle exterior using a plastic spatula from top to bottom.
5. Remove the entire damaged windshield and broken glass if applicable.
6. Clean the rubber extrusion channel with Sika 205. Refer to heading *"Windshield Installation Only"* in this section for instructions on how to reinstall windshield.

Note: *If the rubber extrusion is damaged, remove and discard it, then clean the windshield opening with Sika 205. Refer to heading "Installation of Rubber Extrusion and Windshield" in this section for complete instructions.*

16.2 WINDSHIELD INSTALLATION ONLY

1. Spray rubber extrusion with soapy water to ease windshield insertion.
2. Insert rope into rubber extrusion leaving enough length at each corner to make a loop. Spray soapy water onto rope and rubber extrusion (Fig. 48).
3. Slide windshield into rubber extrusion groove starting with the bottom curved side edge. Using a plastic spatula, move the rubber extrusion lip aside to gradually insert the windshield into the groove.

Note: *Spray lubricant on a regular basis to ease windshield insertion.*

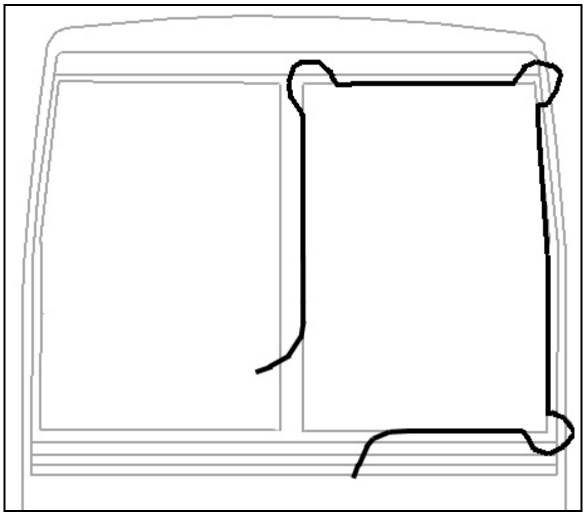


FIGURE 49: WINDSHIELD INSTALLATION USING ROPE

4. Using the same type of plastic spatula, repeat the same operation from inside of vehicle, gradually inserting the windshield into the groove.

Note: *Make sure windshield bottom edge is well inserted into the rubber extrusion groove before proceeding with the sides.*

5. Then, working from both sides of windshield bottom to top, gradually move the rubber extrusion lip aside to insert the windshield into the groove. Use also lubricant on the inside of vehicle to insert the windshield into the rubber extrusion groove.

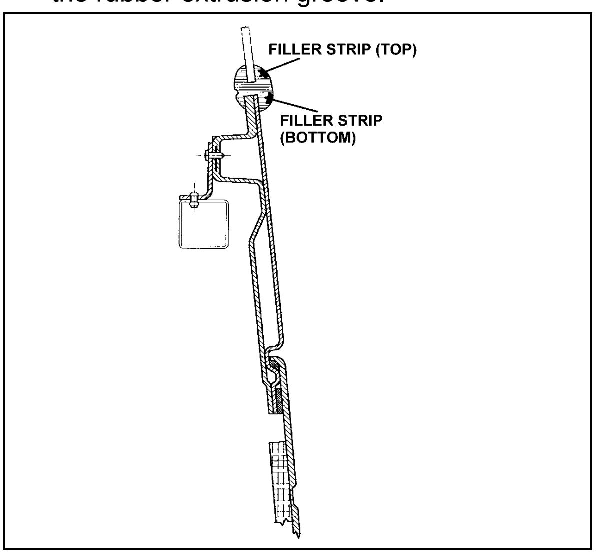


FIGURE 50: WINDSHIELD INSTALLATION SIDE VIEW 8099

6. Insert the top curved corner then finish with the top of windshield.
7. At the top of windshield, clean surface between fiberglass and rubber extrusion using Sika 205 (Fig. 51).

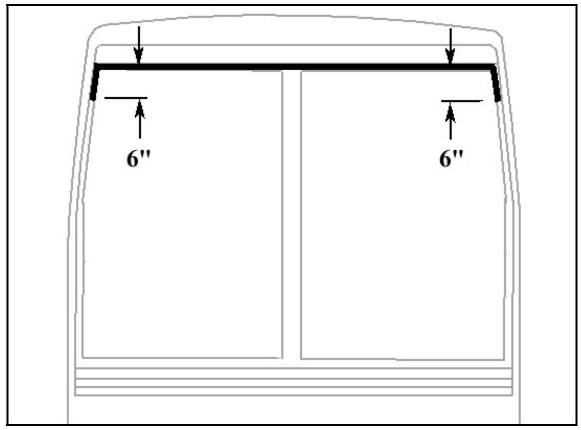


FIGURE 51: APPLICATION OF SIKA 221 BLACK

8. Apply Sika 221 black between fiberglass and rubber extrusion.
9. Spray filler strip and rubber extrusion groove generously with lubricant.

Note: *Filler strips retract with time. Install ends of filler strips as tight as possible in the V-channel.*

10. Using the special filler insertion tool, insert the filler into the bottom rubber extrusion groove. Gradually insert filler ensuring to leave a 2 inch excess length at the filler extremity.
11. Every 6 inches or so, it is important to compress the filler due to its tendency to contract during drying process.
12. When filler insertion is almost complete, cut filler at a 45° angle leaving ¼” of excess length to thwart filler contraction over time then insert filler into groove.
13. Continue with side filler strips and finish with top ones.
14. Reinstall windshield wiper and destination sign if applicable.

16.3 INSTALLATION OF RUBBER EXTRUSION AND WINDSHIELD

Caution: *The black rubber extrusion securing the windshield in the opening fits correctly in only one position. Find the correct position of the rubber extrusion now, and make reference marks with a china marker to avoid searching for the correct position later in the procedure.*

1. Clean the windshield opening sealing surfaces with Sika 205 and let dry 1 to 2 minutes.
2. Clean the rubber extrusion with wiping towels soaked with Sika 205 and let dry 1 to 2 minutes.

Note: *Force the soaked towels in the channels for good cleaning in these critical areas.*

3. Find the reference marks made earlier and install the rubber extrusion in the windshield opening.
4. Install windshield as per paragraph 10.2: *"Windshield Installation Only"*.

17. BODY PANELS AND DOORS

Each of the doors should be checked for proper operation. This includes latching. Also, inspect each of the doors for damage, missing, or loose parts. Repair or replace those parts as needed.

Unless otherwise noted, body panels and doors should be aligned and centered with surrounding panels. In general, a gap of ¼ inch (6 mm) is desirable between panels. Refer to figure 46 for specified gaps.

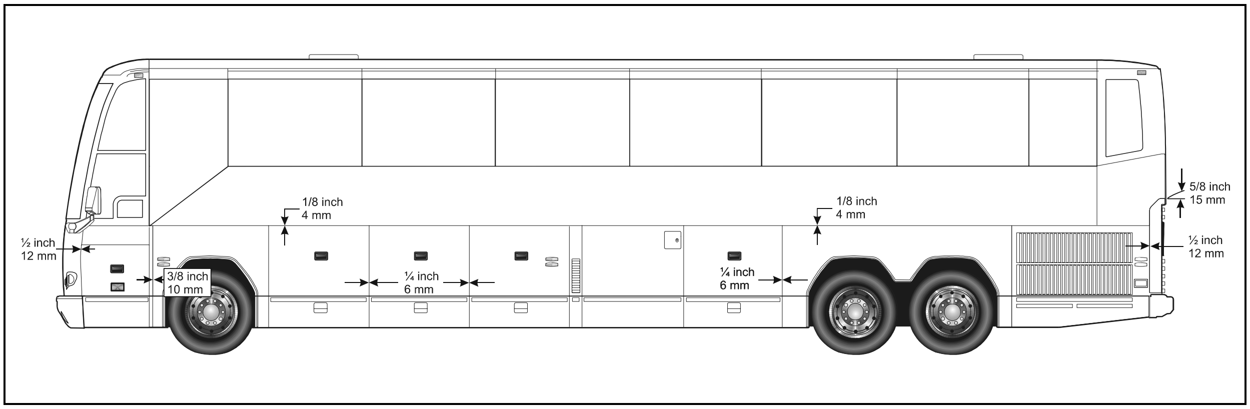


FIGURE 52: BODY PANEL SPACING 18496

18. WHEELCHAIR LIFT ACCESS DOOR

18.1 INSTALLATION

Caution: *Install the sliding door onto a suitable lifting device that will allow proper lifting and positioning.*

1. Lift and move the sliding door near the opening.
2. Push the door into the opening making sure the positioning lugs are properly inserted into their housing then pivot the main hinge and secure the door using 4 bolts. Do not fully tighten the bolts yet.
3. Remove the lifting device from the sliding door.

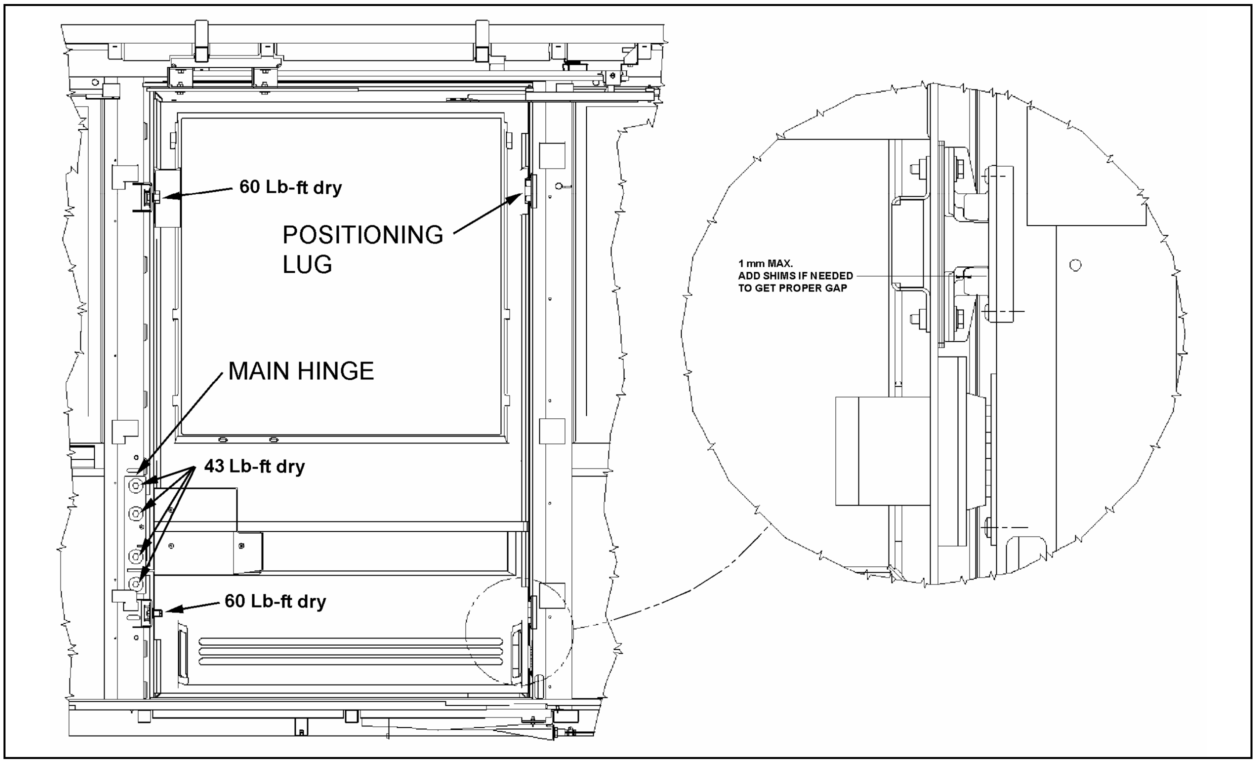


FIGURE 53: WCL SLIDING DOOR INSTALLATION

18.2 ADJUSTMENT

1. Adjust sliding door height with reference to the side panels and windows.
2. Slide the top rail into the upper arm then bolt the rail to the structure. Do not fully tighten (Refer to fig. 54).

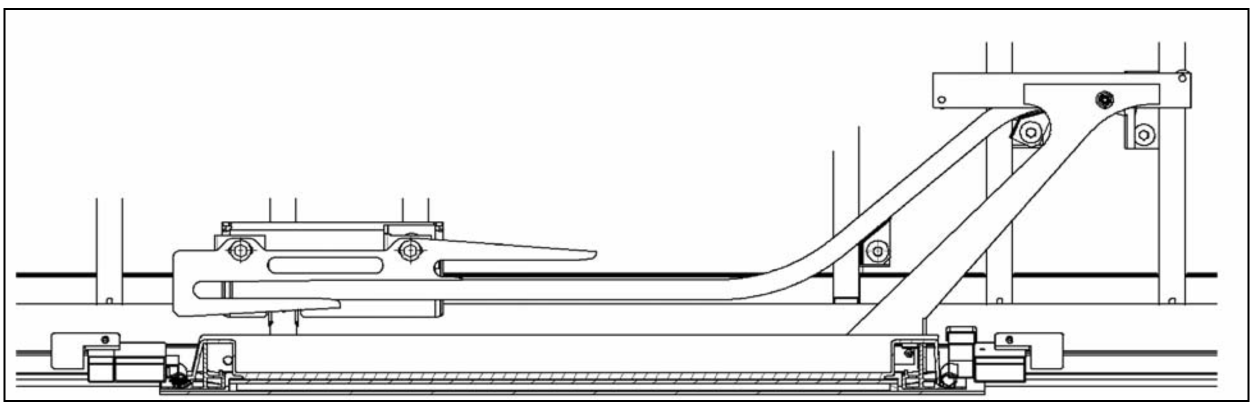


FIGURE 54: WCL UPPER ARM AND RAIL

3. Pull the door in or push from the outside to adjust the door with reference to the vehicle outside surface.
4. - Unfasten the upper arm bolt located on the door side.
   - Position the top rail at 3mm from the ceiling bracket.
   - Force the upper arm down then tighten the upper arm fixing bolt.
   - Pull the upper rail towards the inside in order to remove the play between the roller and the upper rail then tighten the rail fixing bolt at the back.

- Push the lower rail towards the outside in order to remove the play between the roller and the lower rail then tighten the rail fixing bolt at the back.

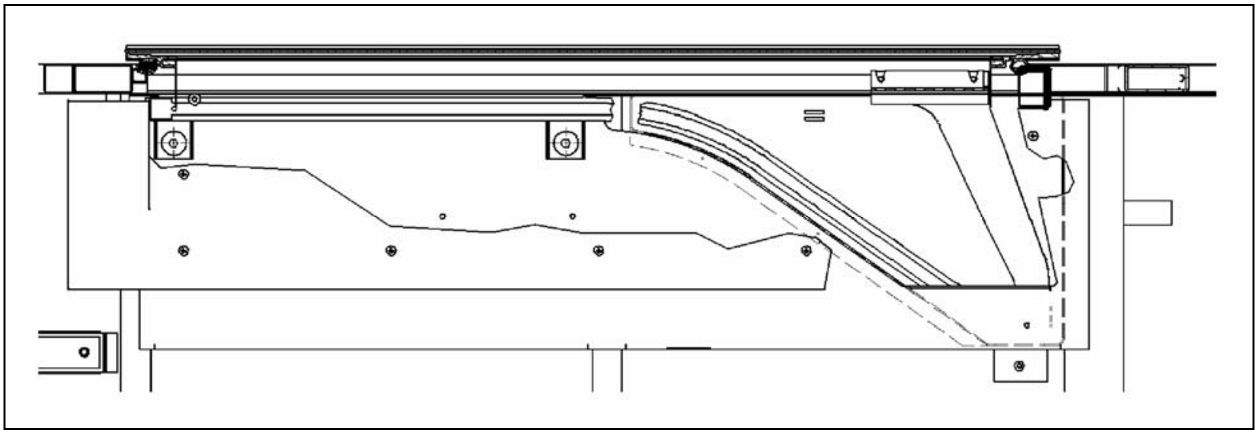


FIGURE 55: WCL LOWER RAIL INSTALLATION

5. Adjust the gap between the positioning lugs and their housing, required gap: 0.5 – 1.5mm. Add shims underneath the lugs to get the proper adjustment.

6. Take away the plays from the upper arm assembly by lifting the main hinge using a crowbar. Tighten the main hinge bolts to 43 Lb-ft.

Note: *Do not exert too much force to lift the door.*

7. Open WCL sliding door completely.

8. - Pull the upper rail towards the inside in order to remove the play between the roller and rail then bolt the rail at front and center. Add some shims if necessary between the rail and the structure before tightening the bolts.

   - Push the lower rail towards the outside of the vehicle in order to remove the play between the roller and rail then bolt the rail at front and center. Make sure the rollers stay in contact with the support when starting to close the door.

9. Adjust the distance between the bottom of the guide and the roller when the door is completely open. Required distance: 2 – 3mm. Make sure the roller stay in contact with the guide.

10. Install and adjust strikers. Torque to 60 Lb-ft (Refer to figure 53).

Note: *Make sure that a 2mm gap exists between the door structure and the striker.*

11. Adjust latches releasing, the two latches must open simultaneously.

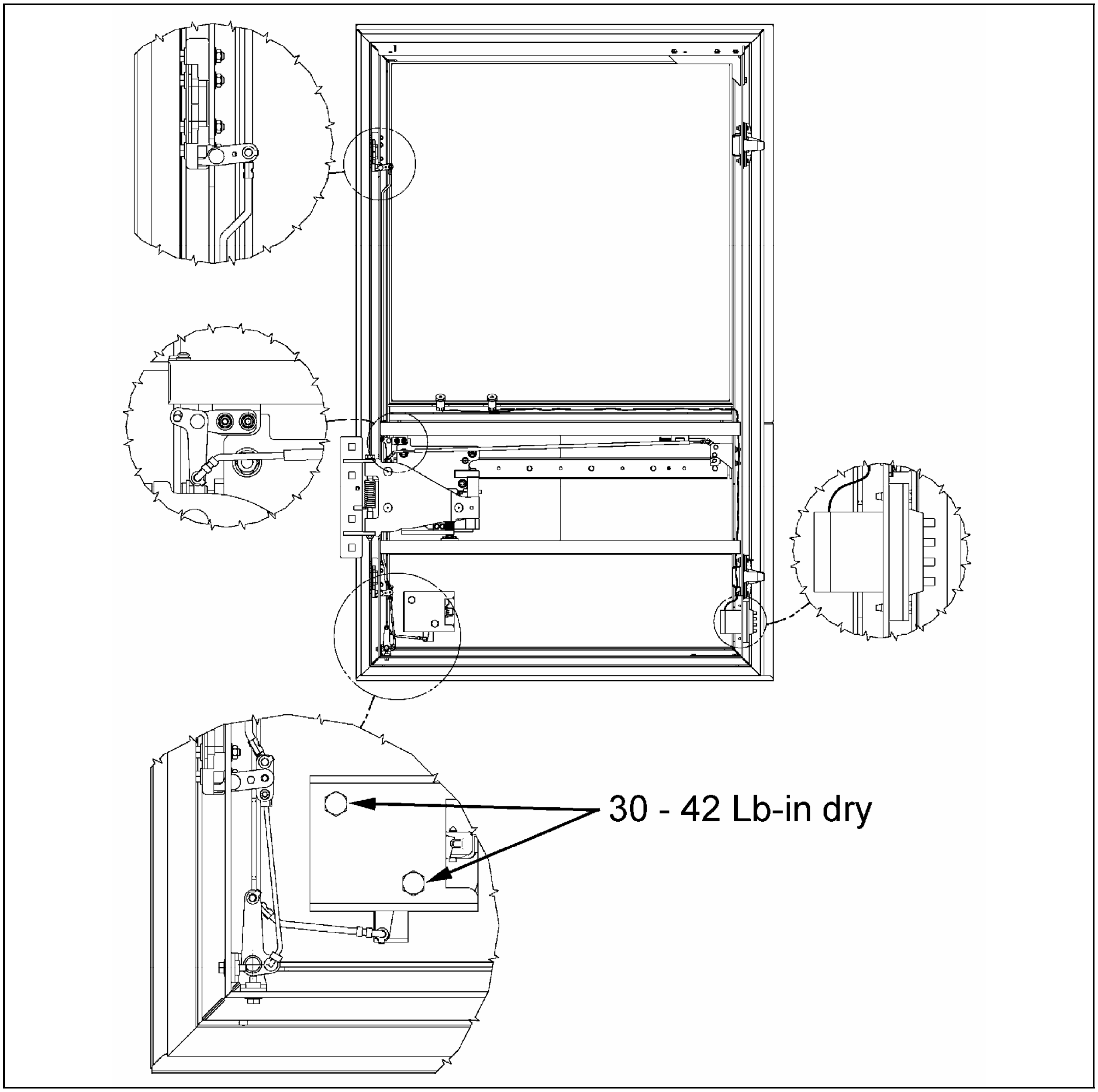


FIGURE 56: WCL SLIDING DOOR OPENING MECHANISM

19. BAGGAGE COMPARTMENT DOORS

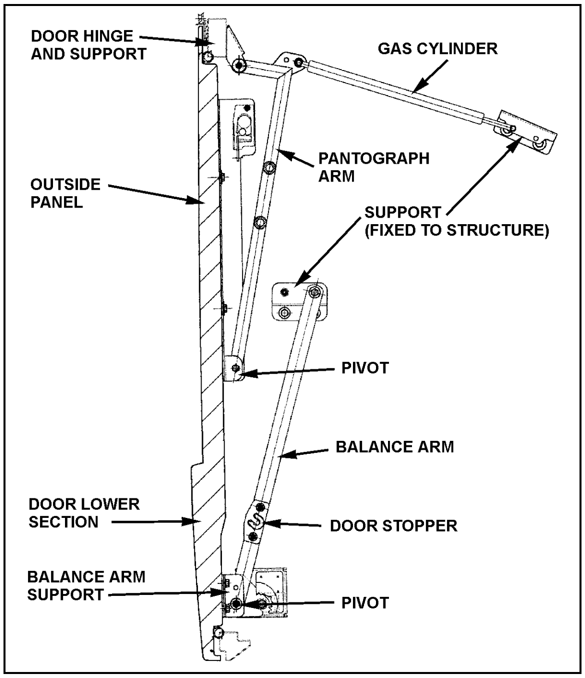


FIGURE 57: BAGGAGE COMPARTMENT DOOR 18061

There are 6 pantograph doors serving as baggage compartment doors on the H3-41, while there are 8 on the H3-45 and the V.I.P (depending on options, VIP model may have even more pantograph doors). Each of these doors is of identical design. A centrally mounted, key-lockable door handle unlatches the door which can then be pulled out and raised up in a path parallel to the side of the vehicle. The door is held in open position by two fully extended gas-charged cylinders, giving clear access to the opening of the baggage compartment.

From its fully open position, the door can be closed by pulling down on the door panel, and letting go when you sense the door will close on its own. The door will easily hinge its way back in the contour of the compartment opening and will be held closed by two latches. Each door can be opened by lifting the centrally mounted handle to unlatch the door and lifting it all the way up. If the door does not remain in the fully open position, one or both gas cylinders on that door is (are) defective. To test the cylinders, first support the door in the fully open position with proper equipment. Disconnect the rod end of one cylinder and try to retract the rod. If strong resistance is felt, the gas cylinder is in good condition and can be reinstalled. If the rod retracts with little effort, the cylinder is defective and should be replaced at once. Test the other cylinder on that door the same way.

Note: *In case of malfunctioning or in specific situations, use door stoppers to secure the door in the open position.*

19.1 PANTOGRAPH ADJUSTMENT

Warning: *Park vehicle safely, apply parking brake, stop engine and set batteries master switches to the “OFF” position prior to working on the vehicle.*

For more information concerning baggage compartment door adjustment, refer to the following procedures. You will find these procedures at the end of this section.

- ***SAV00589***
- ***SAV00590***

Note: *Refer, if needed, to figure 57 for identification of door components.*

If the door bends when opening or if pantograph does not function properly, it is probably because the pantograph arms are misadjusted.

Measure distance between a pantograph arm end and a straight edge resting on structure. Repeat procedure for the other arm. The distance on each side should be equal. If not, bend appropriate arm until desired measure is obtained. (Fig. 59 and 60).

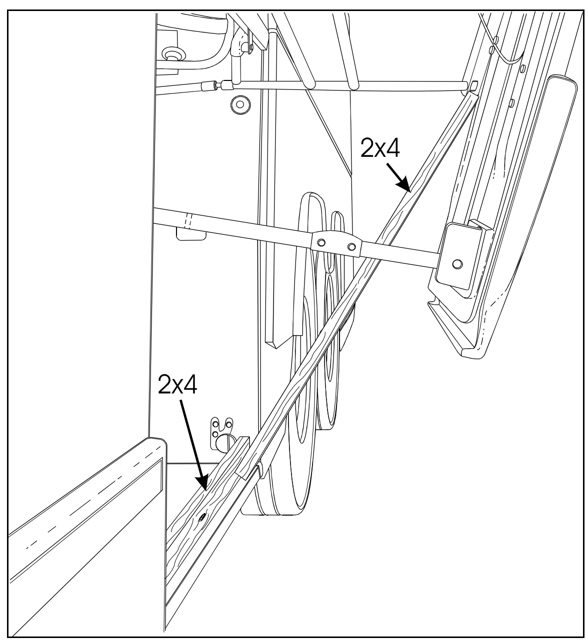


FIGURE 58: PANTOGRAPH ADJUSTMENT 18319

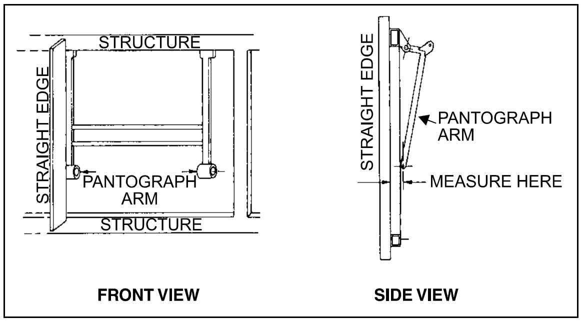


FIGURE 59: PANTOGRAPH DOOR ADJUSTMENT 18062

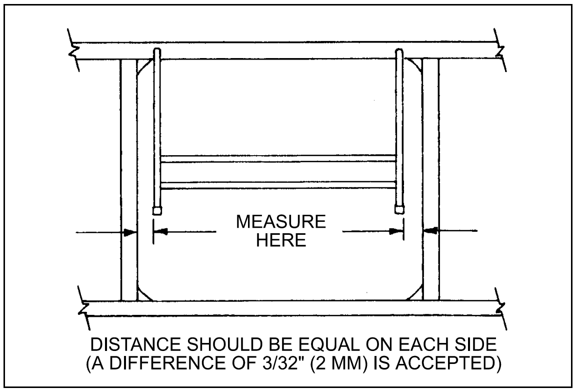


FIGURE 60: PANTOGRAPH DOOR ADJUSTMENT 18063

Doors can be adjusted by bending the arms as follows:

1. Open the door halfway up.
2. Install a piece of wood (a 2x4 will do) along the bottom of the baggage compartment. Arrange so it rests against the striker pins and is prevented from sliding further in the compartment.
3. Install another piece of 2x4 between the first piece and the bottom of the pivot of the lowest (or shortest) pantograph arm, (Fig. 58).
4. Pull down on the opposite side of the door to bend the door around the pantograph arm pivot (prevented from moving by the 2x4).
5. When the door is straight, remove the 2x4's and check door operation and fit. A difference of 3/32" (2mm) between both sides is accepted (Fig. 60).
6. Repeat as necessary.

20. DOOR HANDLES

Compartment door handles are non serviceable. When a door handle has to be removed, proceed as follows:

1. Unscrew the four (4) retaining screws;
2. Remove the two (2) wires connecting the handle to the door latch locking mechanisms.
3. To install a new handle, reverse the procedure.

21. ENGINE COMPARTMENT DOOR

The engine compartment rear door (Fig. 61) rises in the same way as the baggage compartment doors and is held open by three gas-charged cylinders (Prevost # 980024). The engine compartment opens by lifting a handle accessed from the R.H. side of the engine compartment.

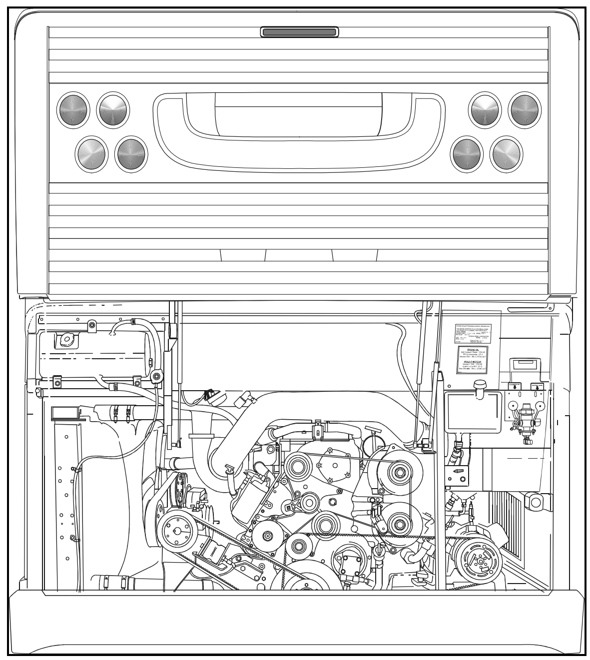


FIGURE 61: ENGINE COMPARTMENT DOOR 18497

When pushed up, the handle pulls on two steel wires, each steel wire connected to its respective door latch locking the rear door. Both steel wires are looped at the release handle and can be adjusted to proper length to ensure positive release of both catches when the handle is raised.

21.1 ENGINE DOOR ADJUSTMENT

As indicated above, the engine door mechanism is similar to the baggage door mechanism using a pantograph and 3 gas cylinders to move the door up and down.

For a minor horizontal or vertical adjustment:

1. Open the door mid-height;

2. With the help of an assistant, pull down one side of door while holding up the other side to bend the pantograph arms in the desired position;
3. Close the door and check the top edge parallelism between the door and the vehicle end cap structure. The space may be somewhere between 10 and 15 mm;
4. Repeat until satisfied.

21.2 MINOR TOP EDGE DEPTH ADJUSTMENT

Two rubber spring loaded stops may be adjusted. They are located near the top edge on each side of the rear door.

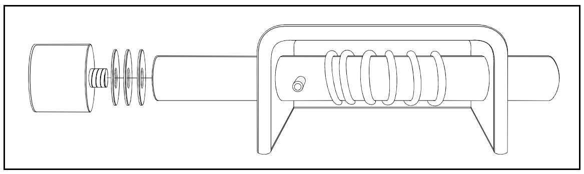


FIGURE 62: DOOR STOP 18324

To adjust:

1. Open door.
2. Unscrew rubber stop.
3. Add or remove washers as needed.
4. Firmly screw back rubber stop.

21.3 MINOR LOWER EDGE DEPTH ADJUSTMENT:

1. Open door.
2. Slightly loosen the striker pins on each side of door.
3. Using a hammer, strike striker pin gently in the desired direction (in or out).
4. Close the door slowly and check fit.
5. Repeat 3 and 4 to adjust the other striker pin.
6. When door depth is completed on the four corners, both vertical door sides should be parallel to the vehicle body structure.
7. Firmly tighten the striker pins (2) to lock them in position.

22. ENGINE AIR INTAKE GRILL

When needed, the engine air intake grill can be changed:

1. Cut the seal around the grill with a sharp edged knife.
2. Remove the grill from the vehicle.
3. On the vehicle grill opening, using the knife, remove as much adhesive as possible.
4. Sand the new grill backing edge to remove the glossy surface.
5. Clean with alcohol, wipe dry.
6. Apply SIKA 205 primer to the grill opening and the grill edges. Allow to dry at least 2 minutes for chemical evaporation.
7. Apply SIKA 255 FC adhesive on the grill edge.
8. Install the grill on the vehicle, adjust and fasten with masking tape. Allow 8 hours setting period.

23. RADIATOR DOOR ADJUSTMENT

23.1 DOOR HEIGHT ADJUSTMENT

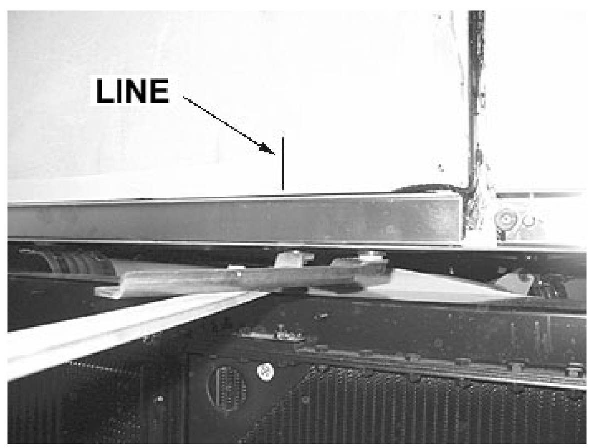


FIGURE 63: REFERENCE LINE

1. Using a pencil, draw a line onto the lateral panel in line with the balance arm.
2. Using a rubber mallet, adjust the lower part of pantograph arm in order to get 4 ± 1 mm between lateral panel and engine door (Refer to figures 64 and 66).

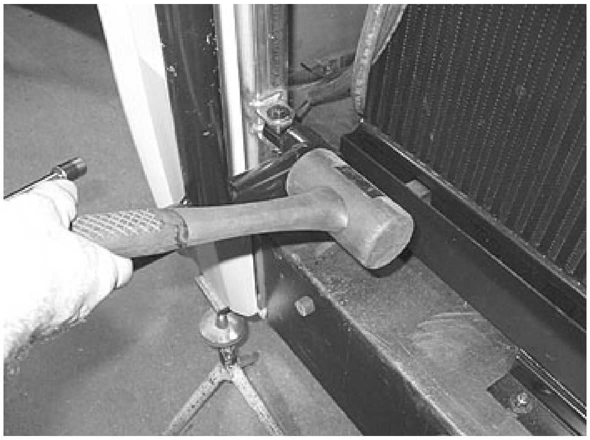


FIGURE 64: PANTOGRAPH ARM ADJUSTMENT

3. Tighten the bolt.

23.2 DOOR LATERAL ADJUSTMENT

FIGURE 65: DOOR LATERAL ADJUSTMENT

1. Using a rubber mallet, adjust radiator door positioning with reference to pantograph arm so that the door is parallel to the lateral panel and to the engine door.
2. Tighten the two bolts.

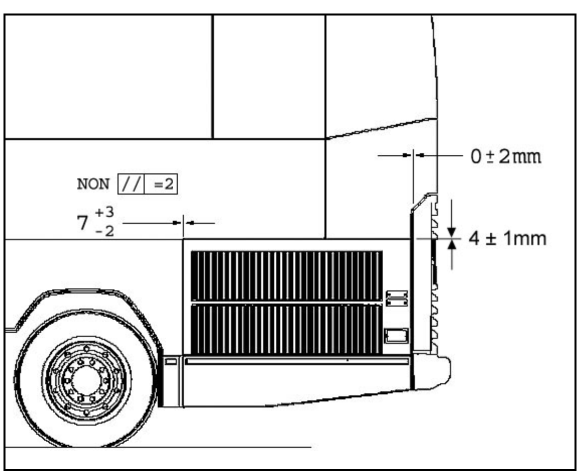


FIGURE 66: PROPER DOOR POSITIONING

23.3 DOOR DEPTH ADJUSTMENT

1. Close radiator door.
2. Check parallelism between radiator door and rear fender (max. 0 ± 2 mm).

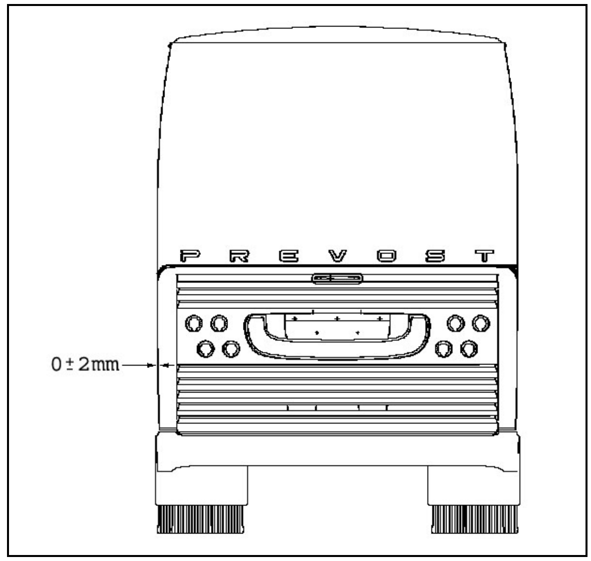


FIGURE 67: DOOR DEPTH ADJUSTMENT

3. If the door is too far inside, adjust using a rubber mallet (Refer to figure 68).
4. Tighten the bolt.
5. Close the radiator door in order to verify that latches adjustment is proper. If the gap is too small or too big, adjust latch positioning.
6. Make sure that latch striker pin engages behind the strike plate at least 10 mm. Add or remove spacers if needed. Check door fit and operation. Tighten the latches bolts.

FIGURE 68: DEPTH ADJUSTMENT

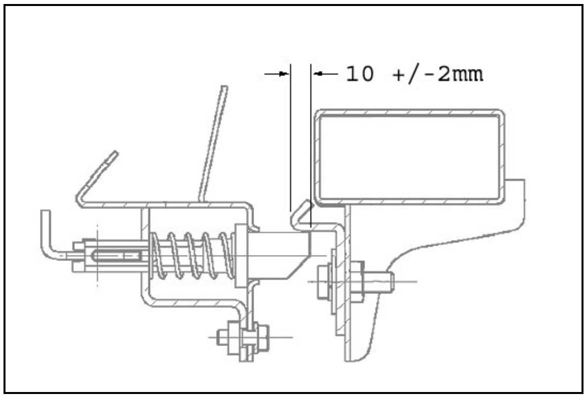


FIGURE 69: DOOR LATCHES ADJUSTMENT

24. CONDENSER DOOR ADJUSTMENT

1. Open the condenser door.
2. Loosen the nuts (1, Fig. 70) holding the hinge (3, Fig. 70) to hinge attachment (4, Fig. 77). Loosening nuts (1, Fig. 70) allows the condenser assembly to be shifted "LEFT or RIGHT" and "UP or DOWN".
3. Adjust condenser assembly position at the hinge.
4. Tighten the nuts.
5. Loosen bracket nuts holding the panel to condenser. Panel (6, Fig. 70) may be shifted "IN or OUT", "LEFT or RIGHT" and "UP or DOWN".
6. Adjust condenser panel at brackets (2, Fig. 70) and (5, Fig. 70).
7. Tighten the nuts.
8. Respect the required gap between exterior finishing panels (Fig. 52).
9. Check that the door swings freely and closes properly. It may be necessary to adjust the door latch to get proper fit and operation.

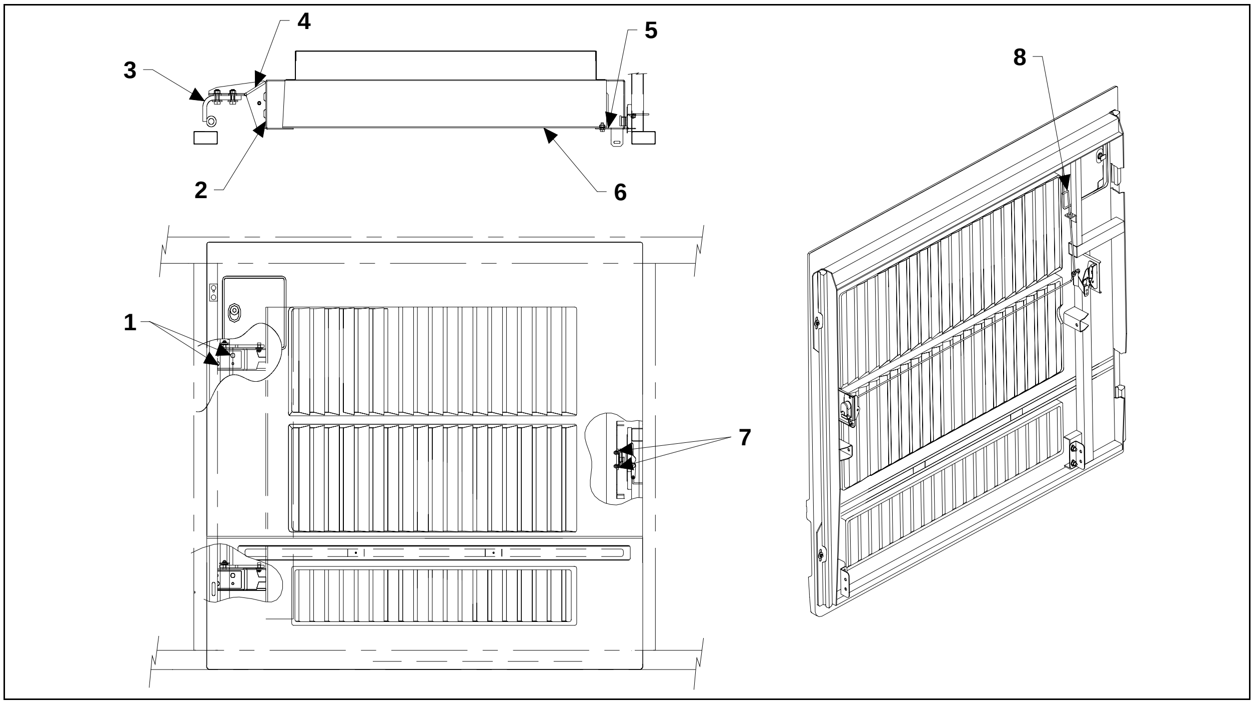


FIGURE 70: CONDENSER DOOR D280201

25. FUEL FILLER DOOR

1. Open the fuel filler door (1, Fig. 71).
2. Loosen the screws (3, Fig. 71) holding the panel to hinge (2, Fig. 71) assembly.
3. Adjust the fuel filler door position according to distance required between exterior finishing parts (Fig. 52).
4. Tighten the nuts.
5. Check that the door swings freely and closes properly.

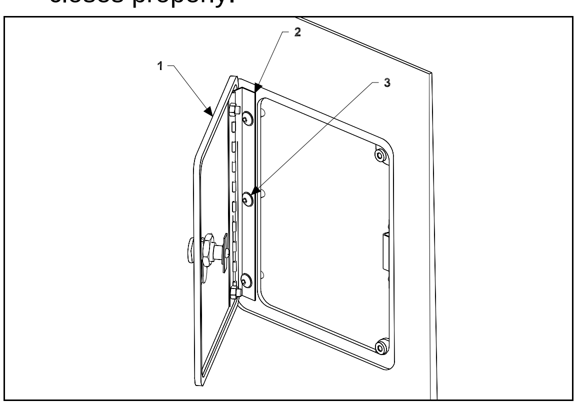


FIGURE 71: FUEL FILLER DOOR 1875003D

26. FRONT SERVICE COMPARTMENT

Adjustment of the front service compartment door can be done by following these steps:

1. Open the door.
2. Loosen nut (2, Fig. 72).
3. Move part (1, Fig. 72), as close as possible to exterior of coach, so as to have enough clearance for proper door opening.
4. Tighten nut (2, Fig. 72).
5. Loosen nut (3, Fig. 72). Hinge allows the door to be shifted "IN or OUT".
6. Adjust door panel to have the same gap space as neighboring panels or refer to figure 52 for specified gap space. Only if necessary, use the adjustment allowed by moving part 1, Fig. 72.

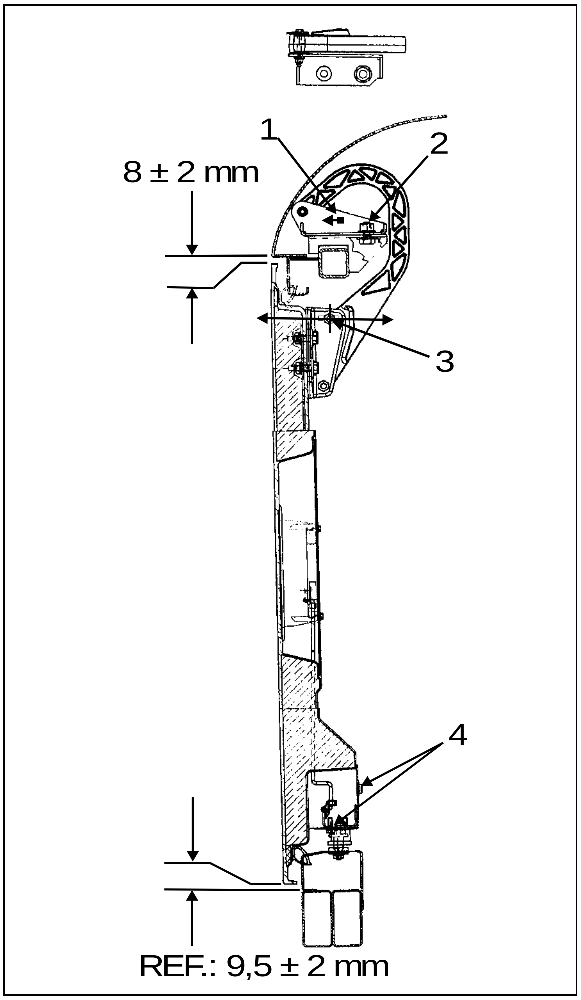


FIGURE 72: DOOR HINGE 18194

7. Loosen screws (5, Fig. 73) to allow the door to be shifted "UP or DOWN".
8. Adjust the door position.
9. Tighten the screws.
10. Check that the door swings freely and closes properly. It may be necessary to adjust the door latch to get proper fit and operation.

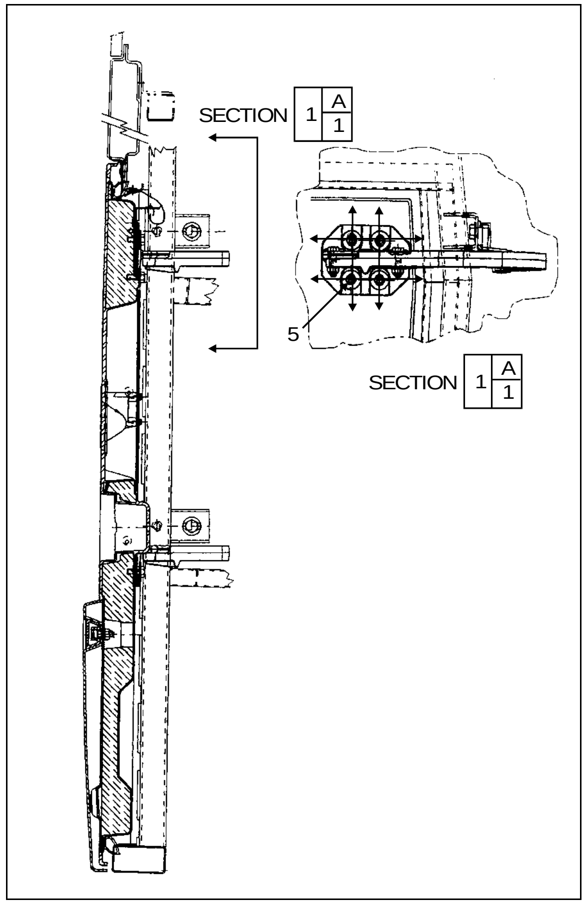


FIGURE 73: FRONT SERVICE DOOR 18195

26.1 LATCH MECHANISM ADJUSTMENT

To adjust the latch mechanism and the striker pin, open the door to access the striker pin. Slightly loosen the striker pin. Using a hammer, adjust the striker pin to center it in the door latch mechanism. Tighten the striker pin. Check door fit and operation.

27. ENGINE COMPARTMENT R.H. SIDE DOOR

The engine compartment R.H side door can be adjusted by following these steps:

1. Open the door.
2. Loosen nut (1, Fig. 74).
3. Move part (3, Fig. 74) as shown in figure for "LEFT or RIGHT" adjustment.
4. Tighten nut (1, Fig. 74).
5. Loosen nut (2, Fig. 74).
6. Hinge allows the door to be shifted "IN or OUT".

7. Adjust the door in accordance with the required distance between exterior finishing parts (Fig. 52).
8. Loosen screws (4, Fig. 75).
9. Screws allow the door to be shifted "UP or DOWN".
10. Adjust the door position according to the distance required between exterior finishing parts (Fig. 52).
11. Tighten the screws.

Check that the door swings freely and closes properly. It may be necessary to adjust the door latch to get proper fit and operation.

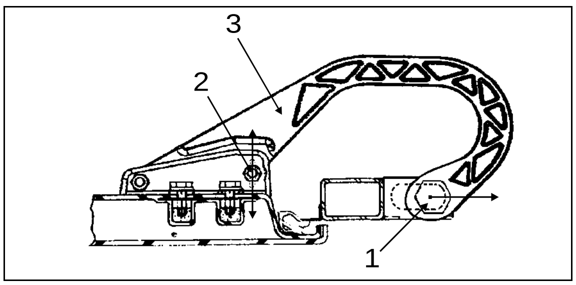


FIGURE 74: DOOR HINGE 18196

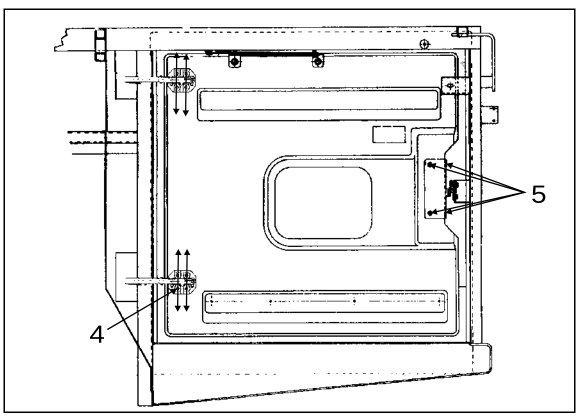


FIGURE 75: ENGINE COMPARTMENT R.H. DOOR 18197

27.1 LATCH MECHANISM ADJUSTMENT

To adjust the latch mechanism and the striker pin, open the door to access the striker pin. Slightly loosen the striker pin. Using a hammer, adjust the striker pin to center it in the door latch mechanism. Tighten the striker pin. Check door fit and operation.

28. EVAPORATOR DOOR ADJUSTMENT

1. Open the door.
2. Loosen nut (1, Fig. 76).
3. Move part as shown in figure for "LEFT or RIGHT" adjustment.
4. Tighten nut (1, Fig. 76).
5. Loosen nut (2, Fig. 76). Hinge allows the door to be shifted "IN or OUT".
6. Adjust the door in accordance with the required distance between exterior finishing parts (Fig. 75).
7. Loosen screws (3, Fig. 74). Screws allow the door to be shifted "UP or DOWN".
8. Adjust the door position according to the distance required between exterior finishing parts (Fig. 75).
9. Tighten the screws.

Check that the door swings freely and closes properly. It may be necessary to adjust the door latch to get proper fit and operation.

28.1 LATCH MECHANISM ADJUSTMENT

1. To adjust the latch mechanism and the striker pin:
2. Open the door to access the striker pin.
3. Loosen slightly the striker pin.
4. Using a hammer, adjust the striker pin to center it in the door latch mechanism.
5. Tighten the striker pin. Check door fit and operation.

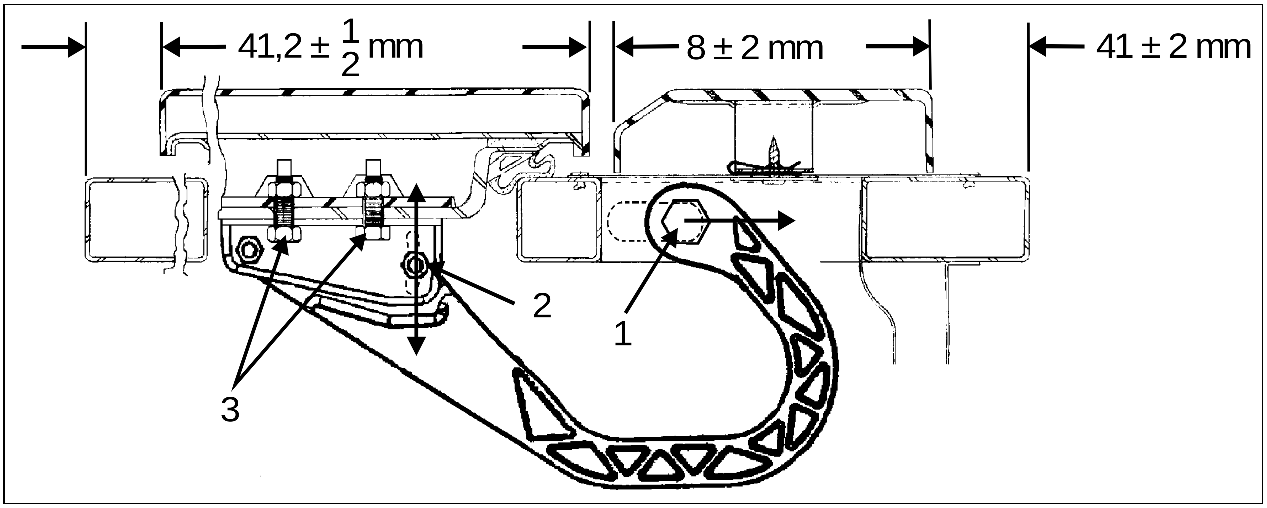


FIGURE 76: EVAPORATOR DOOR 18198

29. MAIN POWER COMPARTMENT

To adjust the main power compartment door:

1. Loosen nut (1, Fig. 77).

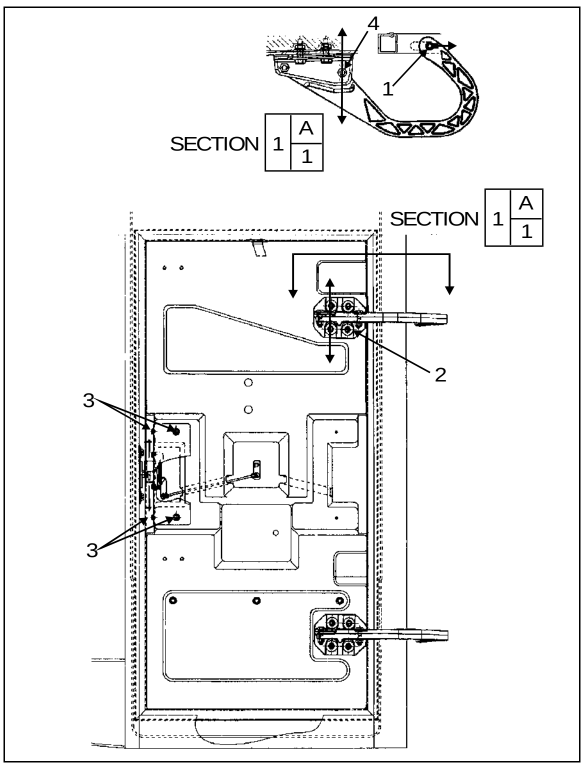


FIGURE 77: MAIN POWER COMP. DOOR 18199

2. Move part as shown in figure for "LEFT or RIGHT" adjustment.
3. Tighten nut (1, Fig. 77).
4. Loosen nut (4, Fig. 77).
5. Hinge allows the door to be shifted "IN or OUT".
6. Adjust door panel to have the same gap space as neighboring panels or refer to figure 45 for specified gap space
7. Loosen screws (2, Fig. 77). Screws allow the door to be shifted "UP or DOWN".
8. Adjust the door position.

Tighten the screws.

Check that the door swings freely and closes properly. It may be necessary to adjust the door latch to get proper fit and operation.

29.1 LATCH MECHANISM ADJUSTMENT

To adjust the latch mechanism and the striker pin:

1. Open the door to access the striker pin.
2. Loosen slightly the striker pin.
3. Using a hammer, adjust the striker pin to center it in the door latch mechanism.
4. Tighten the striker pin.

Check door fit and operation.

30. FENDERS

On the "H" series vehicle, all fenders are easily removable for maintenance on brakes and suspension. Each rear fender has three mechanical spring-loaded holding devices fixing it to the vehicle's structure.

30.1 REAR FENDER REMOVAL

1. Push the spring type rod sideways so that the lock disengages.
2. Support or have somebody hold the fender up.
3. As in 1, repeat to release both remaining holding devices.
4. Holding the fender firmly, pull it down until the top edge disengages from the holding plates.

To reinstall, reverse the procedure.

30.2 FRONT FENDER REMOVAL

1. At the bottom of fender, remove the retaining screws on one side of the fender.
2. Support or have someone hold the fender up.
3. Remove the screw on the other side of the fender.
4. Pull the fender down until the top edge disengages from the holding plates.

To reinstall, reverse the procedure.

31. REAR CAP

The fiberglass rear cap does not need any maintenance except painting as needed. For minor damages, refer to section 4 "Fiberglass Repair" and section 5 "Painting". If the rear cap ever has to be replaced:

1. Remove all accessories.
2. Drill out the retaining pop rivets.
3. With a sharp edge blade, cut the seal joint and remove the rear cap.
4. With the sharp edge blade, remove as much of the remaining seal pieces as possible.
5. Sand with #120 or #150 sandpaper.
6. Wipe clean with alcohol
7. Prepare surface with SIKA #205 and let dry for a minimum of 2 minutes.
8. Install a new seal using LOCTITE 414 glue.
9. Install the rear cap and fasten with pop rivets.

Caution: *Do not attempt this procedure unless you are qualified and equipped to handle this job.*

32. FRONT CAP

The front cap windshield frame does not need any maintenance. It is held in place with bolts and nuts. If it ever it has to be replaced, make an appointment at a Prevost service center near you.

33. SIDE PANEL INSTALLATION PROCEDURE FOR COACHES AND VIP

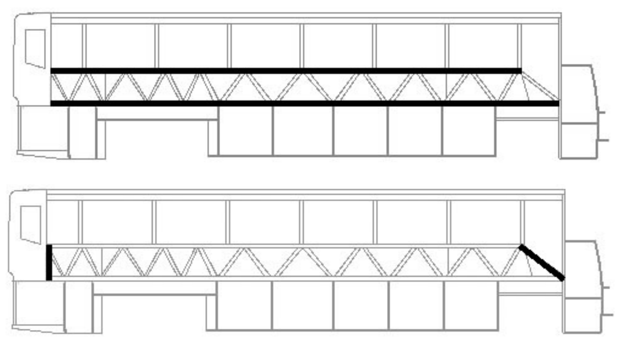
Material:

		Scotchbrite gray (680226)	√	**Sika 206 G+P 1 liter (683446)**	√
Anti-silicone (682989)	√				
Tack cloth	√				
CHIX cloth (682384)	√				
Blue cloth (682383)	√			**Sika 252 black**	√
Pure water	√	**Masking tape**	√		

Equipment:

Glue gun	√	
Compression roller	√	

SECTION #1 SIDE PANEL INSTALLATION

1.00		**SS Body structure preparation**	
	A)	Clean using anti-silicone. See SAV000001 section A. Use Scotchbrite to sand structure. Use 1 side of Scotchbrite for 1 side of vehicle**.**	

SAV000001 Section A Alcohol or Anti-silicone

1. **Apply**

CHIX cloth

2. **Dry immediately**

Blue cloth

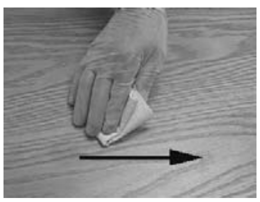
3. **Allow to dry**

Mandatory	**Minimum time : Wait for product to evaporate**
	After 2 hours: Start cleaning operation again
Before applying any other product	If surface seems dusty, greasy or with finger marks, start cleaning operation again.

1.05	**Fiberglass panel preparation (fiber side)**	

	A)	Clean using tack cloth. Repeat if surface seems dusty.	
	B)	Clean using anti-silicone See SAV000001 section A.	
	C)	Apply primer 206 G+P. See SAV000001 section D.	

PR000001 Section D Sika Primer 206 G+P



3. **Shake bottle to mix product**

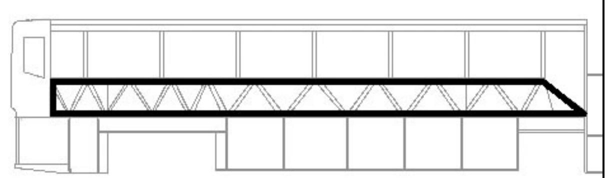
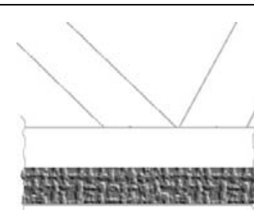
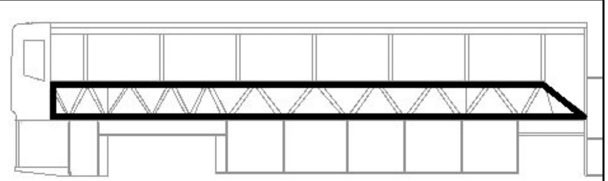
4. **Apply a thin layer**

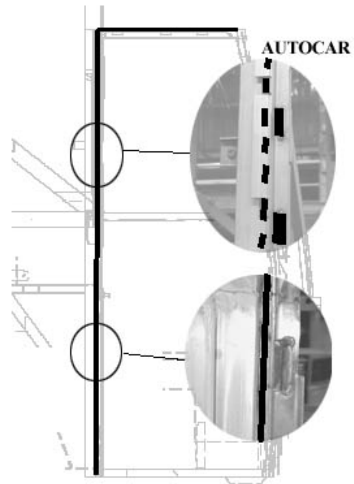
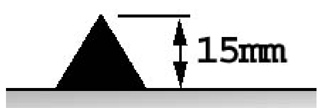
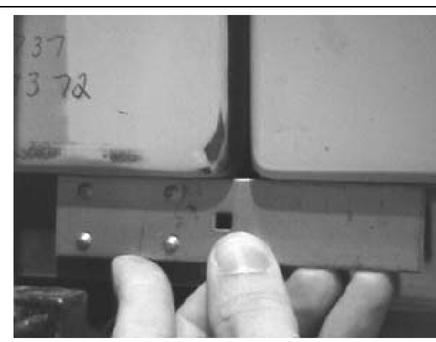
CHIX cloth

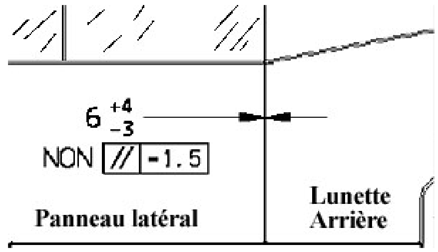
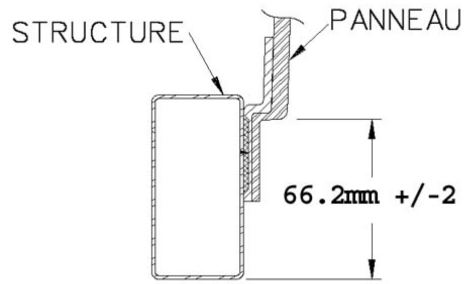
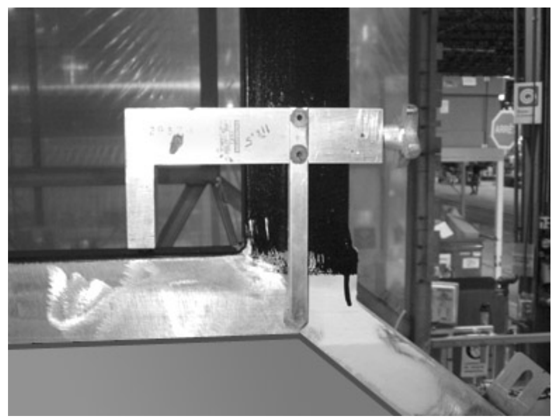
3. **Allow to dry**

Mandatory	**206 G+P**	**Minimum time : 10 minutes**
		After 2 hours: Remove dust using damp cloth (pure water)
		After 8 days : Reactivate with Aktivator as per section "C"

Before applying any other product	If surface seems dusty, dust using damp cloth.
	If surface seems greasy or with finger marks, reactivate with Aktivator.

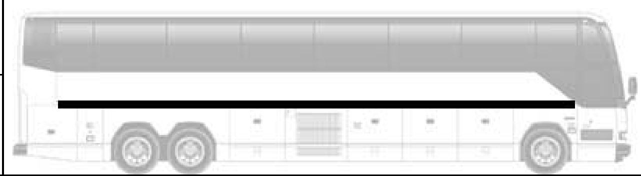
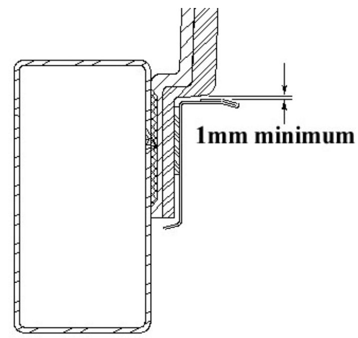
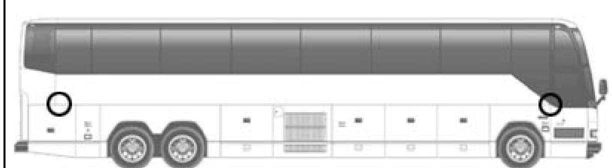
1.10	**SS Body structure preparation**		
	A)	Clean using anti-silicone. Clean structure at least twice. Repeat is necessary until cloth comes clean. See SAV000001 section A.	
	B)	Apply 1 ¼" protective tape along bottom structural tubing.	
	C)	Apply 206 G+P onto structure. See SAV000001 section D.	

1.15	Seal entrance door perimeter using Sika 252 black, Smooth down the excess.		
1.20		Install lateral panel supports onto bottom structural tubing. Install lateral panel onto supports to verify proper positioning.	
1.25	**Glue application**		
	A)	Set (timer) or record time. ***No more than 45 minutes should elapse between beginning of glue application and panel installation.***	
	B)	Apply Sika 252 black onto structure 	
1.30 *	A)	Install lateral panel onto supports and clamp panel in place using "C" clamps and square tubing to even out the pressure. **Note: A maximum of clamps should be used (every 6 inches) to ensure proper bonding. Do not tighten too much.**	
	B)	At the rear, adjust panel height so that it is level with rear cap	

<table>
<tr><td rowspan="3"></td><td>C)</td><td>Gap between lateral panel and rear cap must be 6mm +4/-3 and panels must be aligned within 1.5mm.</td><td>
</td></tr>
<tr><td>D)</td><td>Using a ruler, adjust front of lateral panel.</td><td>
</td></tr>
<tr><td>E)</td><td>Verify if panel upper corner is in the middle of window post.</td><td></td></tr>
<tr><td>1.55</td><td colspan="2">Remove excess of glue using a spatula.

Apply a bead of Sika 252 at the top of panel

Spray pure water onto all the joints to speed up drying process</td><td></td></tr>
<tr><td>1.60</td><td colspan="3">Remove protective tape (installed at step 1.10b).</td></tr>
<tr><td>1.70</td><td colspan="3">Do not move the vehicle for 48 hours
Make sure room temperature is superior to 20°C (68°F) before gluing
Perform a visual inspection before installing side windows</td></tr>
</table>

<table>
<tr><th colspan="4">SECTION #2 DRIP MOLDING INSTALLATION</th></tr>
<tr><td rowspan="2">2.00 *</td><td>A)</td><td>Clean using Anti-silicone
See SAV000001 section A.</td><td rowspan="2"></td></tr>
<tr><td>B)</td><td>Apply Sika 206 G+P
See SAV000001 section D.</td></tr>
<tr><td>2.05</td><td colspan="2">Remove blue paper from drip molding. Remove protective tape from double-face self adhesive tape</td><td></td></tr>
<tr><td>2.10</td><td colspan="2">Glue drip molding. Allow a gap of 1mm minimum between top of drip molding and panel.</td><td></td></tr>
<tr><td>2.15</td><td colspan="2">Compress drip molding using the compression roller to increase adherence.</td><td></td></tr>
<tr><td>2.20</td><td colspan="2">Round off rear and front drip molding corners.</td><td></td></tr>
</table>

SECTION #3 REPAIR		
4.00	Remove fiberglass from structure using a screwdriver. Use wedges if necessary to hold down panel during the work.	
4.05	Remove as much glue as possible. If primer is removed, apply primer 206 G+P locally. If primer is OK, reactivate as per SAV000001 section D.	
4.10	Apply Ultrafast 2 glue (heated).	
4.15	Compress panel using clamps and a metal flat bar (for an even compression). Only use screws as a last resort to compress.	
4.20	**Vehicle must not move for the next 12 hours.**	

34. REAR VIEW MIRRORS (RAMCO)

Your vehicle is equipped with two exterior mirrors.

The mirrors may be equipped with an optional electric heating system which serves to minimize ice and condensation on the mirror glass in extreme weather conditions. Integral thermostats are installed in both mirrors to avoid continuous heating. Use the appropriate switch on the dashboard to activate the defroster system on both mirrors simultaneously. The mirrors can easily be adjusted by using the remote controls located on the L.H. side control panel. The mirrors have easy to replace glass in case of breakage. Remote control motors can also be replaced.

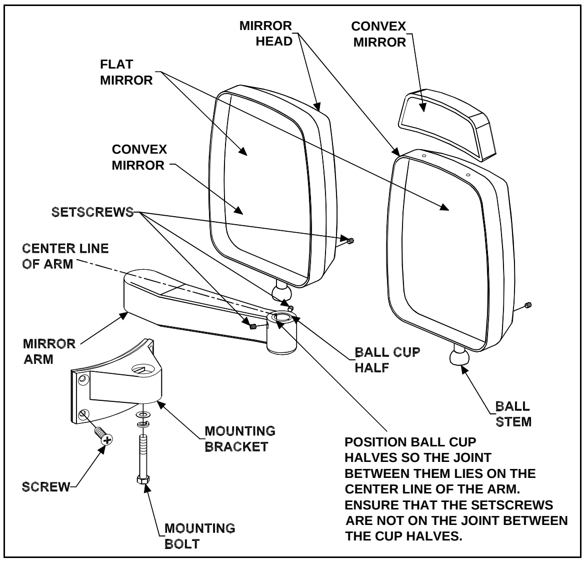


FIGURE 78: REAR-VIEW MIRROR (RAMCO) 18201

34.1 ADJUSTMENT

At the base of the mirror arm, loosen the mounting bolt to swing arm in or out.

To pivot the mirror head, loosen the setscrews on each side of the ball stub at the base of the mirror head to facilitate the adjustment.

34.2 DISASSEMBLY

At end of mirror arm, loosen the setscrews to relieve tension on the ball stem. Remove the ball stem from the arm.

Remove the four screws fastening the mirror arm base to the coach.

34.3 ASSEMBLY

Mount the mirror arm base to the coach.

Insert the ball stem into the mirror arm and tighten the socket setscrews.

Note: *Position the ball cup halves so the joint between them lies on the centerline of the arm. Ensure that the setscrews are not on the joint between the cup halves.*

34.4 REPLACEMENT OF MIRROR GLASS

Remove the broken glass.

Position new glass in mirror head and press to lock the Velcro in place.

34.5 HEATED / REMOTE CONTROLLED REAR VIEW MIRRORS

Heated/remote controlled external rear view mirrors may be provided to prevent the mirrors from frosting up in cold weather.

The remote controlled external rear view mirrors attach to support arms using a pivot collar secured by setscrews. Loosening the setscrews allows the whole head assembly to turn on the support arm for initial adjustment. A mounting bolt and washer hold the arm support to the mounting bracket. The arm support can be moved to position the mirror head into or away from the coach body.

The mirror heat switch is located to the left of the driver on the dashboard. This switch must be activated before the mirror heating element will energize. Once energized, the mirror heating element is kept at a sustained temperature (between 60-80°F) by a thermostat. Refer to wiring diagram annexed in the technical publication box.

Caution: *Do not attach stick-on type convex mirror accessories to the heated mirror glass. This could impede uniform heat distribution on the mirror surface which could break the mirror.*

34.5.1 Mirror Control

The remote control pointer knob(s) for the mirrors is (are) mounted on the L.H. side control panel. The harness to the mirror head runs through the arm support. The remote motor is mounted to the mirror head behind the mirror glass.

Turn pointer knob to the left for mirror head adjustments and to the right for convex mirror adjustment, then push down on either of the button's (4) sides to adjust the selected mirror viewing angle.

34.5.2 Disassembly

At end of mirror arm, loosen the setscrews to relieve tension on the ball stud. Remove the ball stud. Remove the ball stud from the arm and gently pull the harness out until the connector is exposed.

Remove the four screws fastening the mirror arm base to the coach. Slide the harness free of the mirror arm base.

34.5.3 Assembly

Attach a stiff wire (snake) to the end of the harness and insert the wire through the mirror arm base and arm, gently pull the harness through the arm and disconnect the "snake".

Connect the mirror head harness. Insert the harness connector back into the mirror arm.

Insert the ball stud into the mirror arm and tighten the socket setscrews.

Note: *Position the ball cup halves so the joint between them lies on the centerline of the arm. Ensure that the setscrews are not on the joint between the cup halves.*

34.5.4 Convex & Flat Mirror Removal

The mirror glass assembly is mounted to the control mechanism or to mirror base with Velcro strips. Remove the mirror glass by gently pulling the lens to release the Velcro. Disconnect the heater grid at the two connectors.

Connect the connectors of the new mirror's grid to the harness. Install the lens by positioning the lens in the mirror frame and pressing to lock the Velcro in place.

35. VEHICLE JACKING POINTS

The vehicle can be lifted by applying pressure under body jacking points or front and drive axle jacking points (from fig. 79 up to 86). When it is necessary to lift the vehicle, care should be taken to ensure that the pressure is applied only on the specified areas. Equipment for lifting the front of the vehicle must have a combined lifting capacity of at least 20,000 lb. (9 100 kg).

Equipment for lifting the rear of the vehicle must have a combined lifting capacity of at least 40,000 lb. (18 200 kg).

Warning: *DO NOT tow or jack vehicle with people on board.*

Warning: *When it is necessary to raise the vehicle, care should be taken to ensure that pressure is applied only at the points indicated in figures 79 up to 86.*

Warning: *Extra lift capacity may be required if luggage or any other type of load (e.g. conversion equipment) are onboard the vehicle.*

Caution: *The suspension of the vehicle must be in the normal ride position before jacking. The "Level Low" system on a motorcoach must be in the "DRIVE" position prior to turning the ignition key "OFF".*

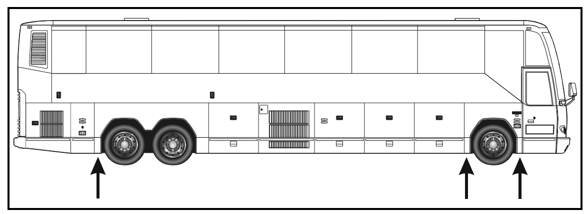


FIGURE 79: JACKING POINTS ON STRUCTURE 18480

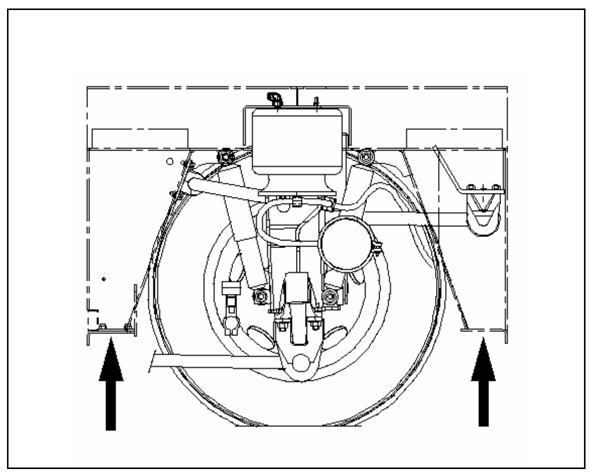


FIGURE 80: JACKING POINTS ON FRONT UNDERFRAME – I BEAM AXLE 16183

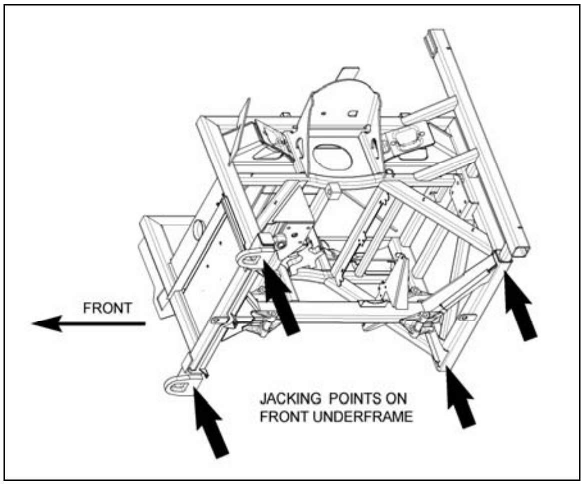


FIGURE 81: JACKING POINTS ON FRONT UNDERFRAME – IFS 18530

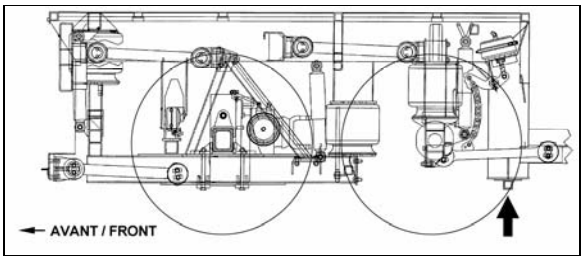


FIGURE 82: JACKING POINTS ON REAR FRAME

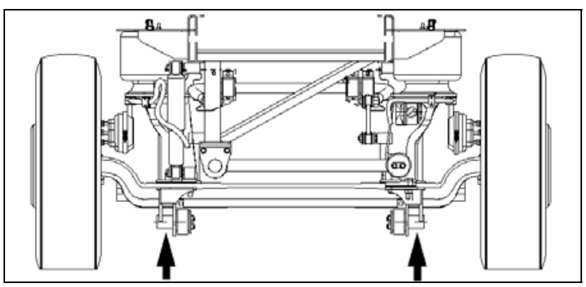


FIGURE 83: JACKING POINTS ON FRONT AXLE – I BEAM AXLE 10000

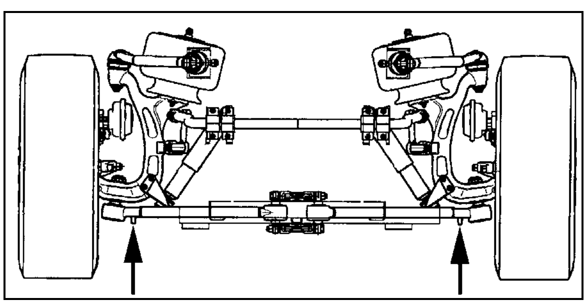


FIGURE 84: JACKING POINTS ON IND. SUSPENSION

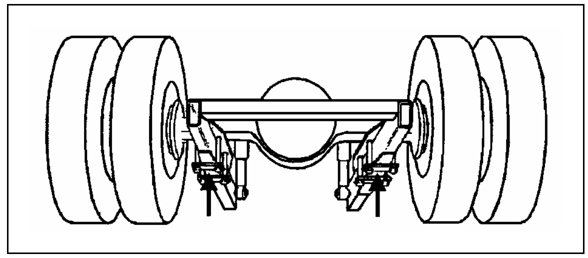


FIGURE 85: JACKING POINTS ON DRIVE AXLE 18085

Caution: *Always unload or retract the tag axle before jacking the vehicle from the front and drive axle jacking points to prevent damage to suspension components.*

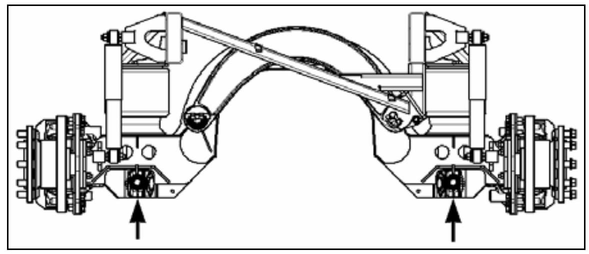


FIGURE 86: JACKING POINTS ON TAG AXLE 11029

Caution: *The jacking points on the tag axle must be used for raising the tag axle only.*

36. TOWING THE VEHICLE

The vehicle can be transported on a low bed semi-trailer of adequate gross axle weight capacity. When transporting a vehicle, apply parking brake and shut down the engine. Block all wheels and secure vehicle with tie-downs. Check that overall height will clear obstacles on the route to follow, and obtain required permits.

The vehicle can also be towed by lifting the front axle or by towing from the front with all wheels on the ground. These two methods are described below under their respective headings. Whatever the method used, the vehicle should be towed by truck operators authorized and experienced in towing highway coaches.

Observe normal precautions including, but not limited to, the ones listed below when towing the vehicle:

- Make sure the parking brake is released before towing.
- Do not allow passengers to ride onboard the towed vehicle.
- Tow the vehicle at a safe speed as dictated by road and weather conditions.

- Accelerate and decelerate slowly and cautiously.

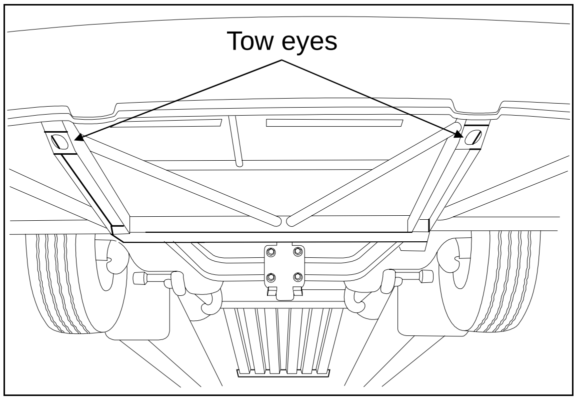


FIGURE 87: TOW EYES UNDER VEHICLE 18401

36.1 LIFTING AND TOWING

The towed vehicle must be lifted from under the front axle only. The tow truck must be equipped with the proper lifting equipment to reach under the front axle since no other lifting points are recommended. Lifting and towing from any other point are unauthorized as it may cause serious damage to the structure. Do not unload or raise the tag axle when lifting and towing to prevent overloading the drive axle.

1. Remove both drive axle shafts to prevent damage to the transmission. Plug axle tube to prevent oil loss. Refer to Rockwell's *"Maintenance manual no.5"* annexed at the end of Section 11, Rear axle, in this manual for correct procedure.

***Caution:** Transmission lubrication is inadequate when towing. With either automatic, semi-automatic or manual transmission, the drive axle shafts must be removed to avoid serious damage to the transmission.*

2. Operate the engine when towing to maintain brake system air pressure. If the engine cannot be operated, connect an external air pressure line from the tow truck to the emergency fill valve in the engine compartment. The emergency fill valve in the front service compartment does not supply air pressure to the brake system. The air pressure must be a minimum of 75 psi (520 kPa), and the line should be attached to the air line with a clip-on chuck.

***Caution:** Do not tow the vehicle without external air pressure applied to the emergency fill valve if the engine does not operate. Without brake system air pressure, the brakes may apply automatically if system air drops below 40 psi (275 kPa). If failure prevents releasing the parking brakes with air pressure, disengage the parking brakes mechanically.*

3. Lift the vehicle from under the front axle, and adequately secure the underside to the tow vehicle lifting attachment with chains.
4. Observe safety precautions when towing.

36.2 TOWING WITHOUT LIFTING

***Caution:** When towing vehicle without lifting, use only a tow truck with a solid link tow bar and related equipment. All other means of towing are unauthorized. Tow only from the front of the vehicle.*

1. Remove both drive axle shafts to prevent damage to the transmission. Plug axle tube to prevent oil loss. Refer to Rockwell's *"Maintenance manual no.5"* annexed at the end of Section 11, Rear axle, in this manual for correct procedure.

***Caution:** Transmission lubrication is inadequate when towing. With automatic, semi-automatic or manual transmission, the drive axle shafts must be removed to avoid serious damage to the transmission.*

2. Operate the engine when towing to maintain brake system air pressure. If the engine cannot be operated, connect an external air pressure line from the tow truck to the emergency fill valve in the engine compartment. The emergency fill valve in the front service compartment does not supply air pressure to the brake system. The air pressure must be a minimum of 75 psi (520 kPa), and the line should be attached to the air line with a clip-on chuck.

***Caution:** Do not tow the vehicle without external air pressure applied to the emergency fill valve if the engine does not operate. Without brake system air pressure, the brakes may apply automatically if system air drops below 40 psi (275 kPa). If failure prevents releasing the parking brakes with air pressure, disengage the parking brakes mechanically.*

3. Position the tow truck so that the tow bar contacts the front bumper of the vehicle.

4. Attach the tow truck chains only in the tow eyes of the vehicle under the bumper and take up all the slack.
5. Attach safety chains as applicable.
6. Observe safety precautions when towing.

37. SPECIFICATIONS

Door cylinder

Manufacturer .... Bimba
Type .... Pneumatic
I.D. .... 1½" (mm)
Stroke .... 8" (mm)
Prevost number 780595

Damper

Manufacturer .... Koni
Prevost number 780565

Lock cylinder (upper)

Manufacturer .... Bimba
Type .... Air, single action, 1/8 NPT, hexagonal rod
I.D. .... 7/8" (22 mm)
Stroke .... 1" (25 mm)
Prevost number 641392

Lock cylinder (central)

Manufacturer .... Bimba
Type .... Air, single action, ¼ NPT
I.D. .... 1¾" (45 mm)
Stroke .... 1" (25 mm)
Prevost number 641209

Manifold solenoid

Manufacturer .... Norgren
Type .... 4 ports, 1/8 NPT
Voltage .... 24 VDC
Power consumption .... 6 watts
Maximum pressure .... 150 psi (1035 kPa)
Prevost number 641448

Solenoid valve (Latching valve)

Manufacturer .... Humphrey
Model 310
Operating range .... 0 to 125 psi (0 to 860 kPa)
Voltage .... 24 VDC
Voltage tolerance .... +10%, -15% of rated voltage
Power consumption .... 4 watts
Leak rate (max allowed) .... 0.245 in3/min @ 100 psi (4cc/min @ 690 kPa)
Type of operation .... Direct solenoid
Lubrication .... Not required (factory pre-lubed)
Filtration .... 40 micron recommended
Prevost number 641412

Pressure switch assembly

Prevost number 452831

SECTION 22: HEATING AND AIR CONDITIONING

CONTENTS

ILLUSTRATIONS

1. HEATING AND AIR CONDITIONING

The coach's interior is pressurized by its Heating, Ventilation, and Air Conditioning (HVAC) system. Air flow and controls divide the vehicle in two areas: driver's area and passenger's (cabin) area. The interior of vehicle should always be slightly pressurized to prevent dust and moisture from entering vehicle. Each section has its own fresh air, returning air and discharge air ducting. The exhaust is mainly done through the lavatory ventilator and through normal air-tightness losses.

2. AIR CIRCULATION WITH CENTRAL HVAC SYSTEM

2.1 DRIVER'S AREA

Fresh air is taken from behind the R.H. side headlights assembly and enters the mixing box through an ON/OFF damper. Return air is taken through the right console into the mixing box. Mixed air goes through cooling and heating coils, fans and discharge ducts.

Both right and left discharge ducts defrost one half of the windshield. The driver can also divert his air flow to the dashboard, from which he can direct vent to his upper body with adjustable HVAC register and to his feet with the appropriate button (see figure 1 and Operator's manual or Owner's manual).

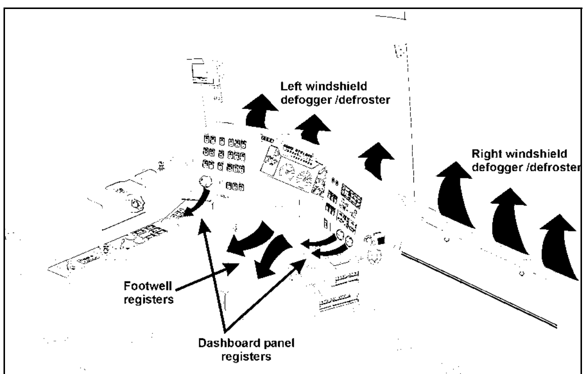


FIGURE 1: DRIVER'S UNIT AIR CIRCULATION 22291

2.1.1 Coaches only

Two additional air outlets are located in the front area but supplied by the passenger's (cabin) unit ducting system. One is located in the stepwell for step de-icing (Figure 2). The air flow outlet comes from the left side and is drawn from the first step riser. The other air outlet is located behind the driver, on his L.H. side. The air outlets can be rotated to direct Air flow. Optionally, the coach may be equipped with a defogger/defroster system in the windshield upper-section, refer to paragraph: "Central Heating System" for more information.

2.1.2 VIP only

VIP vehicles equipped with the Central HVAC System have two additional registers called Navigator's registers located near the entrance door, at bottom of first lateral window.

2.2 PASSENGER'S (CABIN) AREA

Fresh air is taken from the left side of vehicle through a two-position damper located at the left of the evaporator compartment. The thermal control damper can be fully opened for normal operation or partially closed for extreme weather or highly polluted areas. The recirculation REC button is located on the HVAC control unit. Press down the button to partially close the fresh air damper.

NOTE
Opening the entrance door also partially closes the fresh air damper.

Return air is drawn through the first entrance step riser (coaches only), last entrance step riser and from the lower section of the floor ducts in two locations: one in the rear section of vehicle and the other in the front section of vehicle on the L.H. side (figure 2).

A double blower fan unit, which is activated by the evaporator motor, draws mixed air through an air filter, cooling and heating coils, then forces this air in the ventilation ducts (upper section) along the walls, and finally exhausts it at the bottom of the windows.

On coaches, the Central HVAC system includes an overhead compartment ventilation system equipped with adjustable registers in the passenger's overhead console to control air flow for the passenger seats. Direct air flow by pointing or rotating register. Open or close register to adjust air flow (figure 3). Also on coaches, the lavatory ventilator acts as the main exhaust for the whole vehicle, eliminates odors, and finally heats or cools the lavatory with the vehicle's ambient air.

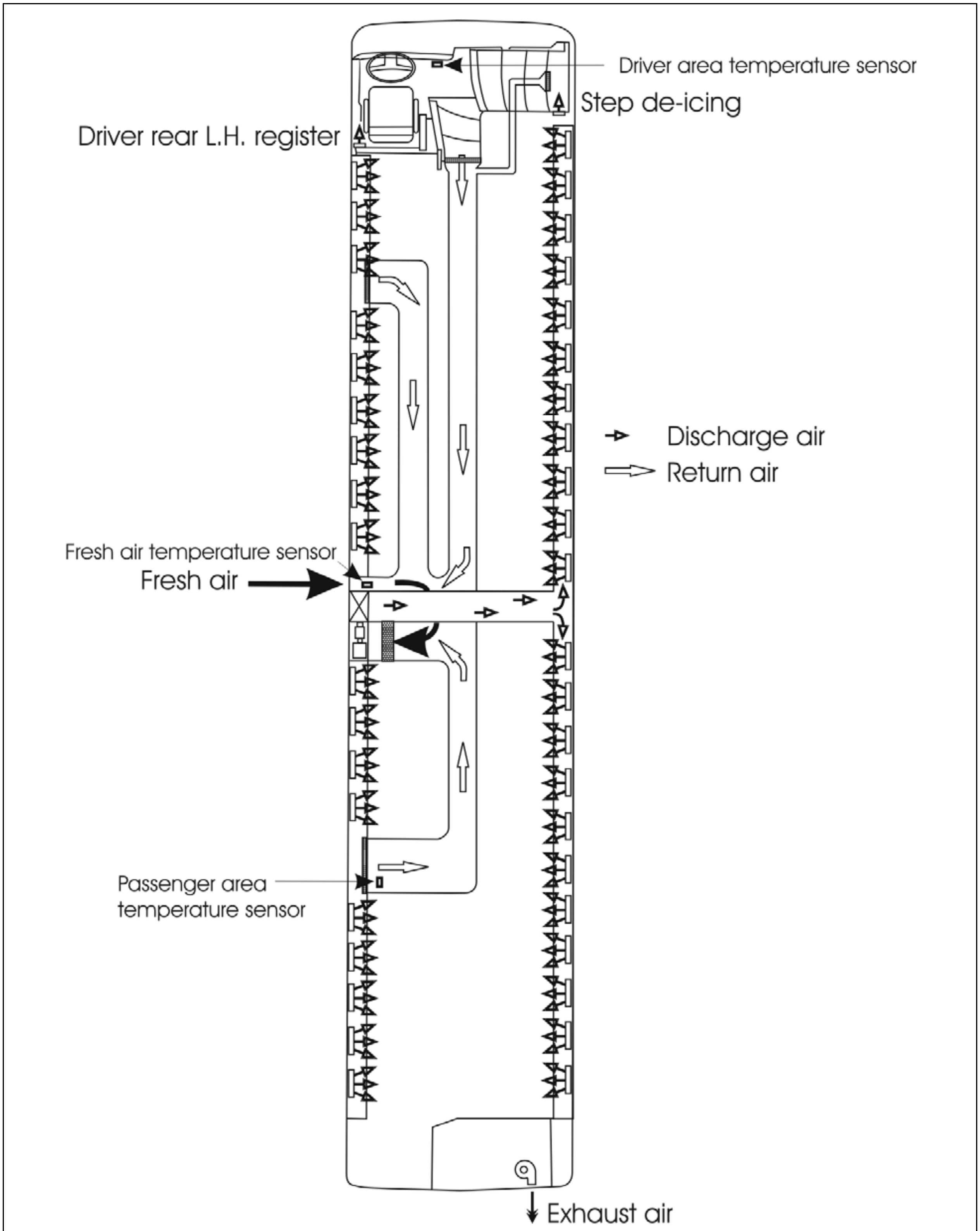


FIGURE 2: CENTRAL HVAC SYSTEM – PASSENGER'S UNIT AIR CIRCULATION (COACH) 22264

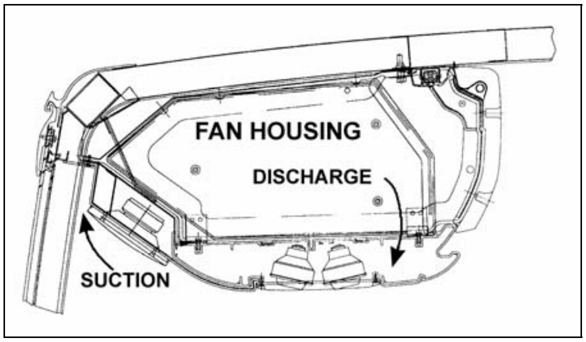


FIGURE 3: OVERHEAD COMPARTMENT VENTILATION SYSTEM 22211

3. AIR CIRCULATION WITH SMALL HVAC SYSTEM

Fresh air is taken from behind from behind the R.H. side headlights assembly and enters the mixing box through an adjustable damper. Returning air is taken through the right console into the mixing box. The recirculation REC button is located on the HVAC control unit (figure 4). Mixed air goes through cooling and heating coils, fans and discharge ducts.

Both right and left discharge ducts defrost/defog one half of the windshield. The driver can divert his air flow to the dashboard, from which he can direct vent to his upper body with adjustable HVAC register and to his feet with the appropriate button (see figure 1 and Owner's manual).

3.1 AUXILIARY UNIT

VIP vehicles with small HVAC system are equipped with an auxiliary system that provides five additional registers. Three are located behind the driver's seat and the other two are located near the entrance door, at bottom of first lateral window. The auxiliary unit comes with cooling and heating coils, fan and discharge ducts.

4. SMALL HVAC SYSTEM OPERATION

4.1 DRIVER'S UNIT OPERATION

The temperature control in the driver's area is provided directly by the HVAC control unit mounted on the dashboard R.H. side.

Using the Up/Down type switch sets the fan speed and the speed chosen is displayed on the HVAC control unit.

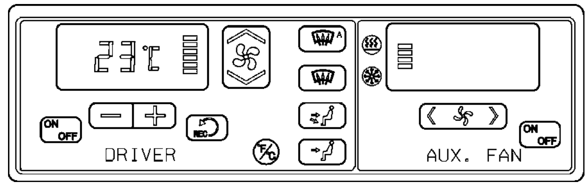


FIGURE 4: CONTROL UNIT - SMALL HVAC SYST. 22286

4.2 AUXILIARY UNIT OPERATION

The temperature control is provided by the small system HVAC control unit. The R.H. portion of the HVAC control unit enables to actuate the Auxiliary Unit and to regulate the fan speed. Using the <   > type switch sets the fan speed and the speed chosen is illustrated on the window display.

5. CENTRAL HVAC SYSTEM OPERATION

To operate the air conditioning system when coach is stationary, engine should run at fast idle. During operation of the air conditioning system, windows should be kept closed and door not left open longer than necessary. In order to prevent battery discharge, HVAC system will not operate if vehicle charging system is not working properly.

5.1 DRIVER'S UNIT

The temperature control in the driver's area is provided directly by the L.H. portion of the HVAC control unit.

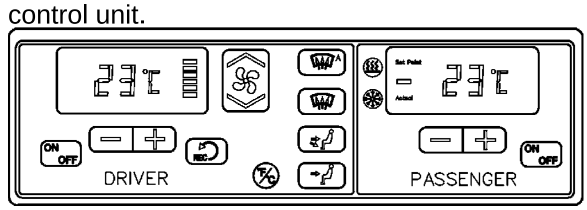


FIGURE 5: CONTROL UNIT - CENTRAL HVAC SYST 22276

The driver's unit piping is paralleled with the passenger's unit piping. Both units use the same refrigerant and coolant, and are linked to the same condenser and compressor, even if they are individually controlled. It requires the passenger's unit to engage the A/C compressor magnetic clutch; consequently, the driver's unit cannot be operated alone in the air conditioning mode.

NOTE
The driver's HVAC section turns on automatically at starting of the engine and uses the settings that were kept in memory before turning off of the system.

The A/C compressor starts automatically when the two following conditions are satisfied:

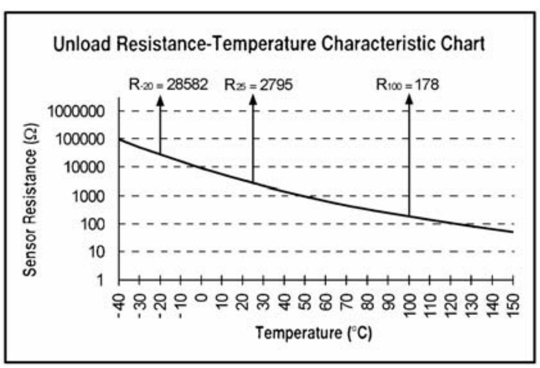
1. The outside temperature is above 32°F (0°C).
2. The passenger's area temperature has reached 7°F (4°C) under the set point.

NOTE
Upon starting, if the outside temperature is above 32°F (0°C) and then drops below 32°F (0°C), the compressor will keep running up to a temperature of 15°F (-9°C) to prevent condensation from forming on the windows.

NOTE
To perform a test of the driver's section windshield defroster, it is possible to run the system without running the engine.

The following table and 2% error chart can be used to troubleshoot the driver’s area air temperature sensor and the two other temperature sensors (passenger's area and fresh air).

NOTE
VIP vehicles equipped with Small HVAC System have two air temperature sensors; the driver’s area temperature sensor (same place as coaches) and the exterior temperature sensor located behind the reclining bumper.



TEMPERATURE SENSOR		
Temp °C	**Temp °F**	**Resistance Ohms**
-40	-40	100865
-35	-31	72437
-30	-22	52594
-25	-13	38583
-20	-4	28582
-15	5	21371
-10	14	16120
-5	23	12261
0	32	9399
5	41	7263
10	50	5658
15	59	4441
20	68	3511
25	77	2795
30	86	2240
35	95	1806
40	104	1465
45	113	1195
50	122	980
55	131	808
60	140	670
65	149	559
70	158	468
75	167	394
80	176	333
85	185	283
90	194	241
95	203	207
100	212	178
105	221	153
110	230	133
115	239	115
120	248	100
125	257	88
130	266	77
135	275	68
140	284	60
145	293	53
150	302	47

Using the Up/Down type switch sets the fan speed and the speed chosen is illustrated on the window display.

5.2 PASSENGER’S UNIT

The passenger section of the HVAC control unit enables the selection of the temperature in the passenger's section (Refer to the VIP Owner’s manual or H3 Operator’s Manual for details).

Temperature control is provided in conjunction with a thermistor sensor located inside return duct, on L.H. side of vehicle (figure 2).

The flow of water to the passenger’s unit heater core is controlled by a pneumatic water valve which varies the cycling rate depending on selected temperature. A red LED indicator, located on the HVAC control unit, illuminates when the heating mode is one. A green LED indicator illuminates when compressor clutch is in operation.

The evaporator motor is located in the evaporator compartment on the L.H. side of vehicle is protected by a 90 amp, with manual-reset (CB3) circuit breaker mounted in the main power compartment (refer to Section 06, *“Electrical System”* in this manual for details).

The condenser coil mounted on the opposite side of the evaporator is ventilated by four brushless axial fans. The fan motors are protected by a manual-reset 70 amp circuit breaker (CB 7) mounted in the main power compartment on rear R.H. side of vehicle (figure 6). Furthermore, the following relays, diodes and multiplex modules are located in the evaporator compartment (figure 7). They are mounted on the HVAC components panel located on the R.H. side wall when facing the compartment.

Multiplex Module (evaporator compartment)	
A54	I/O-B
Relays (evaporator compartment)	
R10	24V Condenser fans
R12	24V Evaporator fan
R20	Water pump
R26	Pre-heating
Diodes (evaporator compartment)	
D9	Pre-heating
D10	Pre-heating
D16	Baggage compartment -3
D17	Baggage compartment -5
D19	Baggage compartment -2
D20	Baggage compartment -1
DXX	Not used

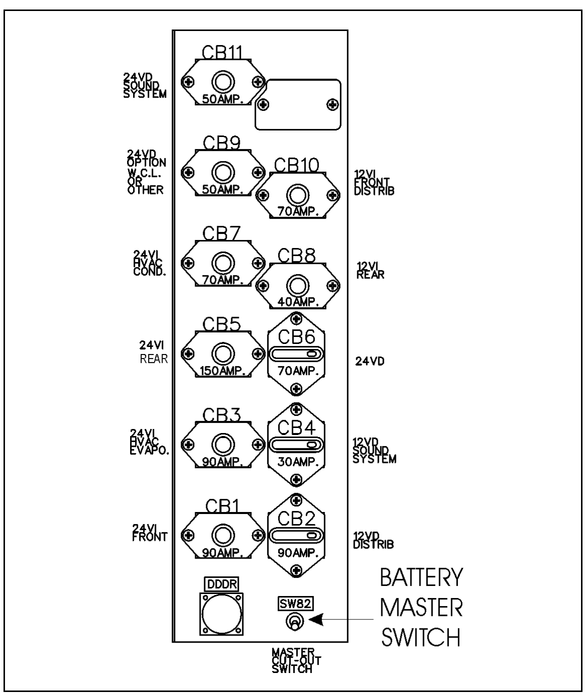


FIGURE 6: MAIN BREAKERS – SEATED COACH 06582A

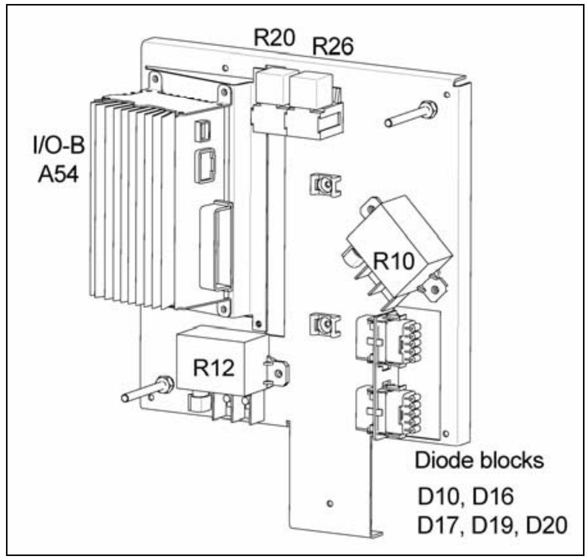


FIGURE 7: HVAC CONTROL PANEL 06596

5.3 OVERHEAD COMPARTMENT UNIT (H3 COACHES)

Optional evaporator coils may be added to both overhead compartment air systems. This air conditioning unit permits a wider temperature range in the passenger's area.

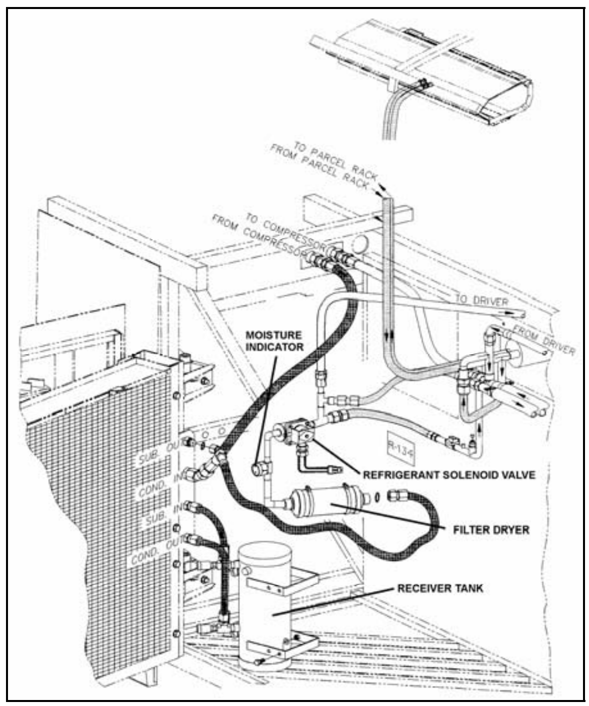


FIGURE 8: PASSENGER'S OVERHEAD COMPARTMENT UNIT 22221

6. HVAC UNIT MAINTENANCE

No special maintenance is required on the passenger's and driver's units, with the exception of cleaning their respective coil air filters.

NOTE
Squeeze rubber hose located under the concerned compartment, to eliminate water and dirt when you make routine maintenance.

6.1 COIL CLEANING

Check the external surface of the coil at regular intervals for dirt or any foreign matter.

For the driver's HVAC unit, remove the grill and the access panels and back flush the evaporator coil from inside (figure 14).

For the optional windshield upper section defogger/defroster, remove the bottom access panel, remove the six bolts fixing the blower motor assembly. Use low air pressure to clean the coil.

MAINTENANCE

For the passenger's unit evaporator coil, back flush the coil (figure 9) every 12,500 miles (20 000 km) or once a year whichever comes first and for the condenser, back flush the coil (figure 11) every 6,250 miles (10 000 km) or twice a year, whichever comes first.

Use a water jet or water mixed with low air pressure to clean the coil.

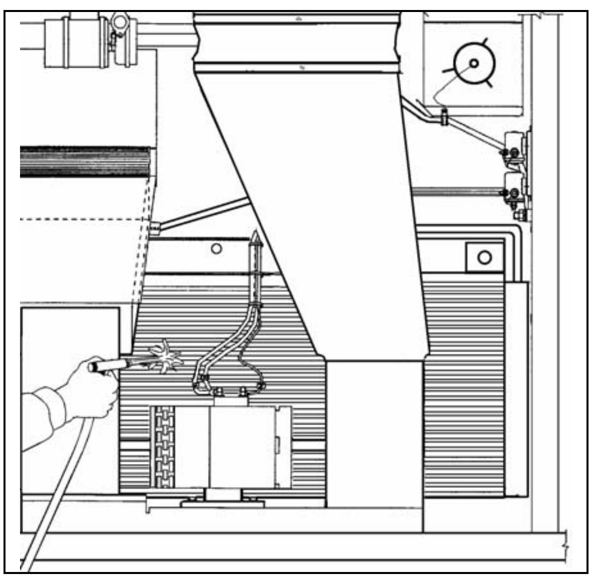


FIGURE 9: PASSENGER'S UNIT EVAPORATOR COIL 22226

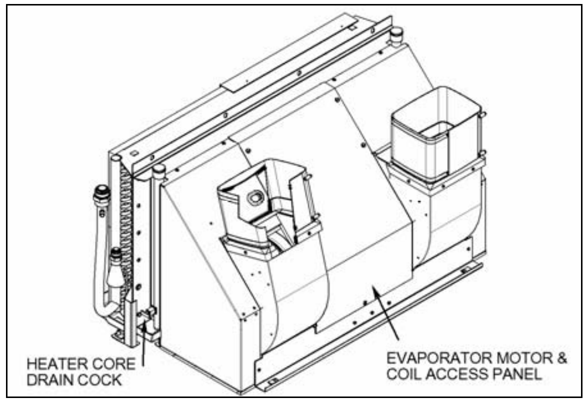


FIGURE 10: PASSENGER'S UNIT EVAPORATOR COIL (VIP WITH CENTRAL HVAC SYSTEM ONLY) 22332

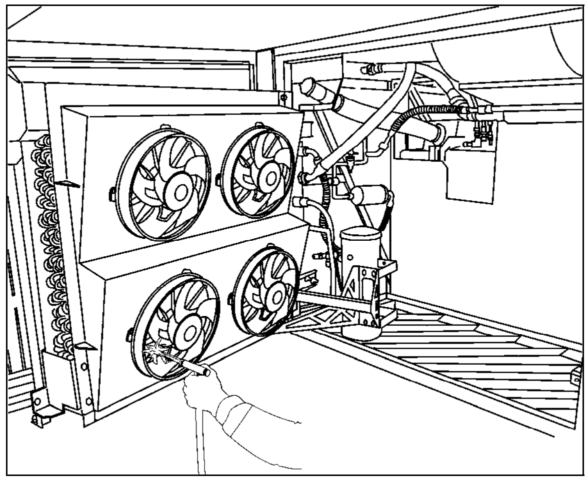


FIGURE 11: PASSENGER'S UNIT CONDENSER COIL 22362

⚠ CAUTION ⚠
Direct the pressure straight through the coil to prevent bending of fins and do not use extremely high pressure. Do not use hot water, steam or caustic soap.

6.2 DRIVER'S HVAC UNIT AIR FILTERS

The driver's unit is located behind the R.H. console panel. To gain access to the air filters, unscrew the R.H. console's grill located in the entrance stepwell. Slide out the recirculating air filter.

MAINTENANCE

To clean filter back flush with water, then dry with air, every 12,500 miles (20 000 km) or once a year, whichever comes first (Figure 12 to Figure 14).

The fresh air intake is located be behind the R.H. side headlights assembly. Clean the steel wire screen as required.

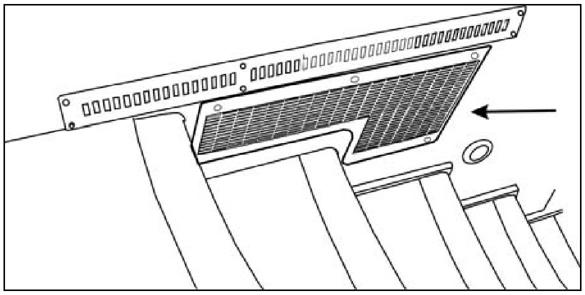


FIGURE 12: R.H CONSOLE AIR FILTER ACCESS GRILL (COACHES) 18505

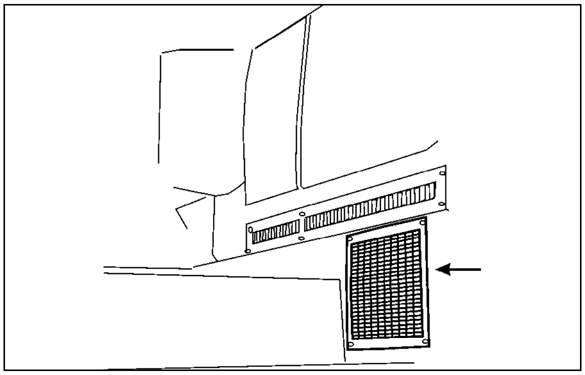


FIGURE 13: R.H. CONSOLE AIR FILTER ACCESS GRILL (VIP) 22232

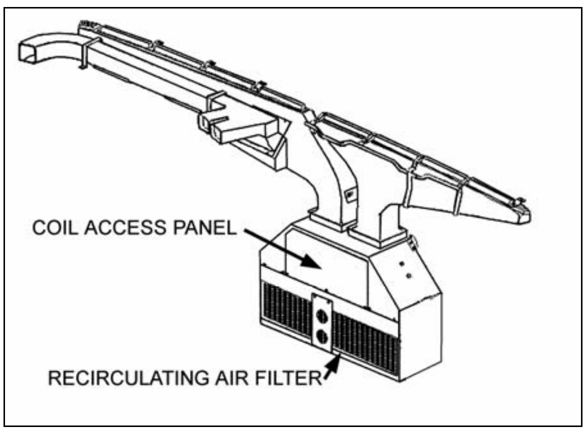


FIGURE 14: DRIVER'S UNIT AIR FILTERS 22171

6.3 PASSENGER'S UNIT AIR FILTER

The passenger's unit 2-part air filter is located in the evaporator compartment (figure 15). To access the filter, locate the access panel in the baggage compartment at the left of the evaporator compartment. Open panels by turning the three screws of either panel ¼ of a turn, unsnap both fasteners on top of filter, and slide out filter.

MAINTENANCE

To clean filter, back flush with water or soapy water, then dry with air every 12,500 miles (20 000 km) or once a year, whichever comes first.

⚠ CAUTION ⚠

Do not use high pressure water jet to avoid damaging filter.

⚠ CAUTION ⚠

Be sure not to reverse filter upon installation.

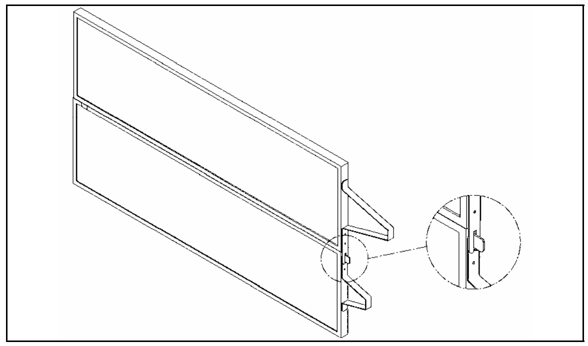


FIGURE 15: PASSENGER'S UNIT 2-PART AIR FILTER

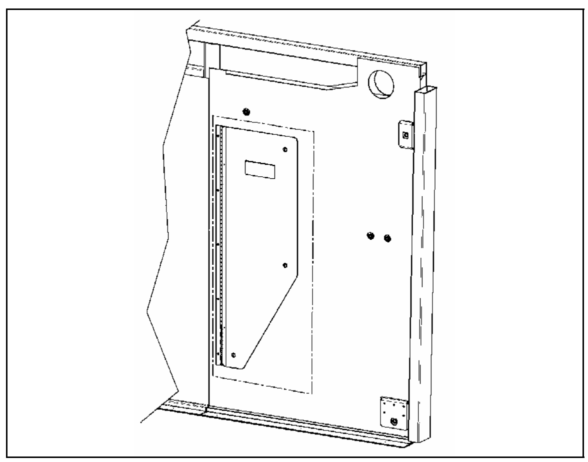


FIGURE 16: PASSENGER'S UNIT 2–PART AIR FILTER ACCESS PANEL

6.4 OVERHEAD COMPARTMENTS FAN AIR FILTER

Air conditioning evaporator coils may be installed in both overhead compartment air systems. Only the air filters are serviceable. The air filters are accessible from inside the overhead compartments (figure 17).

MAINTENANCE

Slide out the filters, then back flush with water, dry with air and replace. This procedure should be done every 12,500 miles (20,000 km) or once a year, whichever come first.

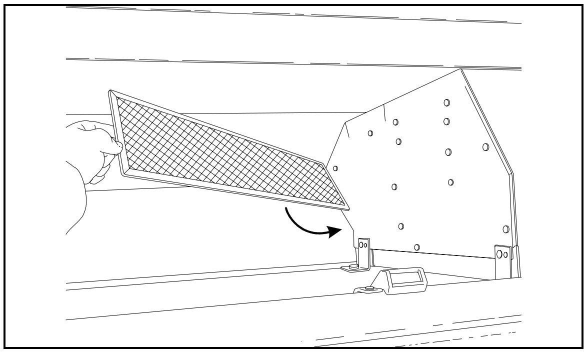


FIGURE 17: PARCEL RACK FAN AIR FILTER 22201

For air conditioning unit, ball valves are added on supply and return lines in the condenser compartment. They have service port to evacuate the A/C parcel rack circuit. When work has to be done on an evaporator coil unit, it will be easier to remove it and repair it on a bench.

7. HVAC SYSTEM PARTICULARITIES, TESTING AND TROUBLESHOOTING

Before undertaking any troubleshooting on the HVAC system, study the appropriate wiring diagrams to get a complete understanding of the HVAC components circuitry, read and understand section 06:ELECTRICAL of this manual under "Troubleshooting And Testing The Multiplex Vehicles" and "Test Mode For Switches And Sensors". The information included in these paragraphs is necessary for troubleshooting the HVAC system on Multiplex vehicles.

7.1 HVAC SYSTEM AND TEST MODE FOR SWITCHES AND SENSORS

When in switch/sensor test mode (see Section 06: ELECTRICAL for complete information), the A/C compressor HI and LO pressure values are displayed one after the other instead of the outside temperature in the telltale panel LCD display. This feature can be used when the vehicle is traveling to check the A/C compressor pressure values.

NOTE

When starting the A/C compressor wait 5 seconds before checking pressures in order to give the system a chance to build its pressure. During the first 5 seconds after startup, the compressor is active on 6 cylinders and the A/C valve is open regardless of the pressure readings.

In test mode, with the parking brake applied and the passenger set point set to a value higher than 64°F (18°C), the hot water circulating pump is not set to OFF as it would normally do when the outside temperature gets above 50°F (10°C). This feature allows verification of the pump when inside a garage. This is also useful when working on the heating system to remove air pockets trapped in the system.

When performing an A/C cooling test and having the water pump shut off in switch/sensor test mode is required, just set the passenger set point temperature to the minimum 64°F (18°C) to shut off the pump.

7.2 HVAC SYSTEM AND TEST MODE FOR ELECTRIC MOTORS

The test mode allows testing the motors and electric contactors without the need to have the engine running (see Section 06: ELECTRICAL under "TEST MODE FOR ELECTRICAL MOTORS" for complete information).

Use this test mode for testing of the condenser motors, the A/C compressor clutch activation, left and right unloaders, evaporator motor, water pump, hot water solenoid valve and overhead compartment air register fans.

7.3 PARTICULARITIES

Conditions for engaging the 2nd speed on the evaporator motor (cooling demand).	The 2nd speed engages if the passenger's area temperature is 1 degree above the set point and it revert to speed 1 if the temperature gets equal or below the set point.
Conditions for hot water recirculating pump activation (heating demand).	The pump turns to OFF if the outside temperature is above 50°F (10°C), when there is less demand for heating. Note: To test a working pump, it is possible to keep it active even if the outside temperature is above 50°F (10°C). See paragraph 5.2 HVAC SYSTEM AND TEST MODE FOR SWITCHES AND SENSORS.
The compressor unloaders are working based on pressure and also on the difference between the passenger's area temperature and the set point.	**2 left compressor cylinders:** Stop if: Passenger's area temperature is at less than 0.4°C degree above the set point or if the compressor output is above 280 psi, or if the compressor input is below 26 psi. Restart if: Passenger's area temperature is 0.9°C or more above the set point and the compressor pressure output is less than 220 psi and the compressor pressure input is above 34 psi. **2 right compressor cylinders:** Stop if: Passenger's area temperature is at less than 0.2°C above the set point or if the compressor input falls below 23 psi. Restart if: Passenger's area temperature is 0.7°C or more above the set point and the compressor input pressure is above 32 psi.
The A/C deactivation pressure is 320 psi.	In case of high pressure, the analog pressure sensor connected to the Multiplex module deactivates the compressor. There is also a « Pressure switch » adjusted to 350 PSI that acts to stop the compressor in the instance that the Multiplex module fails.

7.4 HVAC SYSTEM TROUBLESHOOTING

Problem/Symptom	Probable Causes	Actions
No temperature control in the passenger area Passenger temperature display indicates two dashes "--"	Problem with the temperature sensor located in the passenger's area return air duct or the sensor wiring	1. Instruct the driver to manually control the temperature by playing with the passenger set point. Set above 22°C (72°F) to heat and below 22° C (72°F) to cool
Defroster fan not functioning	Module A47 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "Voltage Module A47, Value too Low, Active" confirms a power problem on the module 2. Check / reset circuit breaker CB6 3. Check / replace fuse F5 4. Use the air release valves near the entrance door and in the front service compartment to lock / unlock the door
HVAC condenser fans not functioning in speed 1	Circuit breaker CB7 was manually tripped and not reset Seized bearing Bad wiring	1. Check / reset circuit breaker CB7
HVAC condenser fans not functioning in speed 1	Circuit breaker CB7 was manually tripped and not reset Module A53 is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "Voltage Module A53, Value too Low, Active" confirms a power problem on the module 2. Check / reset circuit breaker CB7
HVAC condenser fans not functioning in speed 2	Circuit breaker CB7 was manually tripped and not reset Module A53 is not powered or is faulty Seized bearing Bad wiring	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "Voltage Module A53, Value too Low, Active" confirms a power problem on the module 2. Check / reset circuit breaker CB7
Defroster fan is functioning but no heat or cooling available in the driver area	Module A46 is not powered or is faulty Faulty speed control Bad wiring	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "Voltage Module A46, Value too Low, Active" confirms a power problem on the module 2. Check / reset circuit breaker CB1 3. Check / replace fuse F12

Problem/Symptom	Probable Causes	Actions
The A/C compressor clutch does not engage	Module A52 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “Voltage Module A52, Value too Low, Active” confirms a power problem on the module 2. Check / reset circuit breaker CB5 3. Check / replace fuse F65
Evaporator fan not functioning	Circuit breaker CB3 tripped Module A54 is not powered or is faulty Brush problem	1. Check / reset circuit breaker CB3 2. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “Voltage Module A54, Value too Low, Active” confirms a power problem on the module 3. Check / reset circuit breaker CB5 4. Check / replace fuse F67 , F68

8. CENTRAL HVAC SYSTEM - AIR CONDITIONING

The schematic of figure 18 shows the central A/C system and its components. The central system is equipped with a 6 cylinder, 05G Twin Port-134A Carrier compressor with an air conditioning capacity of 9 tons. The receiver tank and filter dryer are mounted inside the condenser compartment.

NOTE
For opening of the A/C condenser door, open the baggage compartment door at the right of the A/C condenser compartment door. The condenser compartment door must be unbolted to fully swing open.

8.1 A/C CYCLE

Refrigeration may be defined as "the transfer of heat from a place where it is not wanted to a place where it is unobjectionable". Components required for a closed circuit refrigeration system are shown in Figure 18.

The air conditioning system used in the H3 series vehicle is the *"Closed"* type using R134a refrigerant.

1. The refrigerant flowing to the compressor is compressed to high pressure and reaches a temperature higher than the surrounding air. It is passed through the air-cooled fins and tubes of the condenser causing the hot, high pressure gas to be condensed into a liquid form.
2. The liquid refrigerant flows to the receiver tank, then back to the condenser sub-cooler. It leaves the condenser and passes through a filter dryer where moisture, acids and dirt are removed and then through a moisture indicator which indicates if any moisture is present in the system.
3. By its own pressure, the liquid refrigerant flows through a thermal expansion valve where the pressure drop causes the refrigerant to vaporize in a vapor-liquid state at a low temperature pressure.
4. The cold low pressure refrigerant passes through the passenger’s and driver’s unit evaporator coils which absorb heat from the air passing over the fins and tubes, and changes into gas. In this form, the refrigerant is drawn into the compressor to repeat the air conditioning cycle.
5. The success of the air conditioning system depends on retaining the conditioned air

within the vehicle. All windows and intake vents should be closed. An opening of approximately 8 in^2 (5162 mm^2) could easily neutralize the total capacity of the system.

6. Other causes of inadequate cooling are dirty coils or filter. Dirt acts as insulation and is also serves as a restriction to the air flow.
7. The refrigeration load is not constant and varies. It is also affected by outside temperature, relative humidity, passenger load, compressor speed, the number of stops, etc.
8. The compressor will load depending on operating conditions.

8.2 REFRIGERANT

The A/C system of this vehicle has been designed to use Refrigerant 134a as a medium. Regardless of the brand, only R-134a must be used in this system. The chemical name for this refrigerant is Ethane, 1, 1, 1, 2-Tetrafluoro.

⚠ WARNING ⚠

Refrigerant in itself is nonflammable, but if it comes in contact with an open flame, it will decompose.

8.2.1 Procurement

Refrigerant is shipped and stored in metal cylinders. It is serviced in 30 and 100 pound (13,6 and 45 kg) cylinders. Approximately 25 pounds (11,4 kg) are used in the central system.

It will be impossible to draw the entire refrigerant out of the cylinder. However, the use of warm water when charging the system will assure the extraction of a maximum amount of refrigerant from the cylinder.

8.2.2 Precautions in Handling Refrigerant

1. Do not leave refrigerant cylinder uncapped.
2. Do not subject cylinder to high temperatures, do not weld or steam clean near system or cylinder.
3. Do not fill cylinder completely.
4. Do not discharge vapor into an area where a flame is exposed.
5. Do not expose the eyes to liquid refrigerant.

All refrigerant cylinders are shipped with a heavy metal screw cap. The purpose of the cap is to protect the valve and safety plug from damage. It is a good practice to replace the cap after each use of the cylinder for the same reason. If the cylinder is exposed to the sun's radiant heat pressure increase resulting may cause release of the safety plug or the cylinder may burst.

For the same reason, the refrigerant cylinder should never be subjected to excessive temperature when charging a system. The refrigerant cylinder should be heated for charging purposes by placing it in 125°F (52°C) water. Never heat above 125°F (52°C) or use a blowtorch, radiator, or stove to heat the cylinder.

Welding or steam cleaning on or near any refrigerant line or components of the A/C system could build up dangerous and damaging pressures in the system.

If a small cylinder is ever filled from a large one, never fill the cylinder completely. Space should always be allowed above the liquid for expansion. Weighing cylinders before and during the transfer will determine the fullness of the cylinders.

⚠ WARNING ⚠

One of the most important precautions when handling refrigerant consists in protecting the eyes. Any liquid refrigerant which may accidentally escape is approximately -40°F (-40°C). If refrigerant comes in contact with the eyes, serious injury could result. Always wear goggles to protect the eyes when opening refrigerant connections.

8.2.3 Treatment in Case of Injury

If liquid refrigerant comes in contact with the skin, treat the injury as if the skin was frost-bitten or frozen. If liquid refrigerant comes in contact with the eyes, consult an eye specialist or doctor immediately. Give the following first aid treatment:

1. Do not rub the eyes. Splash eyes with cold water to gradually bring the temperature above the freezing point.
2. Apply drops of sterile mineral oil (obtainable at any drugstore) in the eyes to reduce the possibility of infection. The mineral oil will also help in absorbing the refrigerant.

8.2.4 Precautions in Handling Refrigerant Lines

1. All metal tubing lines should be free of kinks, because of the resulting restrictions on the flow of refrigerant. A single kink can greatly reduced the refrigeration capacity of the entire system.
2. The flexible hose lines should never be allowed to come within a distance of 2-½" (6,3 cm) from the exhaust manifold.
3. Use only sealed lines from parts stock.
4. When disconnecting any fitting in the refrigeration system, the system must first be discharged of all refrigerant. However, proceed very cautiously, regardless of gauge readings. If there happens to be liquid refrigerant in the line, disconnect fittings very slowly, keeping face and hands away so that no injury can occur. If pressure is noticed when fitting is loosened, allow it to bleed off very slowly.

⚠ WARNING ⚠

Always wear safety goggles when opening refrigerant lines.

5. In the event that any line is opened to the atmosphere, it should be immediately capped to prevent entrance of moisture and dirt.
6. The use of the proper wrenches when making connections on O-ring fittings is important. The use of improper wrenches may damage the connection. The opposing fitting should always be backed up with a wrench to prevent distortion of connection lines or components. When connecting the flexible hose connections, it is important that the swaged fitting and the flare nut, as well as the coupling to which it is attached, be held at the same time using three different wrenches to prevent turning the fitting and damaging the ground seat.
7. The O-rings and seats must be in perfect condition. The slightest burr or piece of dirt may cause a leak.
8. O-rings should be coated with refrigeration oil and installed on the line before the line is inserted into the fitting to prevent damaging the O-ring. If leaks are encountered at the couplings or connectors, no attempt should be made to correct the leaks by tightening the connections beyond the recommended torque. The O-rings are designed to seal at the specified torque and overtightening the connection does not result in a satisfactory and permanently sealed connection. The connection must be disassembled and the cause of the leak (damaged O-ring, defective lines, etc.) corrected. Use new O-ring.

8.3 REFRIGERANT SYSTEM CLEAN-OUT AFTER COMPRESSOR FAILURE

Although the vast majority of reciprocating refrigerant compressors manufactured today are extremely reliable, a small percentage do fail. These failures usually result in minor or extensive system contamination depending on the severity of the failure. When an open type compressor becomes damaged internally, this provokes small particles of bearings, steel, brass, copper, and aluminum and, in severe cases, carbonized oil, which could contaminate the system. To prevent repeated failures, the problem which caused the failure should be corrected, and depending upon the severity of the failure, the system should be thoroughly cleaned out using one of the cleanout procedures mentioned.

8.3.1 Determining Severity of Failure

The severity of compressor failure can be categorized as minor or major. A failure is considered minor when the contamination is limited to the compressor with little or no system contamination. A major failure, or burnout, results in extensive system contamination as well as compressor damage. Extensive system contamination can be determined by withdrawing a small sample of compressor oil and checking its color, odor and acidity. A Virginia Chemical "TKO" one step acid test kit is one of several compressor oil test kits that may be used. A high acid content would indicate a major failure or burnout. A small amount of refrigerant gas may be discharged. A characteristic burned odor would also indicate severe system contamination.

8.3.2 Clean-out after Minor Compressor Failure

1. Be sure to correct the problem which caused the failure.
2. Change liquid line filter dryer.

3. Run the unit for 2 hours on high speed cool only.
4. Check compressor oil level to ensure compressor is not overcharged with oil. Sometimes a significant amount of oil is pumped out of the compressor to other parts of the system when a compressor fails. This oil will return to the replacement compressor when it is started, causing an overcharge of oil in the sump of the replacement compressor. In this case, it is important that the oil level be adjusted to the proper level.
5. Withdraw a sample of the compressor oil and check its color, odor, and acidity, using instructions supplied above. If the oil is contaminated, change the oil and filter dryer, and repeat the procedure until the system is clean.

8.3.3 Clean-out After Major Compressor Failure

1. Reclaim the refrigerant into a refrigerant bottle through a filter dryer to filter out contaminants.
2. Remove the failed compressor and repair it if possible.
3. Install new or repaired compressor.
4. Change the filter dryer.
5. Circulate clean R-134a with the reclaimer to clean out many of the contaminants collected in the coil valves, TXV (Thermal Expansion Valve), solenoid valves, check valves, and any other mechanical component that may have collected contaminants.
6. Evacuate and charge the system normally.
7. Run the unit for 8 hours and monitor the pressure drop across the filter dryer. Also check the liquid line dryer for signs of restriction. If the pressure drop across the filter dryer exceeds 12 to 14 psig (82,75 to 96,5 kPa) with a 40°F (5°C) evaporator coil temperature, stop the unit and change the liquid line and suction line filter dryer. After 4 or 5 hours of operation, stop the unit and replace the filter dryer.
8. After 8 hours of operation, stop the unit and remove a sample of the compressor oil and check its color, odor, and acidity, using instructions supplied above. If the oil is contaminated, replace the oil and repeat step 7. If the oil is not contaminated, change the filter dryer again and replace the moisture-liquid indicator.
9. After approximately 7 days of operation, recheck the compressor oil for cleanliness and acidity.

8.4 PUMPING DOWN

This procedure is intended to reduce refrigerant loss by isolating it in the compressor and the receiver tank, as well as in their connecting line, in order to carry out repairs on other sections of the air conditioning system (lines and components).

NOTE
Before attempting any repair between compressor and receiver tank, use a recovery unit to remove refrigerant from the system.

⚠ WARNING ⚠
When air conditioning system must be opened, refer to previous paragraph "Precautions In Handling Refrigerant" to prevent any injury.

NOTE
To ease purging and refilling of refrigerant, it is possible to open the passenger's and overhead compartment system liquid solenoid valves. To do so, connect both male and female connector housing of C24 together for the passenger's area (located in evaporator compartment). During normal use, both male and female housings of connector C24 are kept unplugged. They are connected only for refrigerant refilling and pumping down procedure.

Procedure

1. Open the solenoid valves by connecting both male and female connector housing of C24 together.
2. Run the system for 10 minutes, shut it OFF, then close the receiver tank outlet valve by turning it clockwise, backseat the suction service valve on the compressor, install an appropriate pressure gauge set, and turn the valve forward ¼ turn to enable a visual check of the suction pressure.

3. Disconnect the *“Low Pressure Switch”* connector (mounted near the A/C compressor.
4. Start the engine, press the *“Passenger ON/OFF”* switch then the A/C switch, and adjust *“A/C Temperature”* control to maximum A/C.
5. Run the compressor until pressure reaches 1-2 psi (7-14 kPa).

NOTE
During this operation, care must be taken not to fill the receiver tank over the upper sight glass. If so, stop process immediately. Always allow refrigerant piping and units to warm up to the ambient air temperature before opening system or sweating will take place inside the lines.

5. Stop engine, and close compressor outlet valve by turning it clockwise until valve is properly seated.
6. Close compressor suction valve by turning it clockwise until it is properly seated.
7. Wait until pressure gauge reaches 1 to 2 psi (7 to 14 kPa). To accelerate procedure, lightly open compressor suction valve until pressure reaches this value.
8. Connect the *“Low Pressure Switch”* connector and disconnect C24.

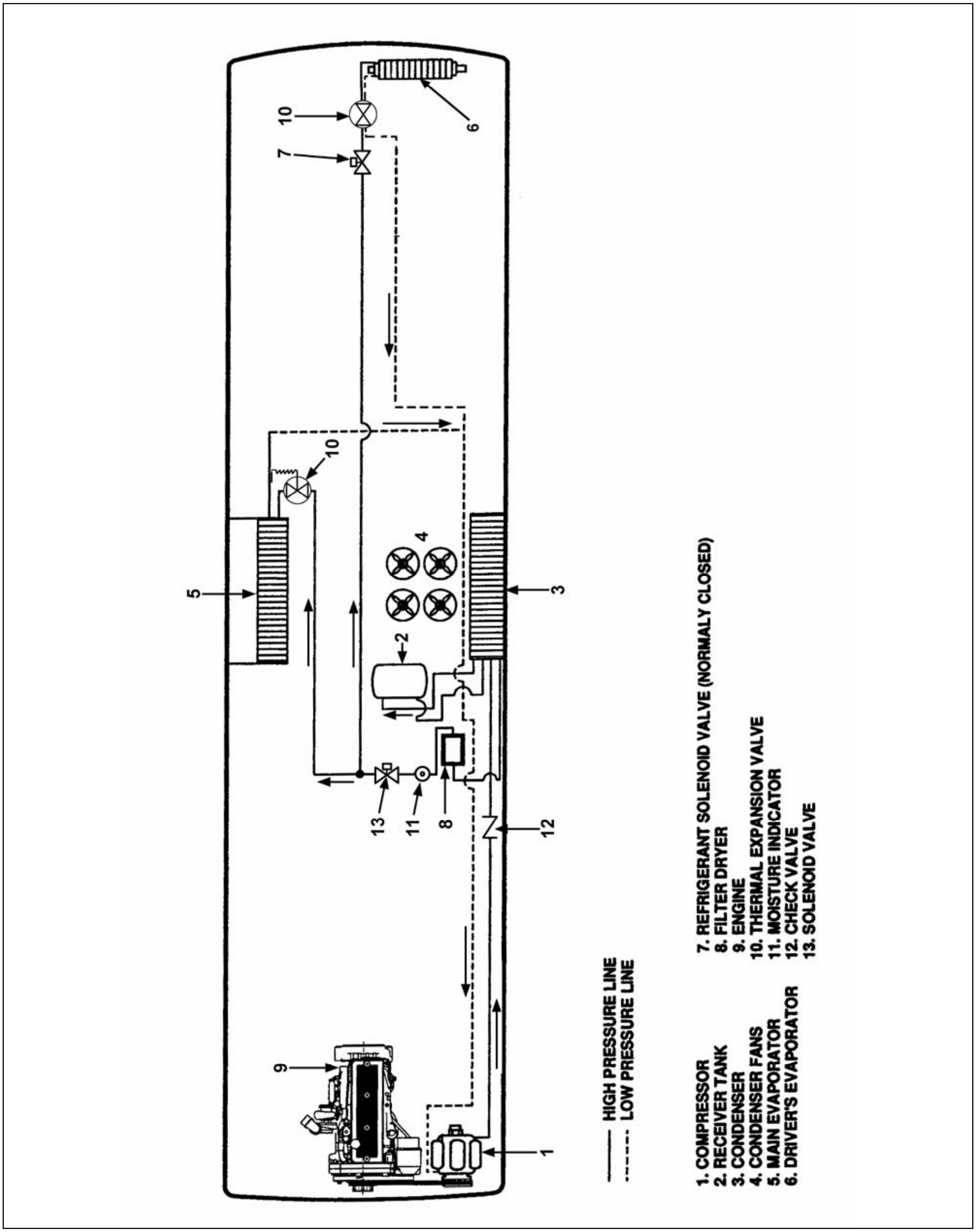


FIGURE 18: CENTRAL HVAC SYSTEM – AIR CONDITIONING 22220

8.5 ADDING REFRIGERANT (VAPOR STATE)

Use the suction service valve on the compressor to add a small quantity of refrigerant to the system. Backseat the valve and connect a charging line from the refrigerant cylinder to the valve. Tighten connection at level of refrigerant cylinder and open tank end slightly to purge air from the charging line. Tighten the charging line at the compressor. Screw in the stem of suction valve approximately two turns. Start the engine and run at fast idle. Add sufficient refrigerant to bring the level in lower sight glass of receiver tank to mid-point. Always charge the system with the cylinder upright and the valve on top to avoid drawing liquid out of the cylinder. Fill liquid refrigerant at the receiver tank and completely charge, if necessary, using previous procedure.

8.6 EVACUATING SYSTEM

1. Open both receiver valves by turning “out” (normal position).
2. Remove the caps from the two 90° adapters on the suction, discharge valves and connect two hoses to the vacuum.
3. Place the two compressor valves, suction and discharge, in neutral position by turning each one 3 to 4 turns “in” from the “out” position.
4. Open the solenoid valves by connecting together both male and female connector housing of C24 (located in evaporator compartment) and C44 (located on the ceiling of the spare wheel compartment).
5. Start the vacuum pump. Open the large (suction) shutoff valve and close the small vacuum gauge valve.
6. The pressure will drop to approximately 29 inches vacuum (14.2 psi or 97,9 kPa) (the dial gauge only gives a general idea of the absolute system pressure.
7. Backseat the compressor valves by turning “out” all the way.
8. Shut down the vacuum pump.
9. Remove the hoses.
10. Reinstall the caps at the suction valve take-off points.

8.6.1 Double Sweep Evacuation Procedure

1. Remove any remaining refrigerant from the system using a refrigerant recovery machine.
2. Connect the evacuation manifold, vacuum pump, hoses and micron gauge to the unit.
3. With the unit service valves closed (back seated) and the vacuum pump and the thermistor valves open, start the pump and draw the manifold and hoses into a very deep vacuum. Shut the vacuum pump off and see if the vacuum holds. This is to check the setup for leaks.
4. Midseat the system service valves.
5. Open the vacuum pump and the thermistor valves. Start the pump and evacuate to a system pressure of 2000 microns.
6. Close the vacuum pump and the thermistor valves, turn off the vacuum pump (closing the thermistor valve protect the valve from damage).
7. Break the vacuum with clean refrigerant (or dry nitrogen) and raise the pressure to approximately 2 PSIG. Monitor the pressure with the compound gauge.
8. Remove the refrigerant with the recovery machine.
9. Repeat steps #5 – 8 one time.
10. After the second “sweep”, change the filter drier (if you have not done so) and evacuate to 500 microns.
11. Evacuating the system below 500 microns on systems using the Carrier 05G Twin Port compressor may risk drawing air into the system past the carbon shaft seal.
12. Check to insure that vacuum holds. (If the pressure continues to rise, it indicates a leak or moisture in the system).
13. Charge the system with the proper amount of refrigerant using recommended charging procedures.

NOTE
This method will aid in preventing unnecessary system failures by ensuring that the refrigeration system is free of contaminants.

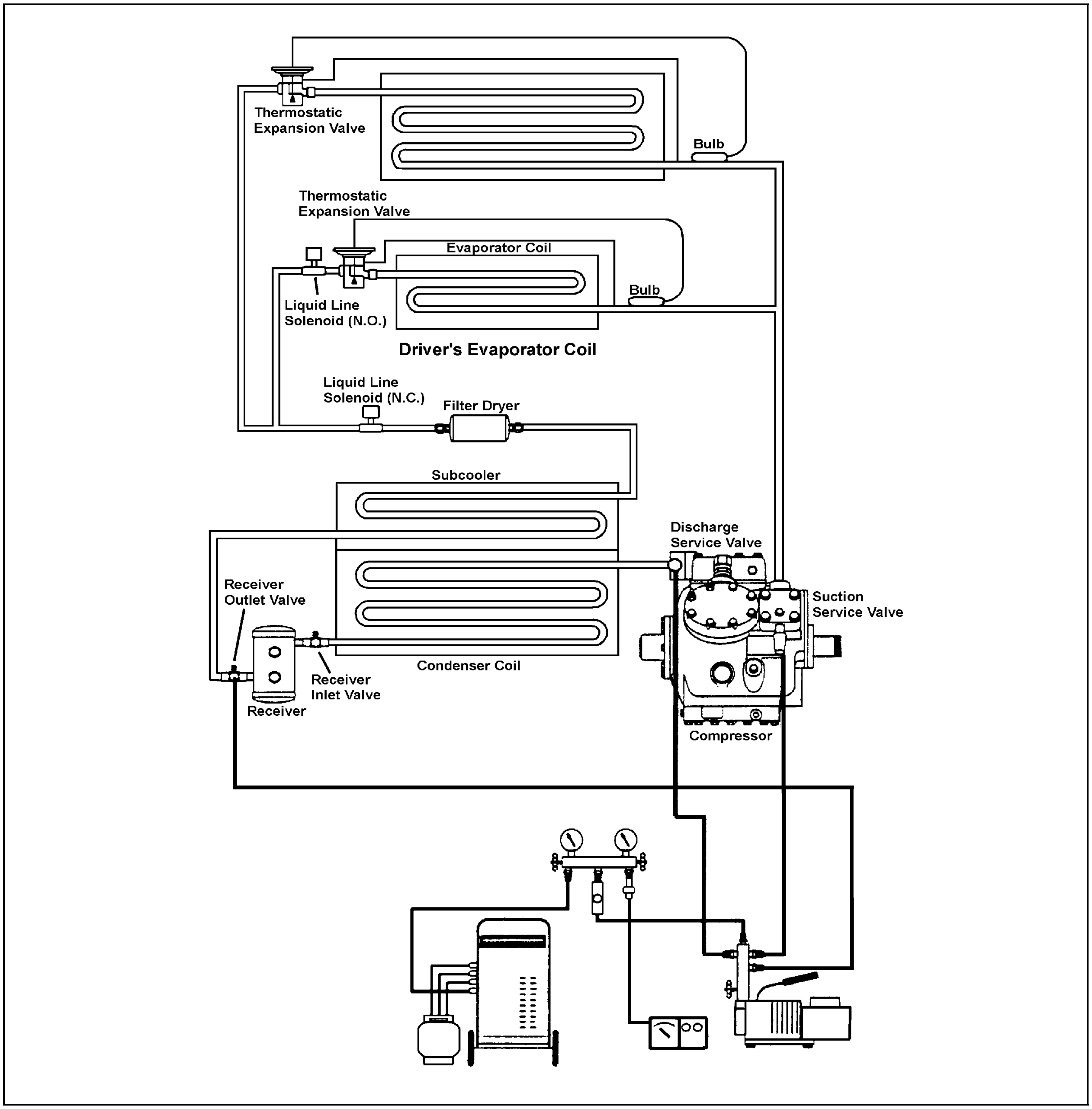


FIGURE 19: DOUBLE SWEEP EVACUATION SET-UP

8.7 CHARGING SYSTEM

When a system has been opened or if there are any questions about the air or moisture in the system, evacuate the system. Charging of an evacuated system may be accomplished by forcing liquid R-134a directly into the receiver tank.

When charging an empty system, weigh the amount of refrigerant put into the system. This will eliminate any possibility of overfilling. A nominal charge requires 24 pounds (10,9 kg).

1. Backseat the two compressor shutoff valves ("out").
2. Install the test gauges at the shutoff valves noting that the 400 psi (2758 kPa) gauge is connected to the discharge.
3. Turn in the two shutoff valves 3 to 4 turns.
4. Open the lower receiver valve by turning “out” all the way.

5. Backseat the upper receiver valve by turning out all the way.
6. Remove the cover cap from the service fitting in the top receiver valve.
7. Attach a charging hose to the R-134a tank. Open the tank valve slightly permitting R-134a to escape thus purging the hose of air.
8. Connect the charging hose to the service fitting.
9. Open the R-134a tank valve.
10. To build up pressure in the receiver tank, heat the receiver tank with a heating blanket.
11. Turn in the upper receiver valve several turns. The R-134a will now enter the system.
12. The proper charge of R-134a is 24 lbs (10.89 kg). When the scale indicates this amount of charge, backseat the receiver valve and close the R-134a tank valve.
13. Disconnect the charging hose. Replace the cover caps.
14. The system is now ready for operation.

⚠ CAUTION ⚠

The evacuation of the system must be made by authorized and qualified personnel only. Refer to local laws for R-134a recuperation.

9. CENTRAL HVAC SYSTEM – AIR CONDITIONING COMPONENTS

9.1 COMPRESSOR

9.1.1 Belt Replacement

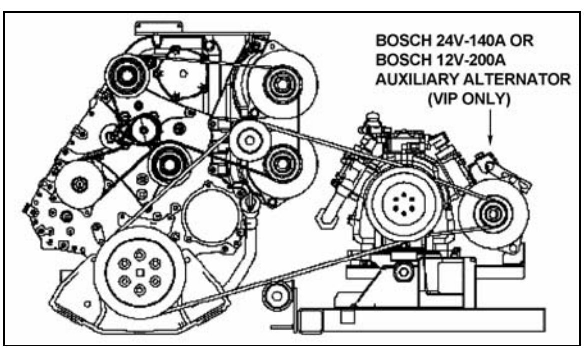


FIGURE 20: BELT LAYOUT (VIP WITH DDC S60 ENGINE SHOWN) 22342

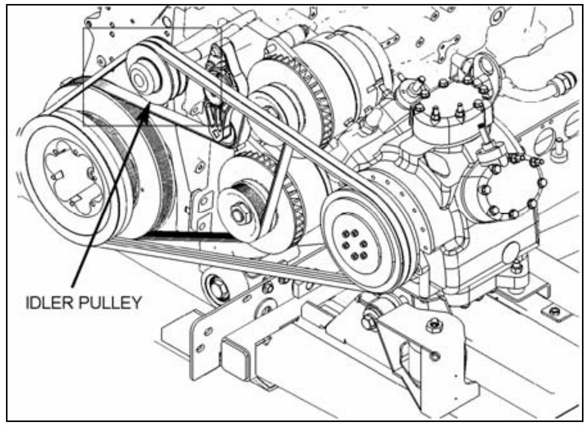


FIGURE 21: BELT LAYOUT WITH VOLVO D13

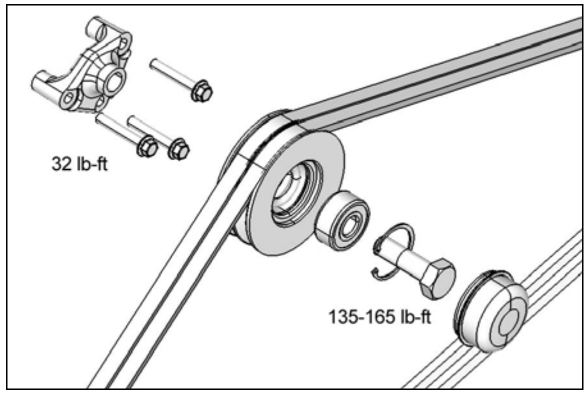


FIGURE 22: IDLER PULLEY ON VOLVO D13 INSTALLATION

⚠ WARNING ⚠

Set the main battery disconnect switch to the "Off" position. For greater safety, set the engine starter selector switch in engine compartment to the "Off" position.

1. Open engine compartment rear doors and locate the belt tensioner two-way control valve (figure 23), mounted above the A/C compressor, then turn handle counterclockwise in order to release pressure and tension on belts.
2. Remove the radiator fan drive belt (refer to Section 05 COOLING).
3. Slip the old compressor belts off and the new ones on.
4. Reset belt tensioning pressure control valve (figure 23). Pressure is factory set to 45 psi (310 kPa), periodically check proper pressure.

NOTE
Both belts must always be replaced simultaneously to ensure an equal distribution of load on each of them.

NOTE
Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

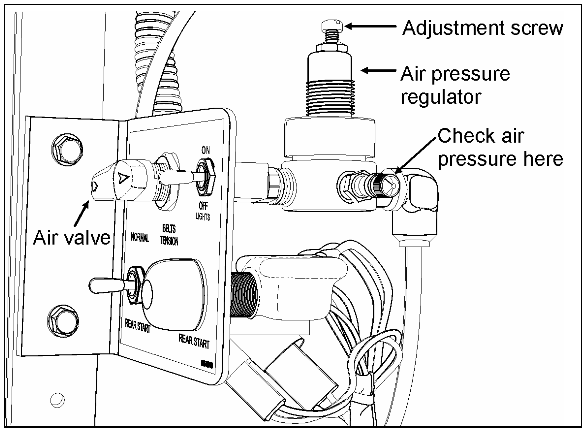


FIGURE 23: TENSIONING VALVE 01058

9.1.2 Belt Play

After belt replacement or during normal maintenance, belt play between idlers and belt must be checked to ensure proper operation. Refer to figure 25 for proper plays.

9.1.3 Pulley Alignment

In order to avoid skipping, disengagement and a premature wear of compressor belt, it is necessary to align compressor pulley with the crankshaft pulley. Before performing the following procedure, release air from belt tensioner bellows by means of the two-way control valve. After completing these procedures, reset belt tensioning pressure control valve to 45 psi (310 kPa).

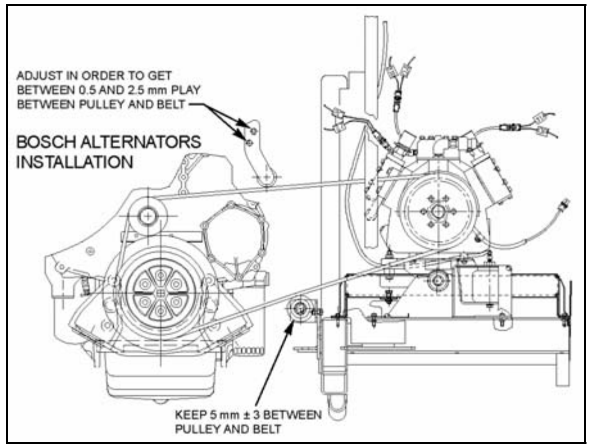


FIGURE 24: BELT PLAY (H3 COACH SHOWN)

9.1.4 Longitudinal Compressor Alignment

1. Rest an extremity of a straight edge of approximately 46 inches (117 cm) against the upper part of the outer face of crankshaft pulley, positioning the other end close to the compressor clutch pulley (figure 25 & 26).
2. Check the distance between each extremity of straight edge (1, figure 25) and the first drive belt. If they are different, loosen the compressor support bolts and with a hammer, knock support to slide it in order to obtain the same distance; then tighten bolts.

9.1.5 Horizontal Compressor Alignment

1. Rest an extremity of the straight edge against the upper part of the outer face of compressor pulley, positioning the other end close to the crankshaft pulley.
2. Check the distance between each extremity of straight edge (1, figure 25) and drive belt. If they are different, loosen the pillow block compressor bolts and with a hammer, knock compressor pillow block to slide it, in order to obtain the same distance; then tighten bolts.

9.1.6 Vertical Compressor Alignment

Rest a short "angle and level indicator" on the outer side face of the crankshaft pulley, adjust the level indicator inclination at 0° and check if the compressor pulley is at same angle (figure 25 & figure 26). If it is not the same, shim under the appropriate pillow block in order to obtain the correct angle.

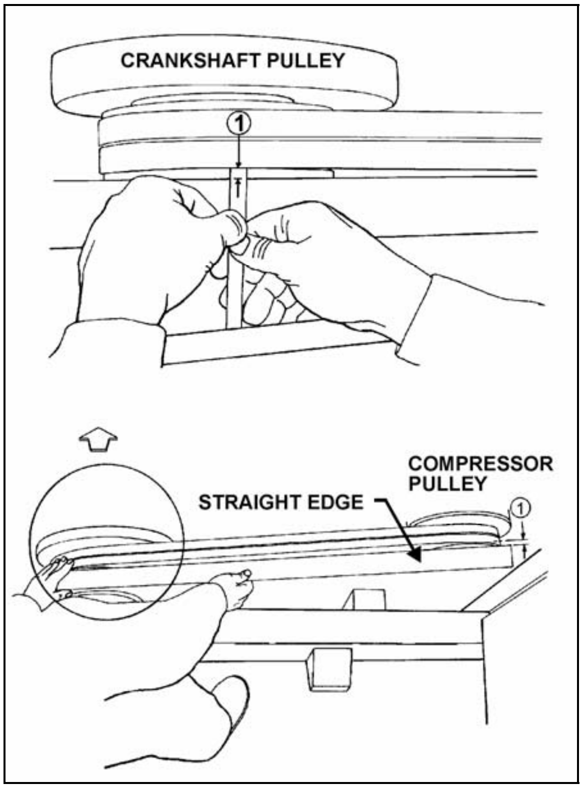


FIGURE 25: COMPRESSOR ALIGNMENT 22040

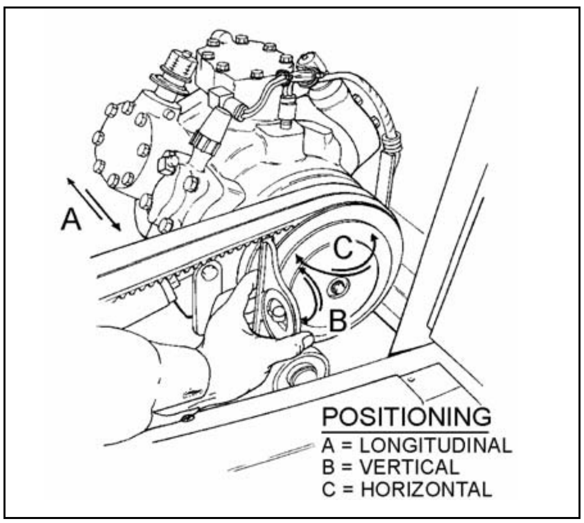


FIGURE 26: COMPRESSOR ALIGNMENT 22072

9.1.7 Compressor Maintenance

For the maintenance of the A/C compressor, see the *"Carrier Compressor Operation and Service Manual"* included at the end of this section.

⚠ CAUTION ⚠
Use only Castrol SW 68 (POE) oils with refrigerant 134a.

9.1.8 Troubleshooting Guide

A preliminary check may be made by simply feeling the cylinder heads with the unit in operation at ambient temperatures of 35 ^{o}F (2^{o}C) and over. The cylinder heads are internally divided into suction and discharge valves. The lower half of the cylinder head is the suction side, and it should be relatively cool to the touch, as opposed to the hot upper discharge side. If a valve plate or head gasket is blown, or a compressor unloader is stuck open, partially compressed refrigerant vapor will be circulated between the suction and discharge sides of the head. The affected cylinder head will then have a relatively even temperature across its surface and be neither as hot as the normal discharge temperature nor as cool as the normal suction temperature.

Blown Head Gaskets

Symptom:

- Loss of unit capacity at low temperature.
- Even cylinder head temperature.

Cause:

- Improperly torqued cylinder head bolts.
- Improperly positioned gasket at assembly.
- Warped cylinder head.
- Severe liquid refrigerant floodback.

Blown Valve Plate Gaskets

Symptom:

- Loss of unit capacity at medium and low temperatures.
- Very hot cylinder head surface.
- Higher than normal suction pressure.

Cause:

- Improperly torqued cylinder head bolts.
- Severe liquid refrigerant floodback.
- Oil slugging caused by an overcharge of oil or flood starts.
- Discharge valves not seated properly (liquid drainback during shutdown).

Broken Suction Valves

Symptom:

- Loss of unit capacity at all temperatures.
- Compressor unable to pull extremely low vacuum with suction service valve frontseated.

Cause:

- Repeated liquid refrigerant floodback.
- Flooded starts.
- Overcharge of oil.
- Discharge valves not seated properly (liquid drainback during shutdown).

o Expansion valve not controlling properly.

Unloader Valve Stuck Open

Symptom:

- Loss of unit capacity at all temperatures.
- Higher than normal suction pressure.
- Even cylinder head temperature.

Cause:

- Unloader body stem bent.
- Foreign material binding unloader piston or plunger.

9.2 MAGNETIC CLUTCH

Refer to Carrier service information entitled "Housing-Mounted Electric Clutch" at the end of this section for the description and maintenance of the magnetic clutch.

9.2.1 HVAC Control Unit and Clutch Operation

The A/C compressor starts automatically when the two following conditions are satisfied:

1. The outside temperature is above 30°F (-1°C).
2. The passenger's area temperature has reached 7°F (4°C) under the set point.

NOTE
Upon starting, if the outside temperature is above 30°F (-1°C) and then drops below 30°F (-1°C), the compressor will keep running up to a temperature of 15°F (-9°C) to prevent condensation from forming on the windows.

When A/C compressor clutch engages, the corresponding A/C ON indicator LED turns on.

The A/C ON indicator LED will also turn off and the clutch will disengage if a low pressure (5 psi cut-out, 30 psi cut-in) or a high pressure (350 psi cut-out, 245 psi cut-in) condition is present.

9.3 BRUSHLESS EVAPORATOR MOTOR

The brushless evaporator motor is installed in the evaporator compartment (L.H. side of vehicle) (figure 27). It is a 27.5 volt, 2HP (1,5 kW) motor which activates a double blower fan unit.

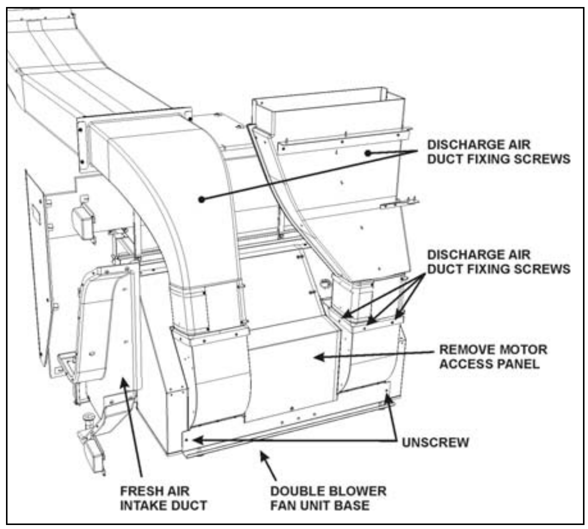


FIGURE 27: EVAPORATOR COMPARTMENT

9.3.1 Removal

1. Set the battery safety switch to the *"OFF"* position.
2. Open the last L.H. side baggage compartment door. Pull the black release button located on the L.H. side in order to unlock and open the evaporator compartment door.
3. Identify the discharge ducts inside compartment and remove the Phillips head screws fixing the air duct to blower fan unit.

4. Remove the motor access panel.
5. Disconnect electrical motor speed control wire (white wire, circuit 2F), power cable and ground cable from motor terminals.
6. From under the vehicle, remove the eight bolts fixing the double blower fan unit base. Remove the complete unit from the evaporator compartment (figure 28).

⚠ CAUTION ⚠
Never support evaporator motor assembly by its output shafts while moving it. Always use double blower fan unit base.

7. Install the complete unit on a work bench, unfasten the fan square head set screws, the Phillips head screws retaining cages to base and slide out the assemblies from the evaporator motor output shaft.
8. Remove motor from double blower fan unit base.

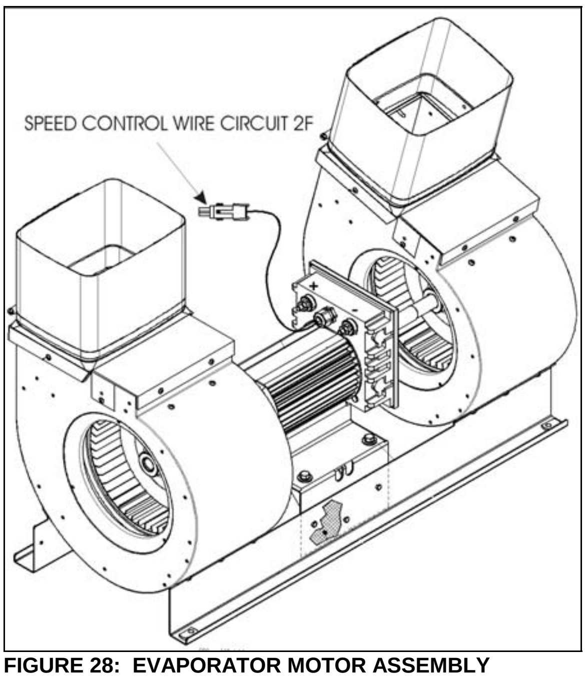


FIGURE 28: EVAPORATOR MOTOR ASSEMBLY

9.3.2 Installation

To reinstall the evaporator motor, reverse "Evaporator Motor Removal" procedure.

9.4 CONDENSER

The central A/C system condenser coil is hinge mounted on the R.H. side of the vehicle on the condenser compartment door. Since condenser's purpose is to dissipate heat from the hot refrigerant, it is important to keep the cooling coils and fins clean. A clogged coil will cause high discharge pressure and insufficient cooling.

9.4.1 Condenser Fan Motors

Four brushless fan motors are installed in condenser compartment on R.H. side of vehicle in order to ventilate the condenser coil. The fans pull outside air through the condenser coil and discharge it through an opening at bottom of compartment. Depending on pressure in receiver tank (figure 31), the fan motors may be operated at full speed, half speed or not operated at all. With low pressure in receiver tank, fan motors operate at half speed and, with a high pressure in receiver tank, fan motors operate at full speed. Removing 24-volt applied to terminal 5-LOW will reduce fan speed to half speed, applying 24-volt to terminal 5-LOW engages full speed. For details about electrical wiring, refer to *"A/C and Heat system"* in the master wiring diagram.

NOTE
During normal conditions, fan motors function according to the following specifications: Half speed: 3100cfm, 5.8A at 28 VDC Full speed: 6200cfm, 37A at 28 VDC Fan motor speed: 2950 rpm at full speed

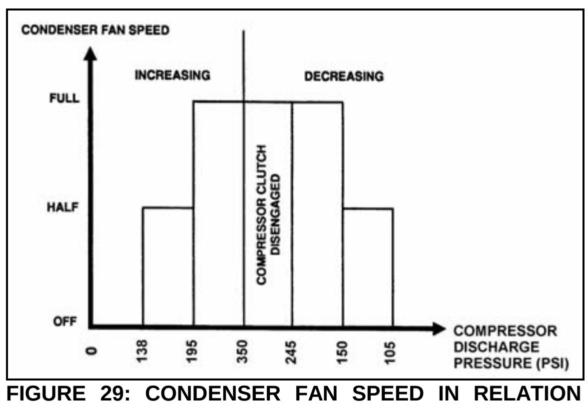


FIGURE 29: CONDENSER FAN SPEED IN RELATION WITH HIGH SIDE PRESSURE 22041

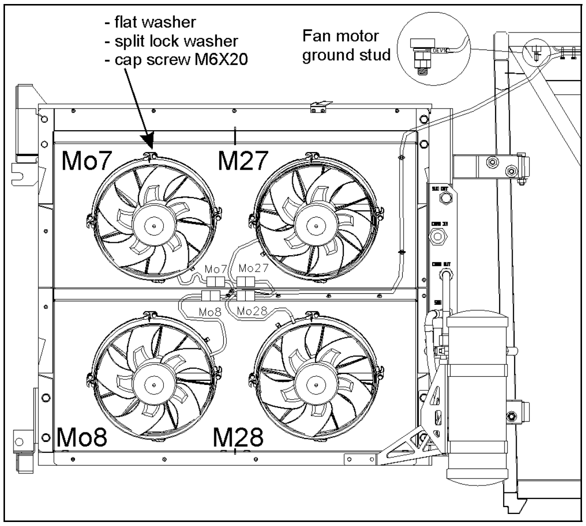


FIGURE 30: CONDENSER FANS 22363

9.4.2 Condenser Fan Motor Removal

1. Set the main battery disconnect switch to the *"Off"* position.
2. Unplug the fan motor harness connector.
3. Remove the four hexagonal head cap screws retaining the fan motor assembly to the shroud.
4. Remove the motor.

9.5 RECEIVER TANK

The receiver tank is located in the condenser compartment (figure 31). The function of the receiver tank is to store the liquid refrigerant. During normal operation, the level of the refrigerant should be approximately at the mid-point of the lower sight glass.

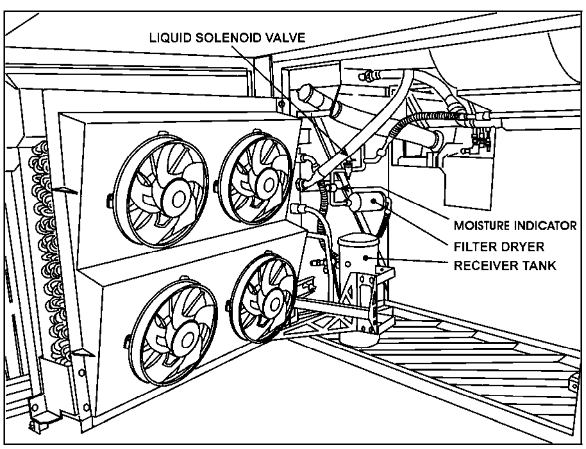


FIGURE 31: A/C CONDENSER COMPARTMENT 22362A

In case of extreme pressure there will be a rise in the liquid receiver tank. A pressure relief valve will break at 450 psi (3103 kPa) and relieve the receiver tank pressure.

The receiver tank incorporates an inlet valve on the inlet side (upper section) which allows the tank to be isolated or serviced. An outlet valve on the outlet side (lower section) permits complete isolation from the rest of the system.

9.6 FILTER DRYER

A filter dryer, also located in the A/C condenser compartment, is installed on the liquid refrigerant line (near the receiver tank). It is used to absorb moisture and foreign matter from refrigerant before it reaches the expansion valves.

The filter should be replaced if the system has been opened to prolonged exposure as shown by the moisture indicator sight glass.

A filter dryer, located in the engine compartment near the radiator is installed on vehicles equipped with a small HVAC system only. Its function is similar to that of filter used on main systems. Replace only when system is opened or a problem occurs.

9.6.1 Replacement

The filter is of the disposable type. When replacement is required, remove and discard the complete unit and replace with a new unit of the same type according to this procedure:

1. Isolate the refrigerant in the receiver tank by following the "Pumping Down" procedure explained in this section
2. Change the filter dryer as a unit.
3. Add a small quantity of refrigerant R-134a to the low side of the system. Check for leaks. Return the system to normal operation.

⚠ CAUTION ⚠

Do not use carbon tetrachloride or similar solvents to clean parts. Do not use steam gun. Use mineral spirits or naphtha. All parts should be thoroughly cleaned. Use a stiff brush to wash dirt from grooves, holes, etc.

⚠ WARNING ⚠

Cleaning products are flammable and may explode under certain conditions. Always

handle in a well ventilated area.

9.6.2 Moisture Indicator

The moisture sensitive element consists of a color changing ring which is reversible from yellow to green and vice versa as the moisture content in the refrigerant changes. Yellow indicates a wet refrigerant, yellow green (caution) and green indicates a dry refrigerant.

Since temperature changes affect the solubility, color change will also vary with the refrigerant temperature. The following table shows the color change for R-134a at various moisture levels and liquid line refrigerant temperatures.

COLOR INDICATOR			
Temperature	BLUE (ppm)	LIGHT VIOLET (ppm)	PINK (ppm)
75°F (24°C)	Below 5	5-15	Above 15
100°F (38°C)	Below 10	10-30	Above 30
125°F (52°C)	Below 15	15-45	Above 45
p.p.m.= parts per million (moisture content)			

A moisture level of less than 15 p.p.m. for R-134a indicated in the blue color range of the above table is generally considered dry and safe. A color indication of light blue to light violet indicates the caution range of moisture level. For positive protection, the drying of the system should be continued until the color of the element turns to deep blue.

The liquid refrigerant is readily visible through the center opening of the moisture element where the presence of bubbles indicates a shortage of refrigerant or restriction in line.

Moisture is one of the main causes of chemical instability or contamination in air conditioning systems. If moisture is present, it can corrode the valves, condenser and evaporator coils, compressor and other components causing a malfunction and eventually failure of the system. Uncontrolled moisture in the system can result in expensive multiple component replacements if not corrected at an early stage. The moisture indicator permits an early detection of moisture in the system and when corrected by a desiccant charge, system contamination is greatly minimized.

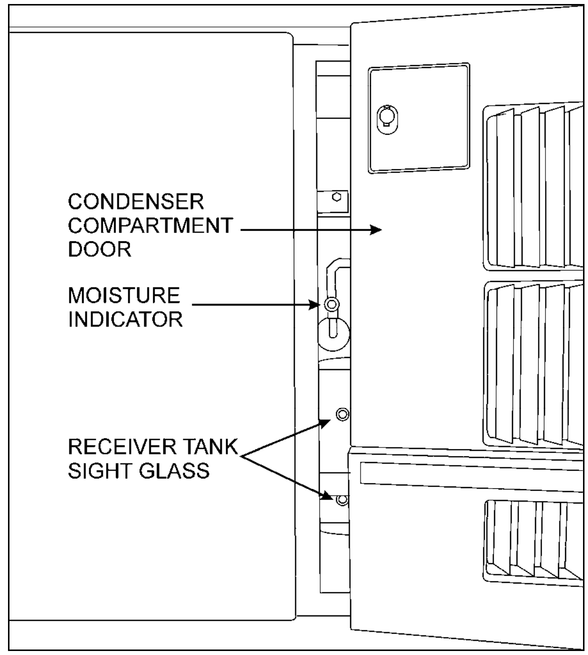


FIGURE 32: A QUICK CHECK OF THE MOISTURE INDICATOR AND THE RECEIVER TANK SIGHT GLASS
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9.7 LIQUID REFRIGERANT SOLENOID VALVE

The flow of liquid refrigerant to both driver's and passenger's evaporators is controlled by a normally-closed solenoid valve. The driver's solenoid valve is located on the ceiling of the spare wheel compartment and is accessible through the reclining bumper while the central HVAC system solenoid valve is located in the condenser compartment.

9.7.1 Manual Bypass

To ease purging, pumping down and refilling of refrigerant, it is possible to open the driver's, passenger's and overhead compartment system liquid solenoid valves. To do so, connect either male and female connector housing of C24 together for the passenger's area (located in evaporator compartment) or C44 for the driver's area (located on the ceiling of the spare wheel compartment). During normal use, both male and female housings of connector C24 & C44 are kept unplugged.

9.7.2 Coil Replacement

1. Disconnect connector from the coil connector.
2. Take out the retaining screw at the top of the coil housing. The entire coil assembly can then be lifted off the enclosing tube.

3. Place the new coil and yoke assembly on the enclosing tube. Lay data identification plate in place.
4. Insert the coil retaining screw, rotate housing to proper position and tighten screw securely.
5. Connect connector from coil connector.

9.7.3 Valve Disassembly

1. Remove the coil as stated previously.
2. Pump down the system as stated earlier in this section.
3. Remove the four socket head screws which hold the body and bonnet together (figure 33).
4. Carefully lift off the bonnet assembly (upper part of the valve) so that plunger will not fall out. The diaphragm can now be lifted out.

NOTE
The previous procedure must be followed before brazing solder-type bodies into the line.

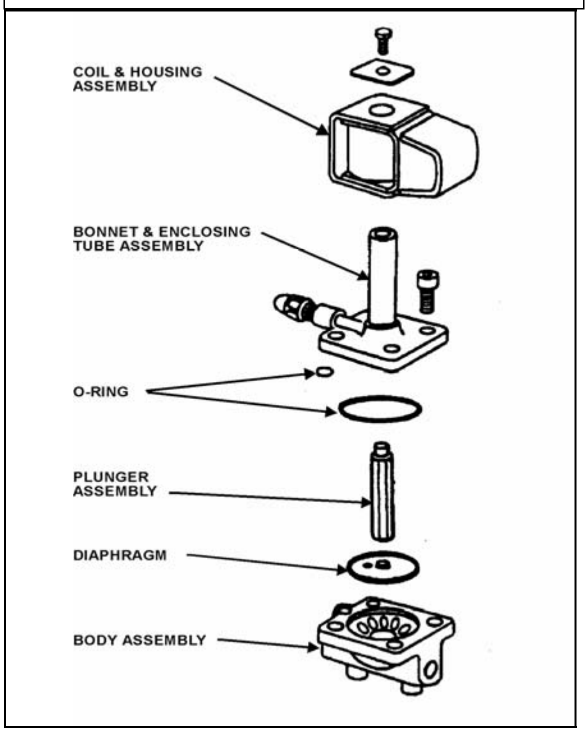


FIGURE 33: REFRIGERANT SOLENOID VALVE 22044

⚠ CAUTION ⚠
Be careful not to damage the machined faces while the valve is apart.

9.7.4 Valve Reassembly

1. Place the diaphragm in the body with the pilot port extension up.
2. Hold the plunger with the synthetic seat against the pilot port.
3. Make sure the bonnet O-rings are in place. Lower the bonnet assembly over the plunger, making sure that the locating sleeve in the bonnet enters the mating hole in the body.
4. Insert the four socket head screws and tighten evenly.
5. Replace the coil as stated previously.
6. Add a small quantity of refrigerant R-134a to the low side of the system. Check for leaks. Return the system to normal operation.

9.8 EXPANSION VALVE

9.8.1 Central system

The expansion valve for the main system is a thermo-sensitive valve with a remote control bulb head attached to the evaporator outlet line and is accessible by the evaporator filter access door. The valve regulates the flow of refrigerant liquid into the evaporator coils and is controlled by the suction gas temperature leaving the evaporator. The bulb head senses the refrigerant gas temperature as it leaves the evaporator. High temperature will cause expansion and pressure on the power head and spring. Such action causes the assembly valve to open, allowing a flow of refrigerant liquid into the evaporator.

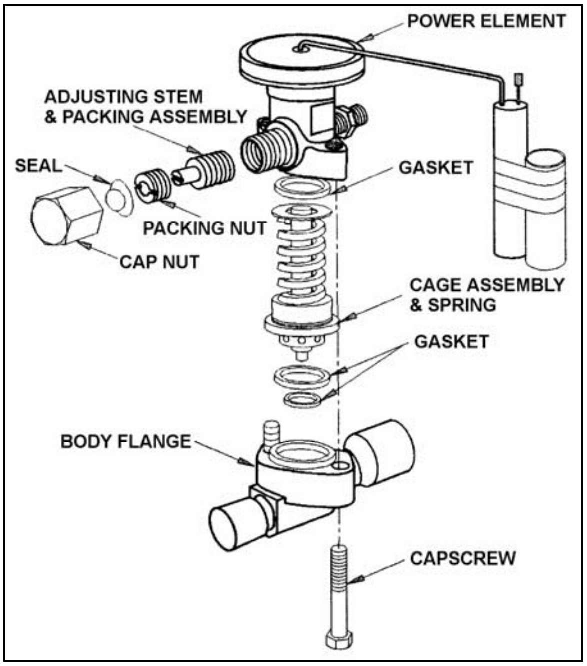


FIGURE 34: EXPANSION VALVE 22215

The remote bulb and power assembly is a closed system. The pressure within the remote bulb and power assembly corresponds to the saturation pressure of the refrigerant temperature leaving the evaporator and moves the valve pin in the opening direction. Opposed to this force, on the under side of the diaphragm and acting in the closing direction, is the force exerted by the superheat spring. As the temperature of the refrigerant gas at the evaporator outlet increases above the saturation temperature corresponding to the evaporator pressure, it becomes superheated. The pressure thus generated in the remote bulb and power assembly surpasses the combined pressures of the evaporator pressure and the superheat spring, causing the valve pin to move in the opening direction. Conversely, as the temperature of the **refrigerant** gas leaving the evaporator decreases, the pressure in the remote bulb and power assembly also decreases and the combined evaporator and spring pressures cause the valve pin to move in the closing position.

As the operating superheat is raised, the evaporator capacity decreases, since more of the evaporator surface is required to produce the superheat necessary to open the valve. It is obvious, then, that it is most important to adjust the operating superheat correctly and that a minimum change in superheat to move the valve pin to full open position, is of vital importance because it provides savings in both initial evaporator cost of operation. Accurate and sensitive control of the refrigerant liquid flowing to the evaporator is necessary to provide maximum evaporator capacity under load conditions. The spring is adjusted to give 12 to 16^{o} F (-11.1 to -8.8 ^{o} C) of superheat at the evaporator outlet. This ensures that the refrigerant leaving the evaporator is in a completely gaseous state when drawn into the suction side of the compressor. Liquid would damage the compressor valve, piston and heads if allowed to return in the suction line.

A vapor is said to be superheated when its temperature is higher than the saturation temperature corresponding to its pressure. The amount of the superheat is, of course, the temperature increase above the saturation temperature at the existing pressure.

As the refrigerant moves along in the evaporator, the liquid boils off into a vapor and the amount of liquid decreases until all the liquid has evaporated due to the absorption of a quantity of heat from the surrounding atmosphere equal to the latent heat of vaporization of the refrigerant. The gas continues along in the evaporator and remains at the same pressure. However, its temperature increases due to the continued absorption of heat from the surrounding atmosphere. The degree to which the gas refrigerant is superheated is related to the amount of refrigerant being fed to the evaporator and the load to which the evaporator is exposed.

Superheat Adjustment

The easiest method of adjusting the superheat is to unscrew completely the main evaporator expansion valve adjusting screw, and screw in 13 turns clockwise for 134A (figure 35). If this method does not provide an accurate superheat, the following procedure should be followed:

1. Operate coach for at least one-half hour at fast idle with temperature control set at 82^{o}F (27,7^{o}C), Then set temperature to minimum to keep the compressor on 6 cylinders.

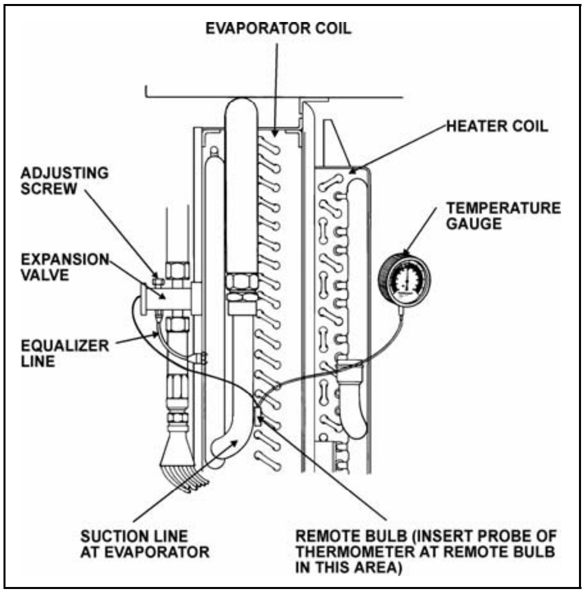


FIGURE 35: SUPERHEAT ADJUST. INSTALLATION 22046

2. Install pressure gauge at the evaporator suction header. You may install the pressure gauge at compressor suction, but then add 3 psi to reading.
3. Install a remote reading thermometer to the evaporator outlet line near the existing remote bulb (figure 35).
4. Apply thermostatic tape around the bulb and evaporator outlet line to get a true reading of the line temperature.
5. Block condenser if necessary to keep pressure over 150 psi.
6. Check approximately 5 readings of pressure at 2-minute intervals and convert to temperature using the vapor-pressure table (page 36). Likewise check the temperature reading at the remote bulb at the same 2-minute intervals and record the low and high swing readings of the needle (refer to figure 36).

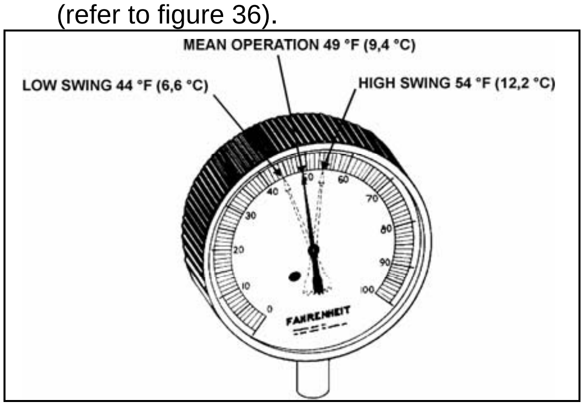


FIGURE 36: HIGH & LOW SWING TEMPERATURE AT REMOTE BULB 22047

Example of readings taken at **Erreur ! Source du renvoi introuvable.**:

A/C pressure gauge converted to temperature at expansion valve fitting	Temperature on remote bulb	
40°F(4,4°C)	Low-swing 44°F (6,6°C)	High swing 54°F (12,2°C)
Formula for superheat 49°F-40°F=9°F (9,4°C-4,4°C = 5°C)	Average of low and high swing is 49°F (9,4°C)	

NOTE
The low swing of the superheat should be a minimum of 4°F (2,2°C) higher at the remote bulb and have an average of 12 to 16°F (4 to 6°C) higher range at the bulb than the fitting at the expansion valve.

NOTE
To reduce the superheat, flow of refrigerant is increased by turning adjusting screw of expansion valve lower evaporator temperature counterclockwise. To increase temperature or increase superheat, flow of refrigerant is reduced by turning adjustment screw of expansion valve clockwise.

7. Regulate suction pressure to temperature reading according to temperature chart or to the R-134a temperature scale on the pressure gauge.

Example: Suction pressure 30 psi (207 kPa) converted to 32^{o}F (0^{o}C) on chart. If temperature reading is 40^{o}F ($4{,}4^{o}$C), subtract 32^{o}F (0^{o}C) and the result will be 8^{o}F ($4{,}4^{o}$C) of superheat.

⚠ CAUTION ⚠
Before proceeding with the expansion valve adjustment, check for restriction on suction side for plugged filter dryer and partially open valves. These conditions will give a high superheat.

Maintenance

1. Pump down the system as previously indicated in this section.

2. Disconnect the external equalizer line from the under side of the power head, and unclamp the remote control bulb from the evaporator coil outlet line.
3. Remove the two cap screws holding the power assembly to the valve body flange. Lift off the power assembly and remove the cage assembly.
4. When reassembling, replace with the new gaskets in proper location. Make sure the two lugs on the cage assembly fit into grooves provided in the power assembly. Do not force the valves together. The cage must fit properly before tightening the body flange. Tighten bolts evenly.
5. Check for leaks.

Safety Instructions

1. Make sure the valve is installed with the flow arrow on the valve body corresponding to the flow direction through the piping system.
2. Before opening any system, make sure the pressure in the system is brought to and remains at the atmospheric pressure. Failure to comply may result in system damage and/or personal injury.

9.8.2 Driver's System

The function and operation of the expansion valve for the driver'' system are similar to the central system, but no superheat adjustment is required (see figure 34).

9.9 TORCH BRAZING

Use electrode containing 35% silver.

NOTE
A 3.5% silver low temperature brazing electrode can be used on low side pressure and liquid high side.

⚠ CAUTION ⚠
When using heat near a valve, wrap with water saturated rag to prevent overheating of vital parts.

⚠ WARNING ⚠
Before welding any part of refrigeration system, make sure the area is well ventilated.

9.10 TROUBLESHOOTING

9.10.1 Expansion Valve

PROBABLE CAUSE	PROBABLE REMEDY
LOW SUCTION PRESSURE-HIGH SUPERHEAT	
EXPANSION VALVE LIMITING FLOW:	
Gas in liquid line due to pressure drop in the line or insufficient refrigerant charge.	Locate cause of line flash and correct by use of any of the following methods. Add R-134a. Replace or clean filter dryer.
Inlet pressure too low from excessive low condensing temperature. Resulting pressure difference across valve too small.	Increase head pressure. Verify pressure switch for fan speed control.
Superheat adjustment too high.	Adjust superheat as outlined under "Superheat Adjustment".
Power assembly failure or partial loss of charge.	Replace power assembly or replace valve.
Air filter screen clogged.	Clean or replace air filter screen.
Plugged lines.	Clean, repair or replace lines.
LOW SUCTION PRESSURE-LOW SUPERHEAT	
Uneven or inadequate evaporator loading due to poor air distribution or liquid flow.	Balance evaporator load distribution by providing correct air or liquid distribution.
HIGH SUCTION PRESSURE-HIGH SUPERHEAT	
Compressor discharge valve leaking.	Replace or repair valve.
HIGH SUCTION PRESSURE-LOW SUPERHEAT (DEFECTIVE UNLOADER)	
Valve superheat setting too low.	Adjust superheat as outlined under "Superheat Adjustment".
Compressor discharge valves leaking.	Replace or repair discharge valve.
Incorrect superheat adjustment.	Superheat adjustment 12 to 16°F.
FLUCTUATING DISCHARGE PRESSURE	
Insufficient charge.	Add R-134a to system.
HIGH DISCHARGE PRESSURE	
Air or non-condensable gases in condenser.	Purge and recharge system.
Overcharge or refrigerant.	Bleed to proper charge.
Condenser dirty.	Clean condenser.

9.10.2 A/C Compressor

TROUBLE	CAUSE
Low suction pressure and frosting at dryer outlet.	Clogged filter.
Low Oil Level.	Check for oil leaks and for leaking oil seal. Do not attempt to check oil level unless system has been stabilized at least 20 minutes. See oil level verification.
Excessively cold suction line.	Loss of contact between the expansion valve bulb and the suction line or sticking of the expansion valve. Check for foreign matter and clean, repair or replace the valve.
Excessively cold suction line and noisy compressor.	Check superheat adjustment. Check remote bulb contact. Check expansion valve for sticking.
Compressor squeaks or squeals when running.	Check oil level. Replace oil seal.
Noisy or knocking compressor.	Check for broken internal parts. Overhaul if required.
Compressor vibrates.	Check and tighten compressor mounting bolts and belt tension.
Low refrigerant level	Check for refrigerant leaks and add refrigerant if required.
Suction pressure rises faster than 5 pounds per minute after shutdown.	Check compressor valve for breakage or damage.
Insufficient cooling.	Check for refrigerant leaks. Check condition of air filter and motors.
Insufficient air flow.	Dirty or iced evaporator. Dirty air filter. Blowers inactive. Clogged ducts.
No flow of refrigerant through expansion valve.	Filter dryer is clogged. Remote bulb has lost charge or expansion valve is defective.
Expansion valve hisses. Bubbles in moisture and liquid indicator.	Gas in liquid line. Add refrigerant.
Loss of capacity Superheat too high.	Clogged filter. Obstructed or defective expansion valve. Reset superheat adjustment. Check for clogged external equalizer line, or filter dryer.
Reduced air flow: a. Dirty or clogged air filter; b. Evaporator motor inoperative; or c. Plugged return air ducts.	Dirty or iced evaporator coil. Clean air filter screen. Check return ducts for obstructions. Check blower motor.
Frequent startings and stoppings on low pressure control switch.	Lack of refrigerant. Check for leaks. Recharge.
Compressor intermittently starts and stops.	Intermittent contact in electrical control circuit. Compressor valves not in operating position.
Non-condensable in the refrigeration system.	Leak on system, system in vacuum in low temp. Specific symptom, pressure in system will not correspond to ambient temperature on shutdown. Only non-condensable will cause this. (Example: Pressure of idle R-134a system in 80°F (26.6°C) room should be 86.4 psi (595.7 kPa). See temperature chart in this section.)

TROUBLE	CAUSE
	An evaporator just does a proper cooling job without sufficient air. Shortage of air can be caused by the following: o Dirty filters; or o Dirty coils.

Testing condenser pressure.

Note: R-134A pressure is function of the temperature variation.

Example, for an exterior temperature of 100°F.
Exterior temperature (100°F) + 40°F = 140°F. Refer to paragraph "9.11 Temperatures & Pressures".
Note the corresponding pressure for a temperature of 140°F., 230.5 psi.
Read the condenser pressure, example 171.9 psi.
171.9 psi 199.8 psi, the pressure in the condenser is inferior to the pressure corresponding to the exterior temperature, then condenser pressure may be to low. Check for refrigerant leaks and add refrigerant if necessary. If the pressure corresponding to the condenser temperature is superior to the pressure corresponding to the exterior temperature, then air cooled condenser pressure may be too high. Most frequent causes are:

Reduced air quantity. This may be due to:
- o Non-condensable in system;
- o Dirt on the coil;
- o Restricted air inlet or outlet;
- o Dirty fan blades;
- o Incorrect rotation of fan;
- o Fan speed too low;
- o Fan motor going out on overload; or
- o Prevailing winds.
- o Too much refrigerant in system. Remove refrigerant if necessary.

9.11 TEMPERATURES & PRESSURES

VAPOR-PRESSURE			
TEMPERATURE		PRESSURE	
°F	°C	psi	kPa
-100	-73.3	27.8	191.7
-90	-67.8	26.9	185.5
-80	-62.2	25.6	176.5
-70	-56.7	23.8	164.1
-60	-51.1	21.5	148.2
-50	-45.6	18.5	127.6
-40	-40.0	14.7	101.4
-30	-34.4	9.8	67.6
-20	-29	3.8	26.2
-10	-23	1.8	12.4
0	-18	6.3	43.4
10	-12	11.6	80
20	-7	18.0	124.1
30	-1	25.6	176.5
40	4	34.5	237.9
50	10	44.9	309.6
60	16	56.9	392.3
70	21.1	70.7	487.5
80	27	86.4	595.7
90	32.2	104.2	718.5
100	38	124.3	857.0
110	43.3	146.8	1012.2
120	49	171.9	1185.3
130	54.4	199.8	1377.6
140	60	230.5	1589.3
150	65.6	264.4	1823.0
160	71	301.5	2078.8
170	76.7	342.0	2358.1
180	82.2	385.9	2660.8
190	87.8	433.6	2989.7
200	93.3	485.0	3344.1
210	98.9	540.3	3725.4

9.12 LEAK TESTING

Some methods such as nitrogen pressure and soap, and electronic sniffer can be used for leak testing. However, the most common method used is a "Halide" torch consisting of an acetylene tank, a burner and a suction test hose. Proceed as follows:

⚠ WARNING ⚠
Do not inhale fumes from leak detector.

The flow of acetylene to the burner causes a depression in the test line. Any gas refrigerant present will be drawn through the hose and into the burner where it decomposes into free acids.

These acids come in contact with the hot copper reaction plate in the burner, causing color reaction in the flame. A small concentration is indicated by a green tint and a large concentration by an intense blue. Do not confuse this change in color with the change caused by shutting off the air supply through the hose by holding the end too close to an object.

The procedure for testing is:

1. Adjust flame so that the top of the cone is approximately level or within one-half inch above the plate.
2. Probe end of suction test tube around all joints, valves, etc. When a leak has been found at a soldered joint, this specific section of the system must be pumped down. Do not solder as pressure will force hot solder out. If the system is empty, it is more economical to put in just enough R-134a to produce about 15 psi (103 kPa). The pressure can be raised to about 150 psi (1034 kPa) with dry nitrogen.

NOTE
This gas is put into the suction and discharge shutoff valves at the compressor. The receiver valves must be opened. If no leaks are found, dump this mixture, evacuate the system and fill with refrigerant.

10. SMALL HVAC SYSTEM – AIR CONDITIONING COMPONENTS

10.1 COMPRESSOR

Consult the ICE Compressor Service Manual included at the end of this section.

⚠ WARNING ⚠
Read the cautionary information in the ICE Compressor Service Manual included at the end of this section.

10.2 COMPRESSOR REMOVAL

10.2.1 When the compressor is operational

- Perform the “OIL RETURN OPERATION” (Refer to paragraph 10.5).

10.2.2 Refrigerant Recovery

Some air conditioning system refrigerant compounds are chlorofluorocarbons, and therefore may be damaging the earth’s ozone layer. Consequently, the release of refrigerant into the atmosphere must be avoided. Whenever refrigerant is to be released from the air conditioning system, a refrigerant recovery unit must be used to recover the refrigerant. This refrigerant can then be recycled and reused, which is both environmentally safe and economical.

For complete system recovery, any of the High and Low service ports can be used (Refer to figure 18 & 19). Energize liquid solenoid valve and measure the quantity of oil recovered. For the compressor only, use the service valve port and close the valves. The service valves open permits full flow of refrigerant to service port. Service valve closed permits flow of refrigerant from compressor to service port.

NOTE
Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

10.2.3 When the compressor is inoperable

- Perform the “Refrigerant Recovery” operation (paragraph 10.2.2).
- Slacken bolts A (figure 37).
- Remove bolts B & C.
- Remove the compressor.

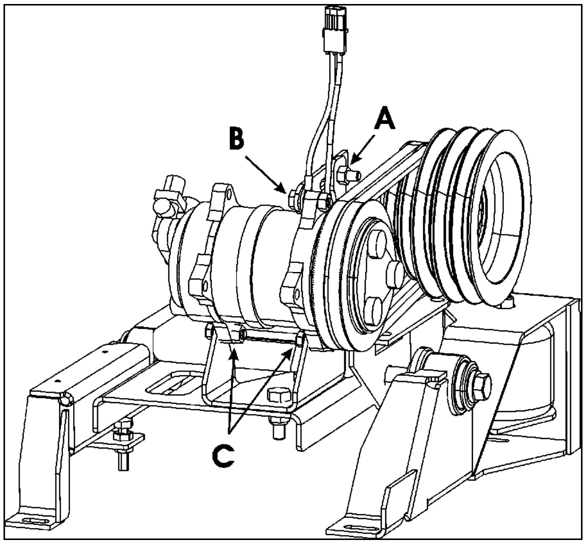


FIGURE 37: COMPRESSOR REMOVAL/ INSTALLATION
22346

10.2.4 Evacuating System prior Addition of Refrigerant (Driver's or Auxiliary System)

When a system has been opened for repairs, change the filter dryer and evacuate the system. VIPs equipped with a driver's system must use high-pressure service port located on the other side of check valve and low-pressure port located alongside rear truss (figure 38). It would be good practice to open the solenoid valve.

1. Connect two hoses equipped with a micron gauge between the high-pressure service port, the low-pressure service port and the vacuum pump.
2. With the unit service valves open and the vacuum pump valves open, start the pump and draw the manifold and hoses into a very deep vacuum (700 microns).
3. Close manifold valve
4. Shut down the vacuum pump.
5. Check to insure that vacuum holds. (If the pressure continues to rise, it indicates a leak or moisture in the system).
6. Charge the system with the proper amount of refrigerant through the service port near the check valve using recommended charging procedures.
7. Remove the hoses.

10.3 OIL ADDITION

The chart below shows the approximate amount of oil to be added to the system when replacing a component.

Component replaced	Typical amount of oil
Evaporator	50 cm³ (1.7 ozs)
Condenser	30 cm³ (1.0 ozs)
Filter-Dryer	10 cm³ (0.3 ozs)

The amount of oil recovered with the refrigerant recovery should be added at the same time.

10.4 COMPRESSOR OIL CONTAMINATION

Unlike engine oil, no cleaning agent is added to the compressor oil. Even if the compressor is run for a long time, the oil never becomes turbid as long as there is nothing wrong with the compressor or its method of use. Inspect the extracted oil for any of the following conditions:

- Dirt in the oil.
- Change to a varnish color.
- Presence of foreign substance, metal shavings, etc. in the oil. When the oil extracted from the compressor is as described above, replace the oil as follows:
    1. Clean the interior of the system with approved method.
    2. Replace the filter-dryer.
    3. Supply with new oil as specified in paragraph 11.6: "COMPRESSOR OIL CHANGE".

10.5 OIL RETURN OPERATION

There is a close affinity between oil and refrigerant. During normal operation, part of the oil recirculates with the refrigerant in the system. Therefore, when checking the amount of oil in the system or replacing any system component, the compressor must be run in advance to ensure return. This procedure is as follows:

- If the amount of refrigerant in the system has decreased, charge to the proper amount.
- Start the engine and select fast idle.
- Set the fan speed to full air/full A/C and let run for 20 minutes.

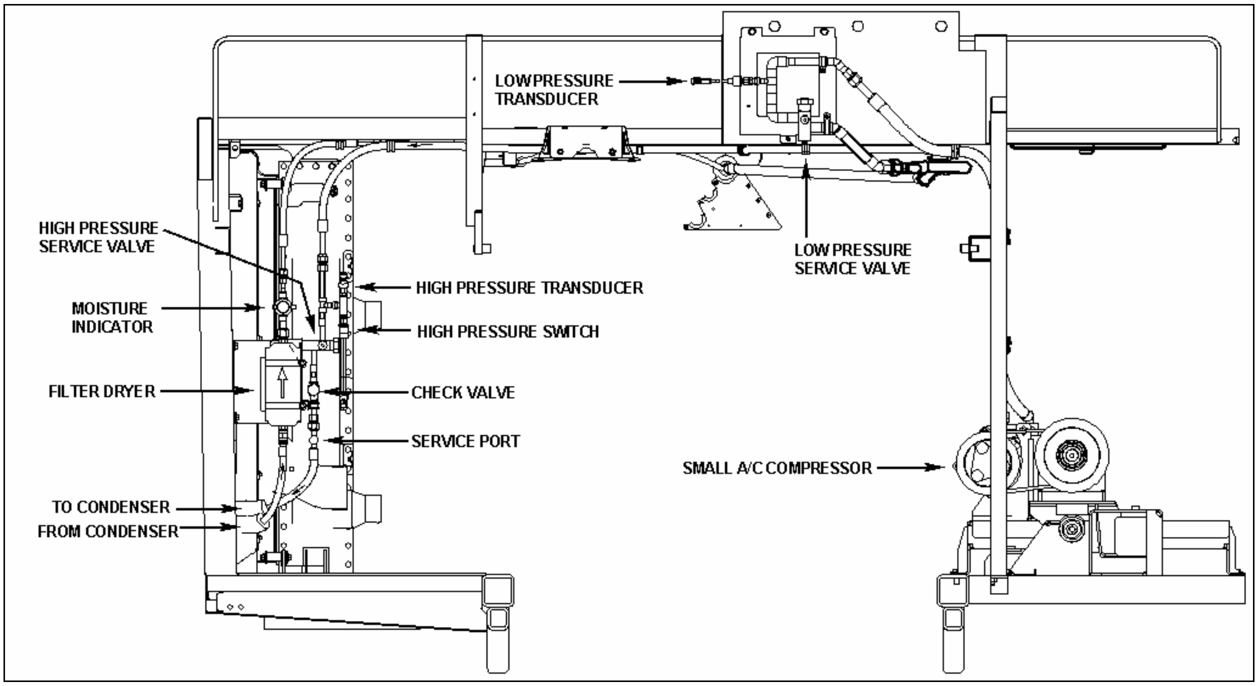


FIGURE 38: SMALL HVAC SYSTEM - AIR CONDITIONING 22344

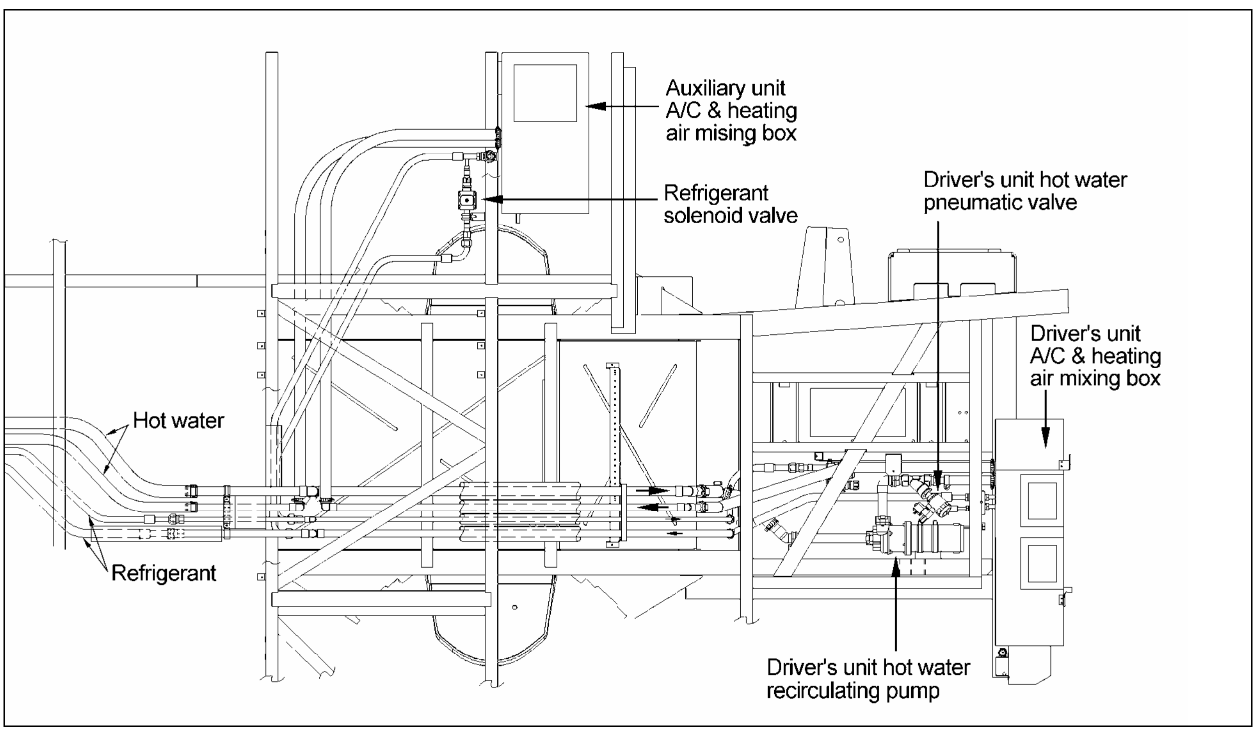
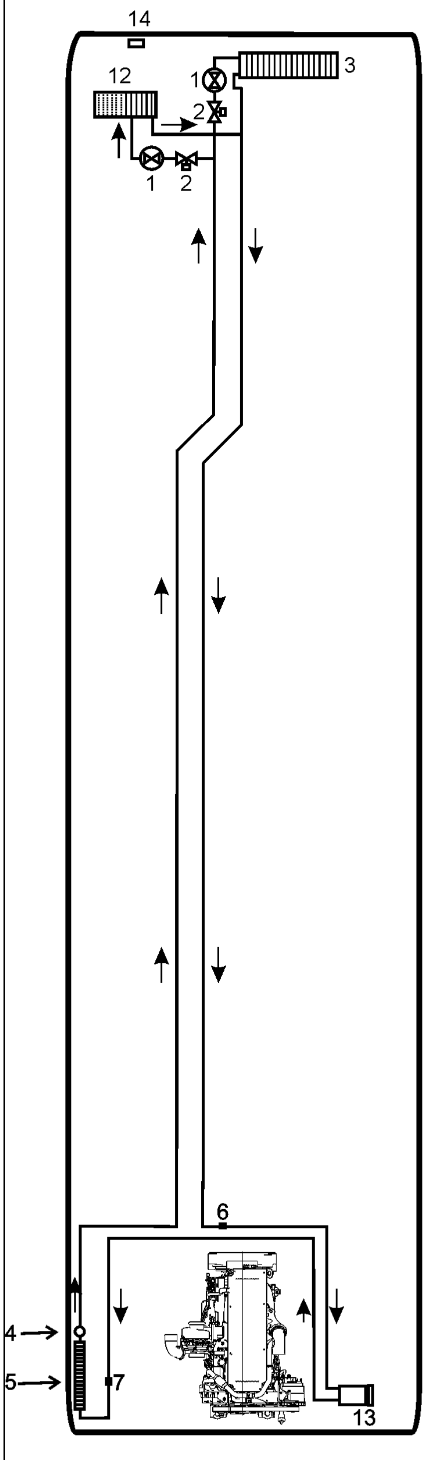
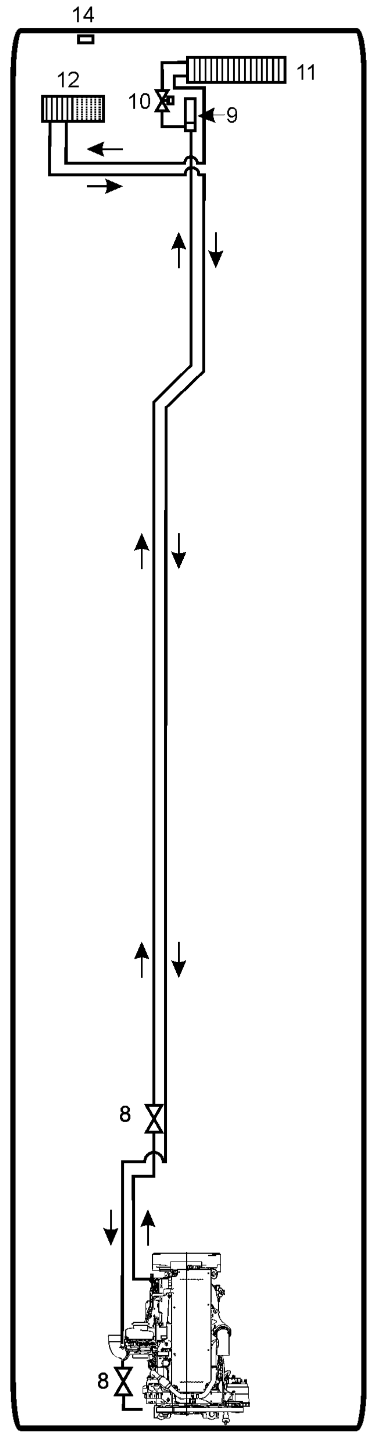


FIGURE 39: SMALL HVAC SYSTEM - DRIVER'S AND AUXILIARY UNIT 22290



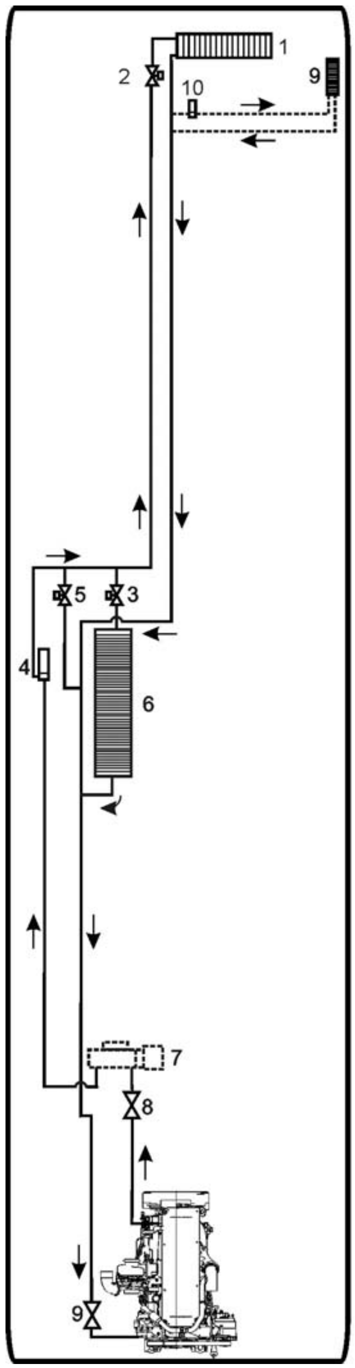
Air conditioning

1. Expansion valve
2. Refrigerant solenoid valve (NC)
3. Driver's evaporator
4. Receiver filter
5. Condenser
6. Low pressure transducer
7. High pressure transducer
8. Shut-off valves
9. Water recirculating pump
10. Driver's hot water valve (NO)
11. Driver's heater
12. Auxiliary unit A/C & heating
13. Small A/C compressor
14. Exterior air temperature sensor



Heating

FIGURE 40: SMALL HVAC SYSTEM 22345



1. Driver's unit heater core
2. Driver's unit hot water pneumatic valve
3. Passenger's unit hot water pneumatic valve
4. Hot water recirculating pump
5. Bypass solenoid valve (optional with preheater)
6. Passenger's unit heater core
7. Preheater (optional)
8. Heater line shutoff valve
9. Windshield upper section defroster (optional)
10. Recirculating pump (windshield upper section defroster)

FIGURE 41: CENTRAL HVAC SYSTEM – HEATING 22262

11. HEATING SYSTEM

The schematics of figure 40 & 41 show respectively, the small HVAC system heating and air conditioning arrangement and the central HVAC system heating arrangement.

In addition to the normal heating provided by the engine, a preheating system (104,000 Btu/hr) (optional on coaches only) may have been installed in the vehicle.

11.1 SMALL HVAC SYSTEM

The small HVAC system driver's unit is similar to the driver's unit of the central HVAC system, except that the recirculating pump is located on the ceiling of the spare wheel compartment (figure 51).

Furthermore, an auxiliary unit is added in series on the return line of the small system, it increases the whole system heating capacity and gives the driver more options.

11.2 CENTRAL HVAC SYSTEM

The schematic of figure 40 shows the central HVAC system heating arrangement.

On coaches only, in addition to the normal heating provided by the engine, an optional preheating system (104,000 Btu/hr) may have been installed above the rear wheelhousing on the L.H. side.

11.3 DRAINING HEATING SYSTEM

To drain the entire system, refer to Section 05, *"Cooling"*. If only the driver's unit heater core or passenger's unit heater core must be drained, refer to the following instructions.

11.3.1 Draining Driver's Unit Heater Core

1. Stop engine and allow engine coolant to cool.
2. Locate the normally open hot water pneumatic valve on the ceiling of the spare wheel compartment (figure 39), disconnect its wiring connector, and then connect a 24-volt external power source, using jumper cables, to close valve.

⚠ WARNING ⚠
Before proceeding with the following steps, check that coolant has cooled down.

3. Loosen hose clamp, install an appropriate container to recover coolant, and disconnect silicone hose from hot water pneumatic valve.
4. From inside of vehicle, remove the grill and the access panels. Open the purge valve located inside the driver's unit (figure 42) to ensure an efficient draining.

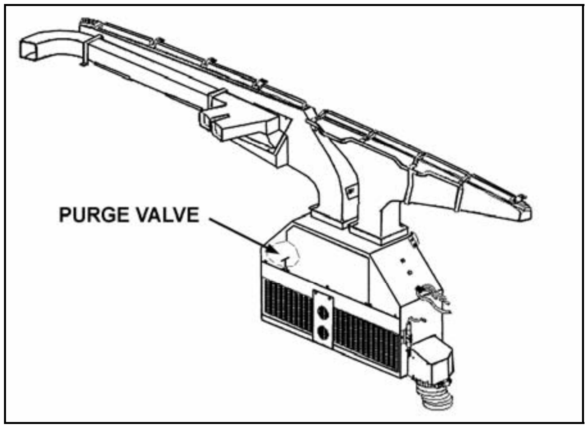


FIGURE 42: DRIVER'S UNIT AIR MIXING BOX 22171PV

11.3.2 Draining Passenger's Unit Heater Core

1. Stop engine and allow engine coolant to cool.
2. Close both heater line shutoff valves (figure 45 & 46). One is located in the engine compartment under the radiator fan gearbox, while the other one is located behind the L.H. hinged rear fender near the preheater. Refer to "Preheater System" in this section to gain access to the heater line shutoff valve.
3. Open the last L.H. side baggage compartment door and then pull the black release button located on the L.H. side in order to unlock and open the evaporator compartment door.

⚠ WARNING ⚠
Before proceeding with the following step, check that coolant has cooled down.

4. Open drain cock in bottom of heater core, then open purge valve located on top of heater core (figure 43) in order to allow air to enter while draining.

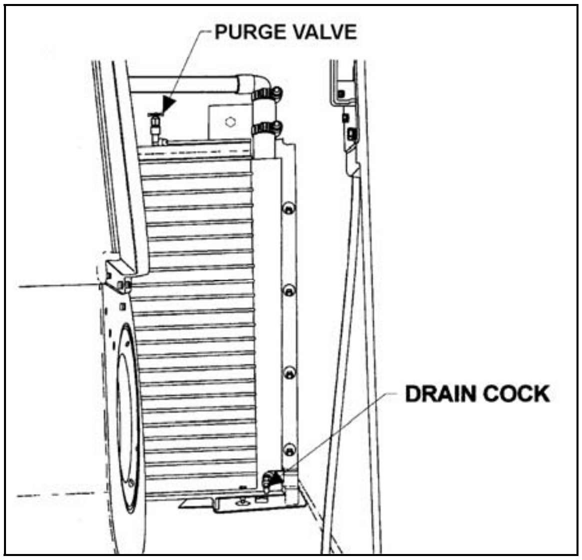


FIGURE 43: PASSENGER'S UNIT HEATER CORE (H3 COACHES) 22229

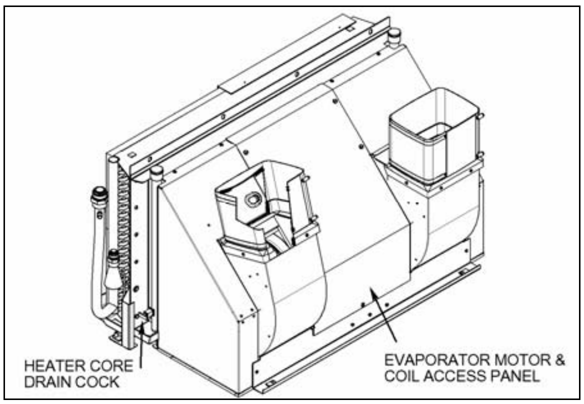


FIGURE 44: HEATER CORE INSIDE EVAPORATOR COMPARTMENT (H3 COACHES) 22332

11.4 FILLING HEATING SYSTEM

1. Ensure that the drain hose is reconnected and the purge valves and drain cock are closed.
2. Open the surge tank filler cap and slowly fill the system to level of filler neck.
3. After initial filling, the water valves should be open and the water recirculating pump should be energized to assist in circulating coolant through the heating system. To perform this operation, start the engine, switch on the HVAC control unit, both driver and passenger sections, and set temperature to their maximum positions in order to request the heating mode in each of these sections.
4. When coolant level drops below the surge tank filler neck, slowly fill the system to level of filler neck.
5. If vehicle is equipped with a windshield upper section defroster, open front baggage compartment R.H. side door. Locate recirculating pump on top of front wheelhousing, momentarily pinch the hose located between the recirculating pump suction and the defroster outlet connector to ensure windshield upper section defroster complete filling.
6. Once the level has been stabilized, replace cap.

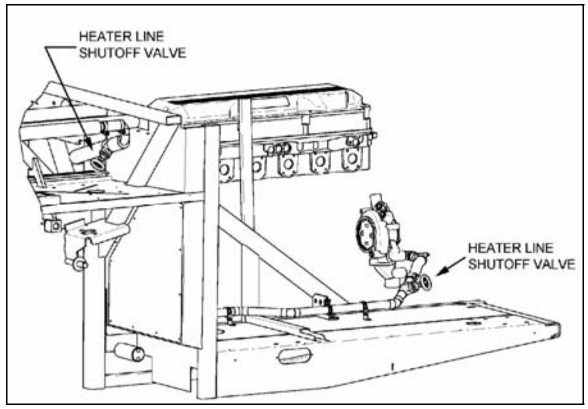


FIGURE 45: HEATER LINE SHUTOFF VALVES (CENTRAL HVAC SYSTEM)

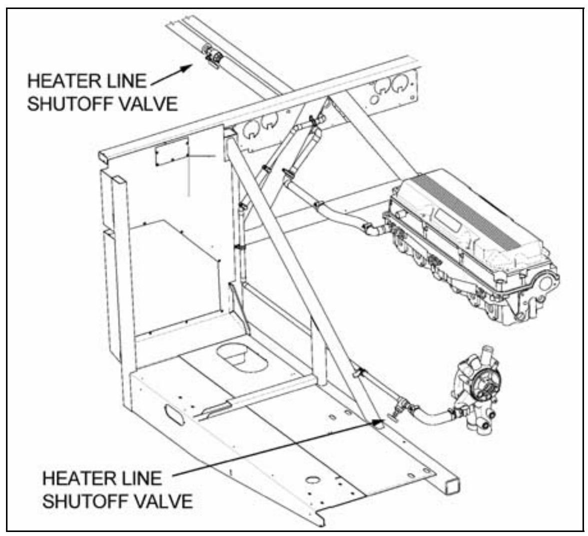


FIGURE 46: HEATER LINE SHUTOFF VALVES (SMALL HVAC SYSTEM)

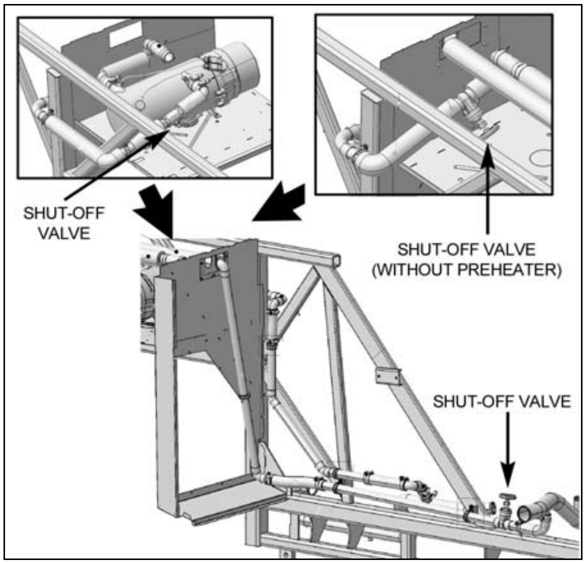


FIGURE 47: HEATER LINE SHUTOFF VALVES (WITH VOLVO D13 ENGINE) 05144

11.5 BLEEDING HEATING SYSTEM

Whenever the heating system has been drained and refilled, or the system has run low on coolant and coolant has been added, it is necessary to bleed air from heating system. Locate the purge valve illustrated in figure 42 & 43, and open them momentarily until no air escapes from the lines.

NOTE
In test mode (see paragraph 7.1 HVAC SYSTEM AND TEST MODE FOR SWITCHES AND SENSORS), with the parking brake applied and the passenger set point set to a value higher than 64°F (18°C), the hot water circulating pump is not set to OFF as it would normally do when the outside temperature gets above 50°F (10°C). This feature is useful when working on the heating system to remove air pockets trapped in the system.

11.6 SOLDERING

Before soldering any part of the system, make sure the area is well ventilated. Use (stay clean) flux sparingly and apply solder (95-5 round wire 1/8 inch [3,1 mm]). After completing repairs, test for leaks.

When using heat at or near a valve, wrap with a rag saturated of water to prevent overheating of vital parts.

11.7 DRIVER'S UNIT HOT WATER PNEUMATIC VALVE

The flow of hot water to the driver's unit heater core is controlled by a pneumatic valve like the passenger's unit hot water pneumatic valve. It is mounted on the coolant inlet line of the driver's heater core, and is accessible through the spare wheel compartment (see figure 40, 41 & 51). For more information, refer to paragraph 11.8.

11.8 PASSENGER'S UNIT HOT WATER PNEUMATIC VALVE ASSEMBLY

11.8.1 Description

The flow of hot water to the vehicle's central heater core is controlled by a NO pneumatic water valve assembly (figure 48). The valve, located in the evaporator compartment, is designed so that the pilot solenoid valve, which is part of the assembly, opens and closes a port which directs air pressure to the actuator casing, thereby opening or closing the valve.

When the vehicle is operating with no current to the pilot solenoid valve, no air pressure is admitted to the actuator casing, the cylinder spring pushes up against the cylinder, thereby keeping the water valve open.

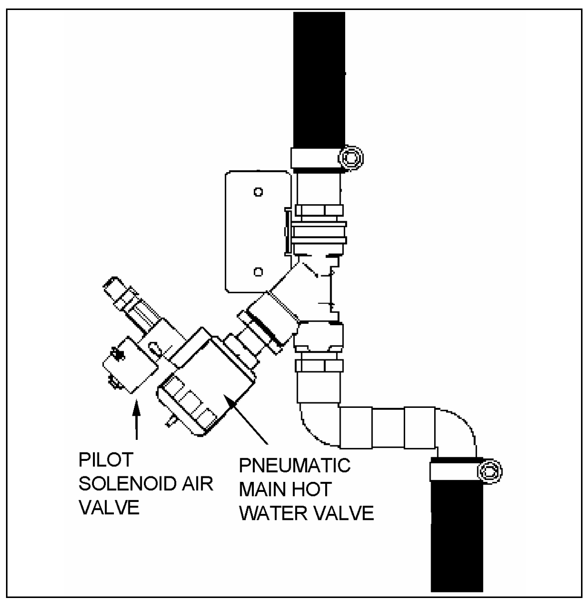


FIGURE 48: PASSENGER'S UNIT HOT WATER PNEUMATIC VALVE ASSEMBLY 22240

The passenger's unit heater water valve requires a minimum amount of maintenance. The valve should be free of dirt sediment that might interfere with its operation. No other maintenance is needed unless a malfunction occurs.

11.8.2 Hot Water Pneumatic Valve Disassembly

1. Assemble Shut off air supply pressure and electrical current to the pilot solenoid valve. Disconnect wires.
2. The water valve need not be removed from the line. Unscrew nipple, the actuator casing, tube, spindle and closure member can be removed (figure 49).
3. Remove the snap ring using a pair of pliers.
4. You can now access all seals for replacement.

Pneumatic water valve replacement seal kits:

- Water Side: 871311
- Actuator Side: 871312

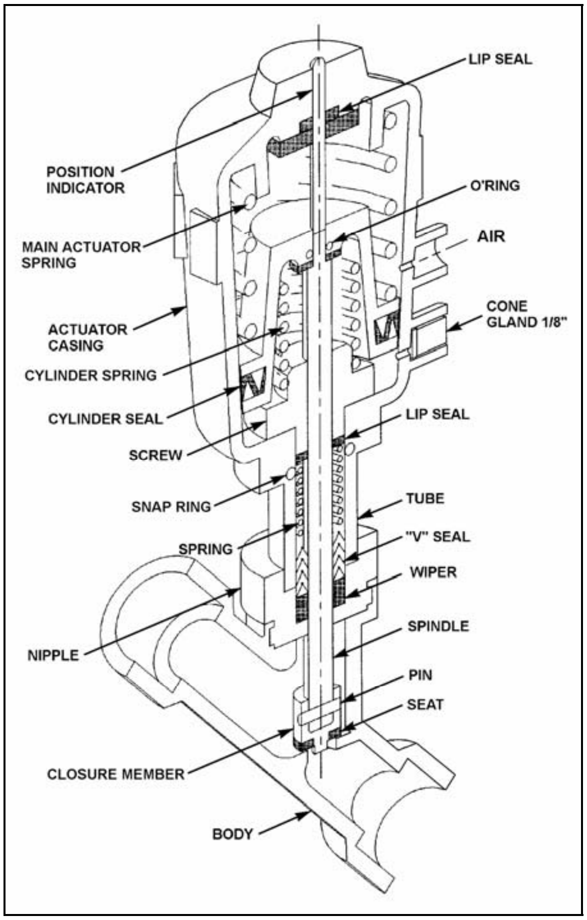


FIGURE 49: PASSENGER'S UNIT HOT WATER PNEUMATIC VALVE 22241

11.8.3 Hot Water Pneumatic Valve Reassembly

1. Assemble the actuator casing, tube, nipple, spindle and closure member.
2. Tighten the nipple in place in the body cavity as per Figure 49. Fasten pilot solenoid vale to the pneumatic water valve. Reconnect air supply pressure and electrical current to the pilot solenoid valve.
3. Check for proper operation.

11.8.4 Pilot Solenoid Valve

1. No maintenance is needed unless a malfunction occurs.
2. A pilot solenoid valve replacement seal kit is available: 871311.

11.8.5 Valve Troubleshooting

PROBLEM	PROCEDURE
Valve fails to close	1. Check electrical supply with a voltmeter. It should agree with nameplate rating. 2. Check pressure at pilot solenoid valve inlet. It must be at least equal to the minimum pressure stamped on the nameplate. It should not go below minimum while valve is operating.
Valve fails to open	1. Check that the closure member assembly, and that main actuator and cylinder springs are free to travel. 2. Check that there is no restriction to the air escaping from the actuator casing. 3. Make sure that pilot solenoid valve operates properly.

11.9 HOT WATER RECIRCULATING PUMP

This vehicle is provided with a water recirculating pump which is located in the evaporator compartment (figure 50) or on the ceiling of the spare wheel compartment for vehicles equipped with a small HVAC (figure 51). The water recirculating pump consists of a centrifugal pump and an electric motor which are mounted in a compact assembly.

The motor is equipped with pre-lubricated sealed ball bearings which require no maintenance. The pump requires no periodic maintenance other than replacement of motor brushes. Replacement of motor brushes can be performed without removing the pump assembly.

Inspection of the pump, to determine to determine if the pump is working properly, should be made while the pump is in operation. If there is evidence that the pump is not operating as per specifications, the unit must be disassembled for corrective measures. Disassembly of the pump will be necessary only in the case of impellor failure or motor failure.

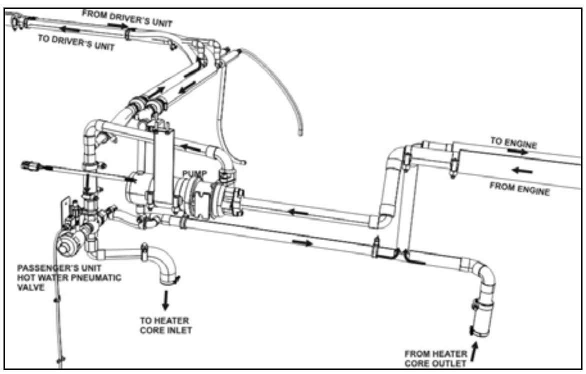


FIGURE 50: HOT WATER RECIRCULATING PUMP INSTALLATION (CENTRAL HVAC SYSTEM)

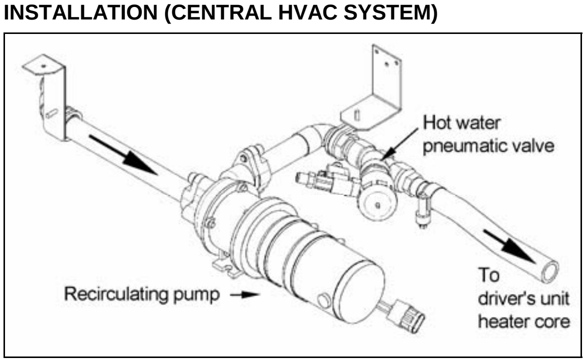


FIGURE 51: HOT WATER RECIRCULATING PUMP INSTALLATION (SMALL HVAC SYSTEM) 22292

11.9.1 Removal

1. Stop engine and allow engine coolant to cool.
2. Close shutoff valves on the heater line. Refer to "Preheater System" in this section to gain access to the heater line shutoff valve.
3. Disconnect the electrical wiring from the motor.

⚠ WARNING ⚠
Before proceeding with the following steps, check that coolant has cooled down.

4. Disconnect water lines from the pump at the flange connections.
5. Remove the two clamps holding the pump motor to its mounting bracket. Remove the pump with the motor as an assembly.

11.9.2 Disassembly

Refer to figure 52.

1. Separate the housing from the adapter by first removing the 4 capscrews. Remove housing carefully to prevent damaging the O-ring.
2. Remove rotor assembly, washers and shaft from the adapter.

⚠ CAUTION ⚠
Do not scratch or mark the sealing surface of this seat, as its sealing feature will be affected, thus resulting in continuous leakage.

Inspection

Components removed from the recirculating pump and motor assembly should be compared with new parts to determine the degree of wear.

11.9.3 Brushes

1) When removing brushes, note the position of the brush in the tube. Brush life is shortened if the brushes are not replaced properly.
2) Examine brushes for the following:
   a) <u>Wear</u>

   Replace the brushes if less than 25% of the usable brush is left (less than 0.300 inch (8 mm)).

   b) <u>Chipped edges</u>

Chips can be caused by improper handling or installation. Badly chipped brushes should be replaced regardless of their length.

c) Annealed brush spring

This can be detected by noting the resiliency of the spring. Annealing is caused by failing to tighten the brush caps properly, thus not providing a good low resistance contact between the terminal and the brush tube. Replace brushes showing evidence of annealed springs.

d) Frayed or broken pigtail

An improperly installed brush may have the pigtail (shunt) pinched under the terminal or between the coils of the spring. If the pigtail is badly frayed or broken, replace the brush.

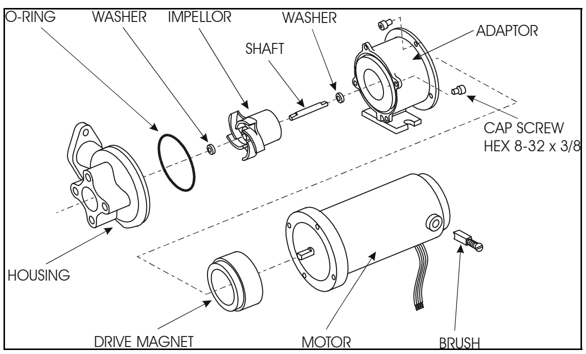


FIGURE 52: HOT WATER RECIRCULATING PUMP

3) Observe the following factors when replacing brushes

   a. The face of a new brush is carefully cut to cause proper seating during the *"wear-in"* period.

   b. Improper installation can harm both the brush and the commutator.

   c. Replacement brushes should be of the proper grade.

   d. Brush performance will be affected if the spring and terminal are not properly placed in the brush tube. The spring should be free over its entire length and the terminal should make good contact with the metal brush tube insert.

11.9.4 Assembly

Refer to figure 52.

1. Install washer, shaft and rotor assembly into adapter.
2. Install O-ring into housing and assemble housing to the adapter.
3. Secure housing to adapter using 4 cap screws.

11.9.5 Installation

1. Apply gasket cement to the pump body line adapter and to the line flanges, put the two gaskets in place, and connect water lines from the pump at the flange connections. Position the pump and motor assembly on the mounting bracket. Position the mounting clamps over the motor and secure with mounting bolts.
2. Connect electrical wiring to the pump motor.
3. Open both shutoff valves. Refer to "Preheater System" in this section to gain access to the heater line shutoff valves.
4. Fill the cooling system as previously instructed in this section under *"Filling Heating System"* and then bleed the system as previously instructed in this section under "*Bleeding Heating System"*.

11.10 BYPASS SOLENOID WATER VALVE (OPTIONAL)

This valve is optional and is installed on the vehicle equipped with a preheater. The valve is located in the evaporator compartment (Figure 50). Refer to figure 54 for part names.

11.10.1 Improper Operation

1. Faulty control circuit: Check the electric system by energizing the solenoid. A metallic clicking noise indicates that the solenoid is operating. Absence of clicking indicates a loss of power or a defective solenoid. Check for open breaker, open-circuited or grounded coil, broken lead wires.
2. Burned-out coil: Check for open-circuited coil. Replace coil if necessary.
3. Low voltage: Check voltage across the coil leads. Voltage must be at least 85% of nameplate rating.
4. Excessive leakage: Disassemble valve and clean all parts. Replace worn or damaged parts with a complete repair kit for best results.

11.10.2 To Remove or Change the Coil

- Stop engine and allow engine coolant to cool.
- Close shutoff valve on the line located in the rear electric compartment. Refer to "Preheater System" in this section to gain access to the heater line shutoff valve.

To remove the solenoid coil:

First take out the retaining screw at the top of the coil housing. The entire coil assembly can be lifted off the enclosing tube.

To reassemble:

Make sure that the parts are placed on the enclosing tube in the following order:

Be sure to change electrical data plate according to coil specifications change.

1. Place coil and yoke assembly on the enclosing tube. Lay data identification plate in place.
2. Insert the coil retaining screw, rotate housing to proper position and tighten screw securely.

11.10.3 Valve disassembly and Reassembly

Disassembly:

This valve may be taken apart by removing the socket head screws which hold the body and bonnet together. After removing the screws, carefully lift off the bonnet assembly (upper part of the valve). Don't drop the plunger. The diaphragm can now be lifted out. Be careful not to damage the machined faces while the valve is apart.

NOTE
The above procedure must be followed before brazing solder type bodies into the line.

Reassembly:

Place the diaphragm in the body with the pilot port extension up. Hold the plunger with the synthetic seat against the pilot port. Make sure the bonnet O-rings are in place, the bonnet assembly over the plunger, and that the locating sleeve in the bonnet enters the mating hole in the body. Insert body screws and tighten uniformly.

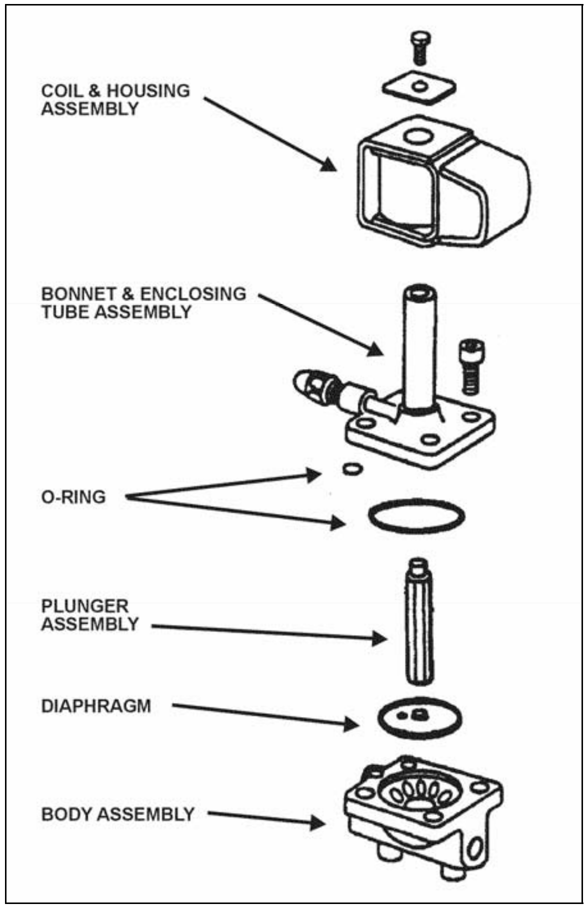


FIGURE 53: BYPASS HOT WATER SOLENOID VALVE
22044

12. PREHEATING SYSTEM (OPTIONAL ON COACHES ONLY)

The preheater is located over the rear wheelhousing, behind the vehicle's L.H. side rear fender.

To gain access to the preheater and the heater line shutoff valve next to it (figure 45), remove the L.H side rear fender.

This Auxiliary Preheating System is used for preheating and retaining the heat of water-cooled engines. It can be used before starting the engine to ease its starting and to provide immediate inside heat upon operation of the heating system. It can also be used with engine running to maintain coolant heat and maintain the set temperature inside vehicle.

The heater operates independently from the vehicle engine. It is connected to the cooling and heating circuits, the fuel system and the electrical system of the vehicle.

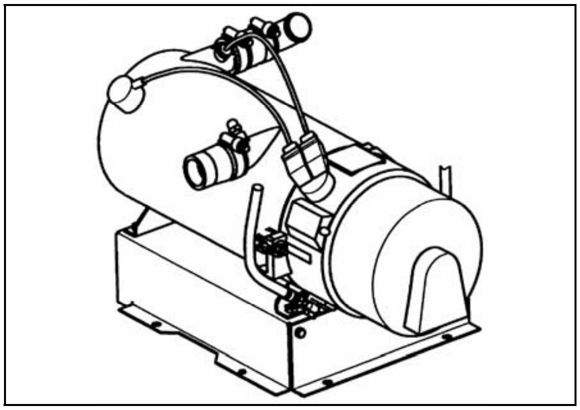


FIGURE 54: WEBASTO PREHEATER (104,000 BTU) 22224

The pilot lamp turns on when the heater is switched on. Combustion air flows in to flush out the combustion chamber and the water circulation pump is put into operation. The fuel metering pump conveys fuel in precise doses to the combustion chamber where fuel and combustion air form a combustible mixture which is ignited by the glow plug.

Once the flame sensor has signaled to the control unit that combustion has taken place correctly, the glow spark plug and ignition coil are switched off.

The hot combustion gases are diverted at the end of the flame pipe, then pass through the indirect heating surfaces of the heat exchanger and transmit their heat to the water passing through the heat exchanger.

The heat is thermostatically controlled and operates intermittently, i.e. the switched-on times of the burner vary depending on the heat requirement. The water temperature depends on the setting of the built-in water thermostat.

The water circulation pump remains in operation as long as the heater is operating, even in the regulation intervals and during the delayed cutout of the switched-off heater. The pump can also be operated independently from the heater by means of an appropriate circuit. The heater can be switched on at any time, even during the delayed cutout period. Ignition takes place once this delay time is over.

When the heater is switched off, the fuel supply is interrupted. The flame goes out, and at the same time a delayed cutout of some 2.5 minutes begins. The combustion air still flowing flushes the remaining combustion gases out of the chamber and cools off the hot parts on the exhaust side of the heat exchanger, while the water circulation pump, still running, transmits the heat present in the heat exchanger, thus preventing local overheats. Once the delayed cutout time is over, both the combustion air blower and the water circulation pump switch off automatically.

A cutout will take place in case of any failure of the preheater.

12.1 OPERATION

Switch on the heater. The operation indicator lamp comes on and the heater motor and circulating pump begin to run. After about 10-25 seconds the solenoid valve opens and fuel is sprayed into the combustion chamber. At the same time, the electronic ignition unit produces high voltage (8000 V) and the mixture of fuel and air in the combustion chamber is ignited by the spark on the ignition electrodes. The flame is indicated by the flame detector, then the electronic ignition unit stops producing high voltage and combustion continues by itself (spark on electrodes is required only to ignite the flame). At this moment, the heater is working and producing heat.

If the heater is switched off by the on/off switch, the solenoid valve interrupts fuel supply, combustion stops and indicator lamp turns off. Combustion air fan still blows air, cleaning the combustion chamber of any fumes and cooling down the combustion chamber. Coolant circulation pumps coolant, making a purge cycle for approximately 2-3 minutes, thus protecting the heater against overheating.

If the heater is not switched off by the on/off switch, the control thermostat will switch off the heater when coolant temperature reaches 165° ± 6°F (75° ± 3°C) and turns it on at 154° ± 9°F (68° ± 5°C). During this time, the heater (combustion) is off and the indication lamp and coolant pump are on. Combustion air fan blows air for 2-3 minutes and then turns off.

12.2 PREHEATING SYSTEM TIMER

The timer, located on L.H. lateral console is used to program the starting and stopping time of the preheating system. The system indicator light, located on the timer, illuminates when the system is functional.

⚠ CAUTION ⚠

The preheating system should not operate for more than one hour before starting engine as this could discharge batteries.

⚠ WARNING ⚠

Preheating system must not operate when vehicle is parked inside or during fuel fill stops.

NOTE

Preheating system uses the same fuel as the engine.

In case of failure:

1. Shut off and turn on again.
2. Check main circuit breaker and overheat fuse.
3. Have system repaired in a specialized shop.

12.2.1 Timer operating instructions (Webasto)

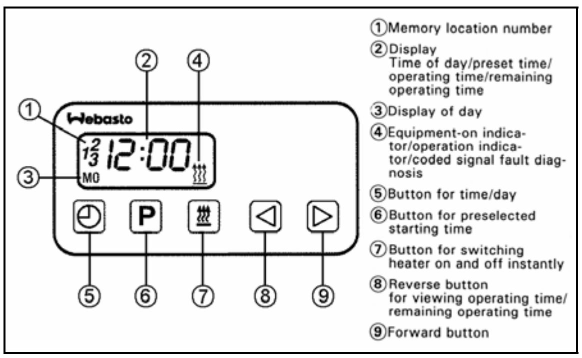


FIGURE 55: WEBASTO 22223

These instructions refer to the timer illustrated in Figure 55. They are the same instructions provided in the Webasto instruction booklet, provided with your vehicle.

Remaining Operating Time

The remaining operating time refers to the period of time the heater still continues to remain in operation. It may be changed while the heater is in operation.

Setting the Digital Timer

After the power has been connected, all symbols on the digital display are flashing. The time of the day and the day of the week must be set.

All flashing symbols of the timer can be set by means of the Forward (9) or Reverse (8) buttons.

When buttons (8) and (9) are pressed for more than 2 seconds, the quick digit advance mode is activated.

Setting the Time and Day of the Week

1. Press button (5) for more than 2 seconds (time display flashes).
2. Press (8) or (9) button to set the time of day.
3. Wait 5 seconds. The time of day is stored (time of week flashes).
4. Press (8) or (9) button to set the correct day of week.
5. Wait 5 seconds. The day of week is stored.

Viewing the Time (Ignition ON)

Continuous display of current time and day of the week.

Viewing the Time (Ignition OFF)

Briefly press button (5) to display current time and day for 5 seconds.

Switching Heater ON (Instant Heating)

With Ignition ON:

Press button (7). Heater is switched on (continuous operation) and continues to operate until button (7) is pressed again or ignition is switched off.

NOTE

If the ignition is switched off while heater is in operation, the remaining operating time of 5 minutes flashes on the display and the heater will continue to operate for this period of time.

With Ignition OFF:

Press button (7). Heater is switched on for preset operating time (the factory-set heater operating duration is 60 minutes).

Switching Heater OFF

Press button (7). The heater starts its after-run cycle and switches off thereafter.

Presetting Operating Duration

1. Press button (6). Memory location number flashes.

NOTE

By repeatedly pressing button (6), starting time 2 or 3 can be preset.

2. Press button (8) or (9) until correct startup time is set.
3. Wait 5 seconds. Preset starting time is stored and day of week flashes.

4. Press button (8) or (9) to select the correct startup day of week.
5. Wait 5 seconds. The startup day of week is stored.

The number of memory location remains on the display. The timer is now in the programmed mode and will switch the heater in a the preset time.

NOTE
We recommend that memory locations 1 and 2 be used for presetting times within 24 hours of setting the timer. Memory location 3 can be used for a starting time within the next 7 days of setting the timer.

Recalling Preset Times

Press (6) repeatedly until the desired memory location number and preset time are displayed.

Canceling Preset Time

Press button (6) repeatedly until no more memory location number is visible on the display.

Setting Operating Time

1. With heater off, press button (8). Operating time flashes.
2. Press button (8) or (9) to set the operating time (between 1 and 120 minutes).
3. Wait 5 seconds. Operating time is stored.

The heater remains in operation for the preset time (except for continuous operation).

Setting the Remaining Operating Time

1. With heater in operation, press button (8). Remaining operating time flashes.
2. Set remaining time with button (8) or (9).
3. Wait 5 seconds. Remaining operating time is stored.

Operational Failure Symptoms via Fault/Flash code

On heaters equipped with a fault diagnosis system using coded light signals, the equipment-on indicator/operation indicator flashes. Refer to the following table.

12.3 TROUBLESHOOTING AND MAINTENANCE

Refer to the Webasto manual for more information.

NOTE
If there are no heater faults, the heater will go through a normal start cycle and regulate based on thermostat setting.

NOTE
Switch on the preheating system briefly about once a month, even during the warm season.

⚠ CAUTION ⚠
When welding on the vehicle, disconnect the preheater module connector in order to protect this system from voltage surges.

⚠ CAUTION ⚠
To avoid running down the batteries, do not turn on the preheating system for more than one hour before starting the engine.

⚠ WARNING ⚠
The preheating system uses the same fuel as the engine. Do not operate in a building or while refueling. Operate only in a well-ventilated area.

Failure Symptom	Probable Cause	Check and Correct
1X Flash (F 01) No combustion after completion of start up sequence.	- Fuel system - Combustion air - Electronic ignition	- Fuel level - Type of fuel being used - Fuel filter - Fuel line connections (air bubbles in fuel lines) - Fuel nozzle plugged - Air intake or exhaust, restricted or plugged - Incorrect electrode gap
2X Flashes (F 02) Flame out during burner operation no restart possible	- Fuel supply (shortage of fuel)	- Restriction in the fuel system - Fuel filter - Fuel line connections (air bubbles in fuel lines) - Type of fuel being used
3X Flashes (F 03) Low voltage for more than 20 seconds	- Electrical system	- Load test batteries - Corrosion at connections - Loose connections
4X Flashes (F 04) Flame detector recognizes false flame signal during pre-start or shut-down cycle	- Defective flame detector	- Replace flame detector
5X Flashes (F 05) Flame detector	- Wiring - Defective flame detector	- Damaged wiring, open or short circuit - Replace flame detector
6X Flashes (F 06) Temperature sensor	- Wiring - Defective temperature sensor	- Damaged wiring, open or short circuit - Replace temperature sensor
7X Flashes (F 07) Fuel solenoid valve	- Wiring - Defective solenoid valve	- Damaged or corroded wiring, open or short circuit - Replace solenoid valve
8X Flashes (F 08) Combustion air fan motor	- Wiring - Wrong RPM - Defective combustion air fan motor	- Damaged wiring, open or short circuit - Replace combustion air fan - Replace combustion air fan
9X Flashes (F 09) Circulation pump motor	- Wiring - Defective circulation pump motor	- Damaged wiring, open or short circuit - Replace circulation pump motor
10X Flashes (F 10) Temperature limiter	- Overheat condition - Coolant flow - Wiring - Defective temperature limiter	- Reset temperature limiter - Coolant level or flow restriction - Air trapped in coolant circuit - Damaged or corroded wiring, open or short circuit - Replace temperature limiter
11X Flashes (F 11) Electronic ignition coil	- Wiring - Defective electronic ignition coil	- Damaged wiring, open or short circuit - Replace electronic ignition coil
12X Flashes (F 12) Heater lock out	- 3 repeated faults/flame-outs or 5 repeated start attempts	- Reinitialize control unit by switching heater on and disconnecting power.

13. SPECIFICATIONS

Passenger's unit evaporator motor

Make.. AMETEK ROTRON
Type .... BRUSHLESS DC MICROPROCESSOR CONTROLED
Voltage .... 27.6 V DC
Current draw .... 68 amps
Horsepower 2
Revolution .... 1400 & 1700 rpm
Insulation .... Class F
Motor Prevost number 563586

Passenger's unit condenser fan motors

Make.. EBMPAPST
Type .... 12" AXIAL BRUSHLESS
Voltage .... 24 V DC
Qty 4
Prevost number 563461

Passenger's unit evaporator air filter

Make.. Permatron Corp.
Type .... Washable 1" X 23 3/8" X 43 ½" Polypropylene filter
Prevost number 871383

Driver's unit evaporator motors

Make.. MCC
Voltage .... 24 V DC
Quantity 2
Prevost number 871135

Driver's unit evaporator air filter

Make.. MCC
TYPE .... Recirculating air 6-¼" x 28" Washable
Prevost number 871147

Make.. MCC
TYPE .... Fresh air 3-5/8" X 5-1/4" Washable
Prevost number 871144

Refrigerant

Type R-134a

Quantity (standard) .... 24 lbs (10.89 Kg)

Quantity (with A/C unities Parcel Rack) .... 26 lbs (11.82 Kg)

Compressor (Central HVAC system)

Make.. Carrier Transicold

Capacity .... 41 CFM

Model.. 05G Twin Port-134A

No. of cylinders 6

Bore.. 2” (50,8 mm)

Operating speed..400 to 2200 rpm (1750 rpm. Nominal)

Minimum speed (for lubrification)..400 rpm

Nominal horsepower 15

Oil pressure at 1750 rpm .... 15 to 30 psi (103-207 kPa)

Oil capacity..1.13 U.S. gal (4,3 liters)

Weight .... 142 lbs (64,5 kg)

Approved oils

-Castrol.. SW 68 (POE)

A/C Compressor (Small HVAC system)

Make……………………………………….. Sanden

Model……………………………………..... SD7H

Prevost number.. 950436

Approved oil .... Sanden SP-20 (PAG)

Prevost number.. 950382

Compressor unloader valve

Make.. Carrier Transicold

Type ....Electric (AMC)

Voltage .... 24 V DC)

Watts 15

Prevost number (without coil) 950095

Coil Prevost numbert.. 950096

Magnetic clutch

Make.. Carrier Transicold

Type ....Housing mounted 9” dia., 2-B grooves

Voltage .... 24 V DC
Coil resistance at 68 °F (20 °C).. 5.15 – 5.69 ohms
Prevost number.. 950204

Compressor V belts

Make.. Dayco
Model (matching set of 2) BX97
Prevost number (with Delco 270/300 Amp Alternator) 506664

Compressor V belt

Make.. Dayco
Model.. BX100
Prevost number (with two BOSH Alternators) 506681

Condenser coil

Make.. Carrier Transicold
Aluminium
Prevost number.. 452968
Copper
Prevost number.. 453013

Receiver tank (with sight glasses)

Make.. HENRY or PARKER
Maximum pressure.. 450 psig
Prevost number.. 950261

Filter Dryer assembly

Make.. ALCO
Prevost number.. 950332

Moisture indicator

Make.. ALCO
Prevost number.. 950333

Driver's refrigerant liquid solenoid valve

Make.. Parker
Type .... Normally closed with manual bypass
Voltage .... 24 V DC
Amperage draw.. 0.67 amps

Watts 16
Prevost number (without coil) 95-0054
Coil Prevost number.. 950055
Repair kit Prevost number 950056

Driver’s & passenger’s hot water pneumatic valve

Make.. BURKERT
Type .... Normally open
Voltage .... 24 V DC
Pressure range.. 0 to 230 psi
Max. temperature .... 356°F
Prevost number.. 871252

Hot Water recirculating pump

Make.. M.P. pumps
Voltage .... 24 V DC
Prevost number.. 871342

Driver’s expansion valve

Prevost number.. 950221

Main expansion valve

Make.. CARRIER
Prevost number.. 950316

Bypass solenoid water valve

Make.. Parker Hanninfin
Bypass Prevost number.. 870886
Coil Prevost number.. 870886
Repair kit Prevost number 870980

Preheating system

Make.. WEBASTO
Model.. THERMO 300
Capacity .... 104 000 Btu/h (30 kW)
Heating medium .... Coolant
Rated voltage .... 24 V DC
Operating voltage.. 20-28 V DC
Electric power consumption (without coolant recirc. pump) .... 110 watts

Fuel consumption..1,2 US gallons/hr (4,5 liters/hr)
Prevost number..871202

CONTENTS

ILLUSTRATIONS

1. AUDIO AND VIDEO SYSTEM DESCRIPTION

The rack mounted components are gathered on the audio-video panel which is located in the first driver's side overhead compartment (Fig. 1). In addition to the power amplifier, options for AM/FM radio, satellite radio, karaoke, wireless microphone, DVD, scenic view and back-up camera system and GPS Navigation System module may be featured.

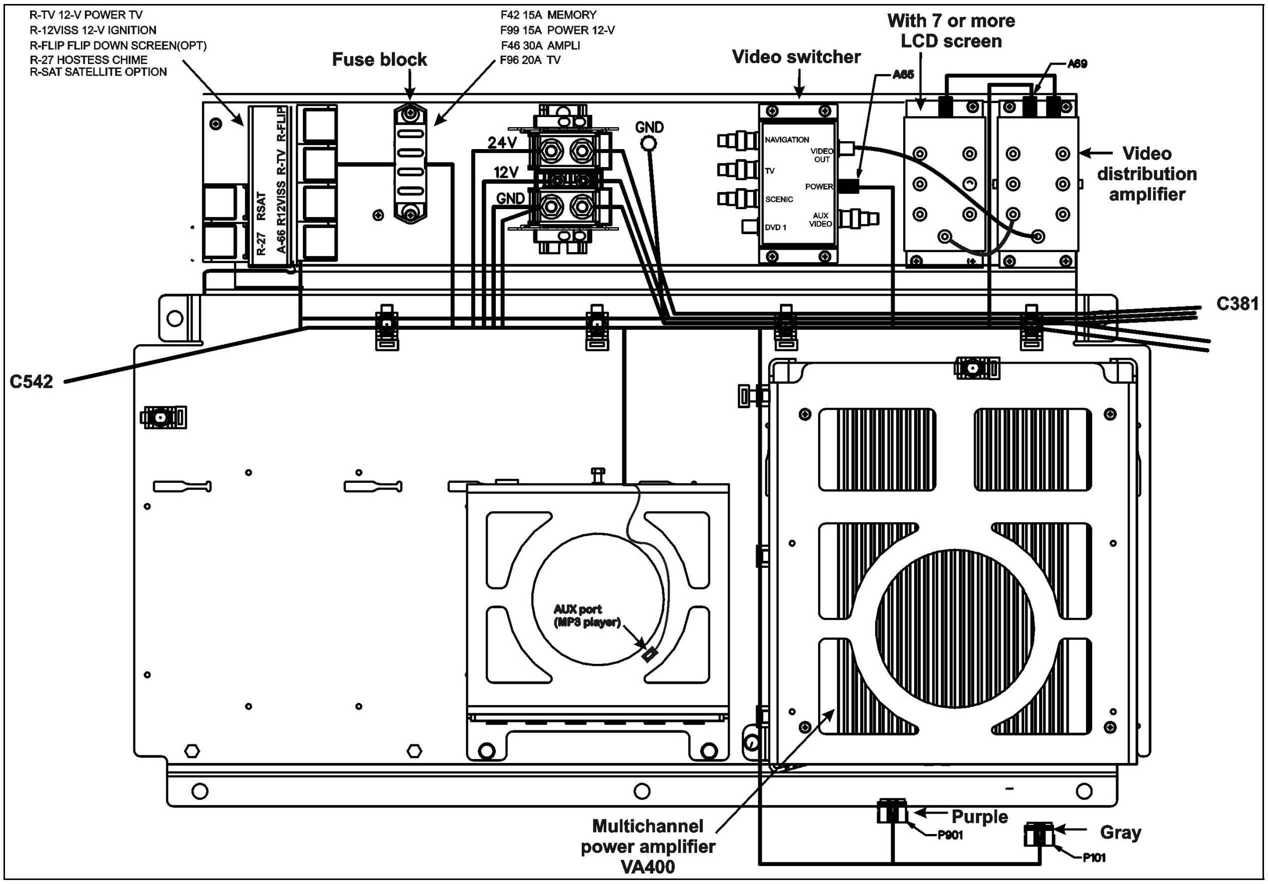


FIGURE 1: AUDIO-VIDEO PANEL

Each service module mounted to the underside of the parcel racks contains a 40-watt speaker. The speakers in the passenger section (twelve in H3-41 or sixteen in H3-45) are wired in stereo and are powered by the amplifier. A microphone outlet mounted in the driver's area is provided as standard equipment.

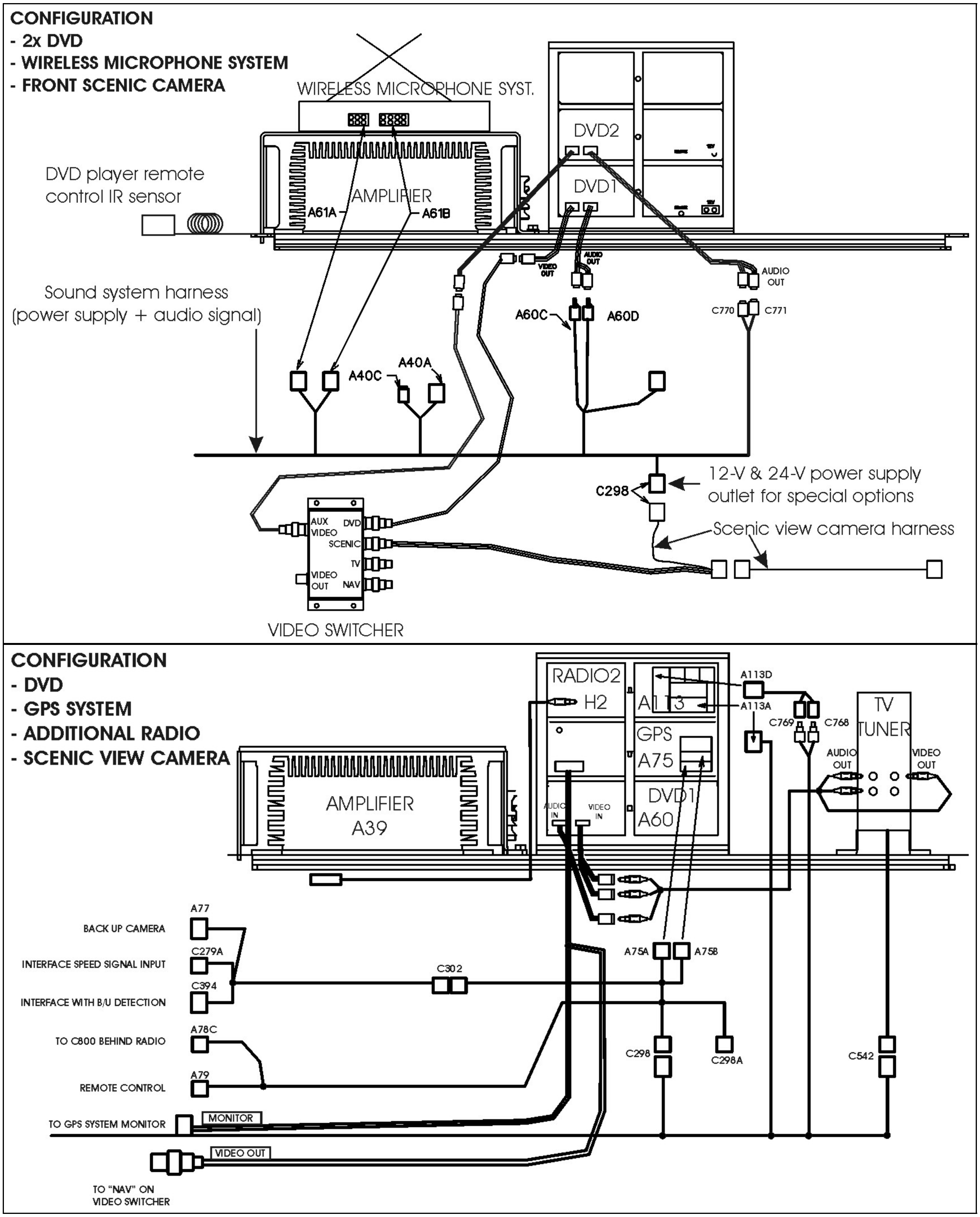


FIGURE 2: AUDIO-VIDEO CONNECTIONS

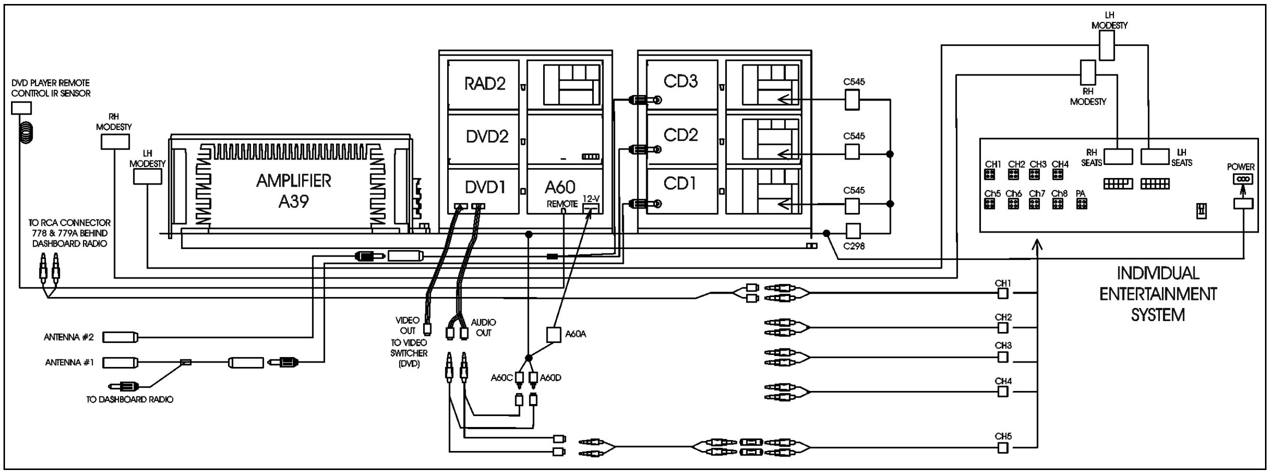


FIGURE 3: AUDIO-VIDEO CONNECTIONS

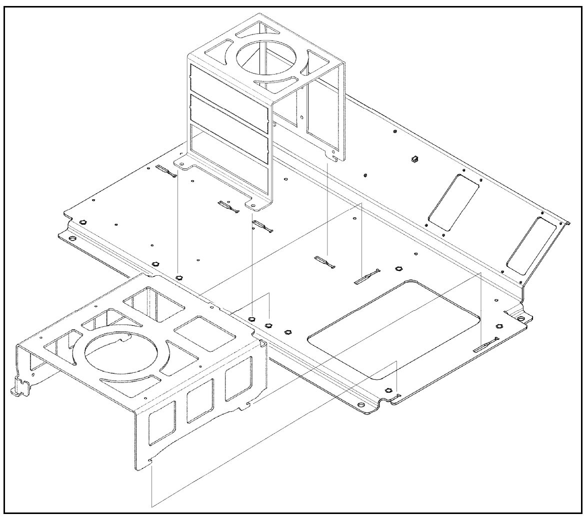


FIGURE 4: RACKS ON AUDIO-VIDEO PANEL

1.1 DASHBOARD RADIO

FIGURE 5: DASDBOARD RADIO

NOTE
Before attempting to solve an electrical problem on the sound system, refer to the wiring diagrams.

The radio operating instructions manual is included at the end of this.

1.1.1 Removal/Installation

To remove the radio from its location, proceed as follows:

1. Place the ignition switch in the ‘’OFF’’ position.
2. Remove the dashboard cover.
3. Unplug the connectors from the radio and unfasten back plate securing nuts/screws.
4. On the front side of the unit, insert the removal tool #20584494 in the holes found each side in order to to separate the unit from the support.
5. From behind, push the unit through the front dashboard panel.
6. Installation of a new unit is the same as removal but in reverse order.

1.2 VSS-05 SOUND SELECTOR

FIGURE 6: VSS-05 SOUND SELECTOR

1.2.1 Removal/Installation

To remove the Sound Selector from its location, proceed as follows:

4. Place the ignition switch in the ‘’OFF’’ position.
5. Remove the dashboard cover.
6. Unplug the connectors from the radio and unfasten back plate securing nuts/screws.
4. On the front side of the unit, insert the removal tool #20584494 in the holes found each side in order to to separate the unit from the support.

5. From behind, push the unit through the front dashboard panel.
6. Installation of a new unit is the same as removal but in reverse order.

The operating instructions are included in the Operator's Manual.

1.3 VD-404 MOBILE DVD PLAYER

FIGURE 7: VD-404 MOBILE DVD PLAYER

The MOBILE DVD PLAYER is located in the first parcel compartment on the driver's side. Instructions for proper use of this unit are included at the end of this section.

Features:

- POWER
  Operating voltage: 12-volt DC

- COMPATIBILITY
  This DVD player can play the following disc formats:
  DVD, CD, VCD, DVCD, MP3, CD-R, CD-RW

- SYSTEM FUNCTIONS
  Video output system: system MULTI, NTSC or PAL switchable.

  1 L/R audio output
  1 L/R audio input
  1 AUX video output
  1 rear camera video input
  3 video outputs with one dedicated self switching rear view monitor

- ADDITIONAL VIDEO FEATURES

Multi-angle, multi-view, multi-audio function, multi-level forward and backward motion, play position memory, resume stop and repeat function.

1.4 MULTICHANNEL POWER AMPLIFIER VA400.8

This 400-watt, 6-channels brings an added dimension to your stereo equipment and increases the total output of the system.

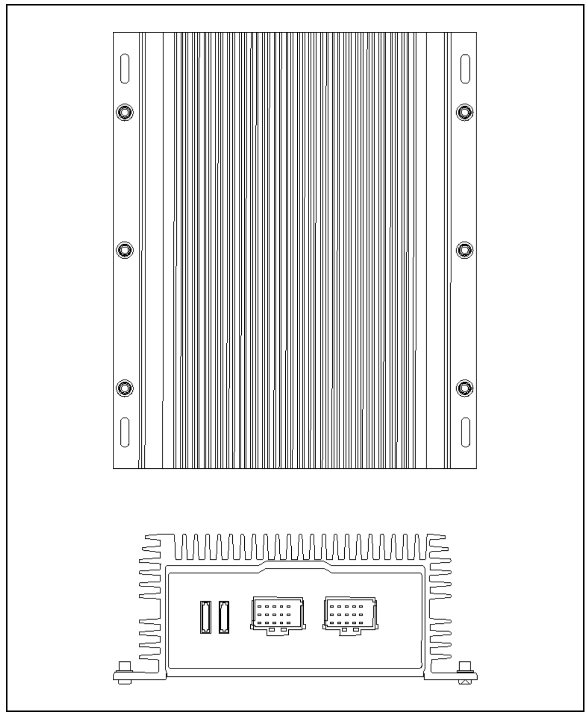


FIGURE 8:MULTICHANNEL POWER AMPLIFIER VA400.8

For optimum sound quality, adjust the subwoofer crossover filter as shown on figure 9. This adjustment is necessary to balance the subwoofers volume in respect to the other speakers and also to cut high frequencies for a better sound quality.

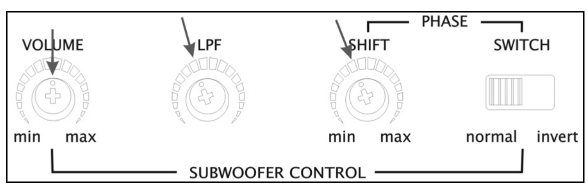


FIGURE 9: CROSSOVER ADJUSTMENT

1.5 SPEAKERS

Each passenger's overhead console mounted to the underside of the parcel racks contains a 20-watt coaxial 10cm speaker. The speakers (24 in H3-41 or 28 in H3-45) in the passenger's section, wired in stereo and arranged in a delta configuration are powered by the amplifier.

FIGURE 10: 10CM COAXIAL SPEAKER

The vehicle may be equipped with two additional Hi-Fi speakers in the driver's area, mounted one on each side. This arrangement provides the driver with clear stereo sound. Controls for the driver's audio are performed through the dashboard radio.

Two specially designed subwoofers are fixed under a passenger seat with anti-vibration supports.

1.6 BOOM-TYPE MICROPHONE

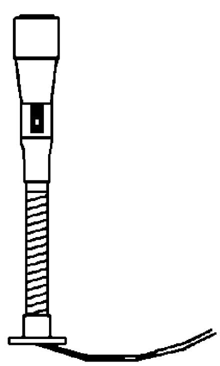


FIGURE 11: BOOM-TYPE MICROPHONE 23083

1.6.1 Removal

1. Place the ignition switch in the ''OFF'' position.
2. Remove the mounting screws at mounting flange.
3. Disconnect wiring.

1.6.2 Installation

1. Reconnect wiring.
2. Align mounting flange with holes and install screws.
3. Remove spacer block mounting screws.
4. Insert spacer block and install mounting screws.
5. Place the battery master switch in the ''ON'' position.

1.7 HANDHELD PRIORITY MICROPHONE

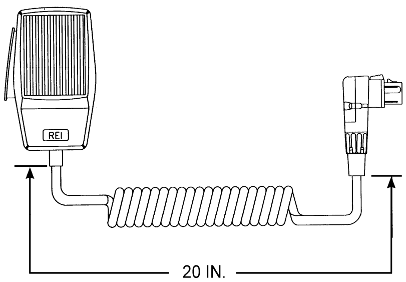


FIGURE 12: HANDHELD PRIORITY MICROPHONE 23216

1.8 WIRELESS MICROPHONE

The System 2000 16 channel wireless micro-phone, Receiver and Charging Cradle are custom designed units that allow for wireless PA communication from anywhere on the coach. The unit consists of a receiver mounted in the parcel area directly behind the driver, and a rechargeable hand-held microphone and charging unit. Instructions for proper use of the microphone are included in the *''REI Operating Manual''* which is provided in the technical publications box delivered with the vehicle.

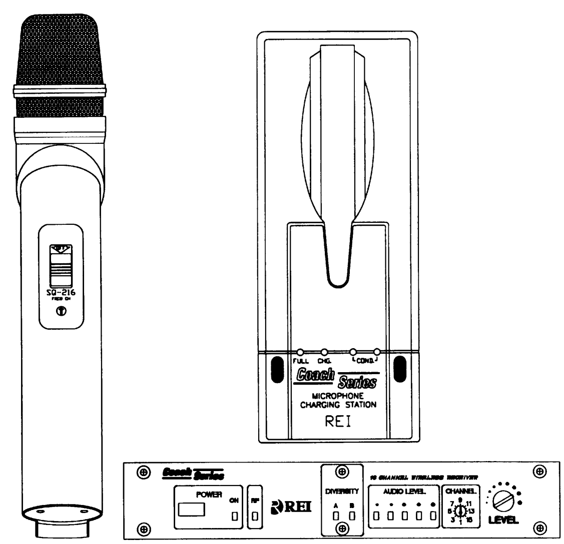


FIGURE 13: WIRELESS MICROPHONE

1.9 TV TUNER

For TV tuner control descriptions, refer to fig. 14.

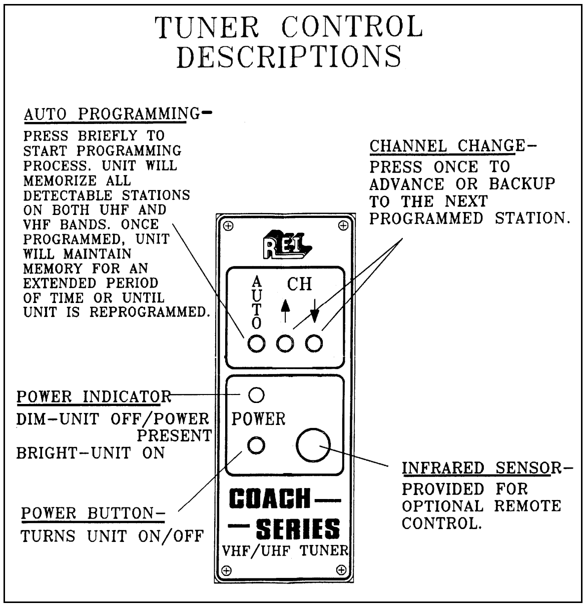


FIGURE 14: TUNER CONTROLS DESCRIPTION

1.10 KARAOKE

The modified Panasonic DVD Player powers up automatically when the video system is activated. The unit can be controlled with the plug-in remote control, or the control head, which has access to the PLAY and STOP commands.

If so equipped, instructions for proper use of the Karaoke system are included in the *''Operating Manual''* that is provided in the technical publications box delivered with the vehicle.

1.10.1 Karaoke Panasonic Sound System – MOBILE DVD PLAYER DV1500

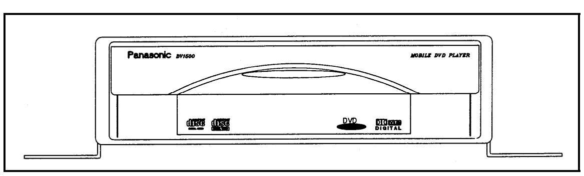


FIGURE 15: PANASONIC DV1500

1.11 DRIVER'S SPEAKERS

The driver's speakers are mounted one on each side. This arrangement provides the driver with clear stereo sound. Controls for the driver's audio allow selection between the radio and the auxiliary audio (independent of the passenger's speakers) or muting the speakers.

1.12 MONITOR

1. Place the ignition switch in the ''OFF'' position.
2. Unfasten the retaining screw located on the monitor R.H. side.
3. Slide the monitor to the right to release it from the mounting bracket.

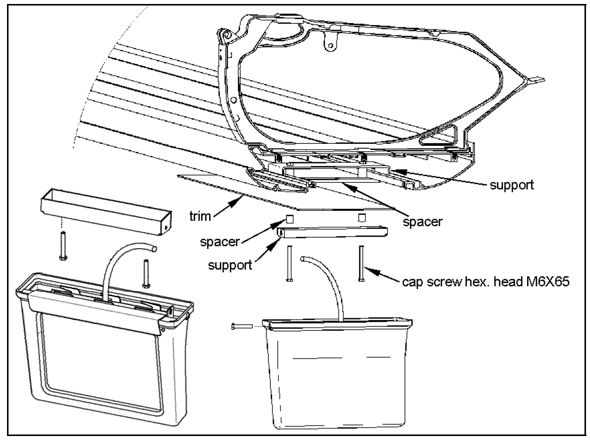


FIGURE 16: MONITOR MOUNTING 23221

1.13 SCENIC VIEWING SYSTEM

The scenic viewing system enables the passengers to view the road ahead of the vehicle.

FIGURE 17: SCENIC VIEW CAMERA

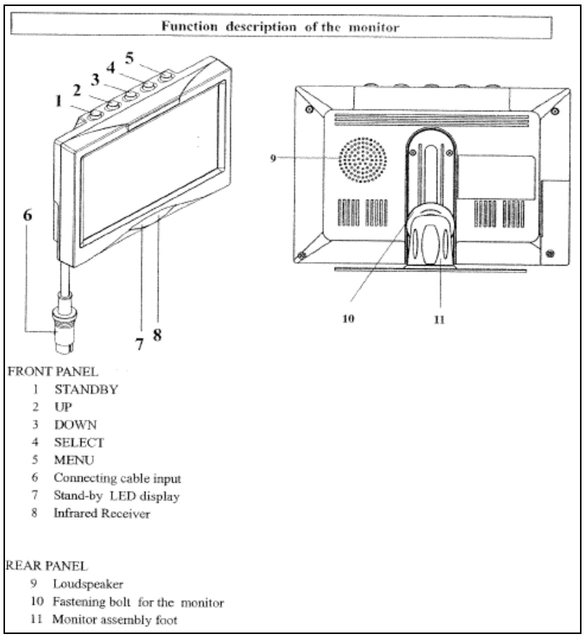
1.14 ROOF ANTENNA INSTALLATION

1. Find the desire location and drill a hole according to specification.
2. To remove dirt and grease, wash hole edge with alcohol.
3. If so equipped, remove foam padding ring from antenna to free the metal surface (foam can produce air bulbs in new rubber seal).

4. With SIKA 205, wash the vehicle hole edge and the antenna base surface, wait at least two (2) minutes for chemical evaporation.
5. Apply new seal SIKA 221 on both, vehicle hole edge and antenna base.
6. Fix the antenna in place.
7. Remove excess seal and complete a finishing joint all around the antenna base.

2. BACK-UP CAMERA AND MONITOR

An optional back-up camera is available which provides the driver with visual assistance when backing-up. The camera is automatically activated when the transmission is put in reverse gear and the ignition switch is "ON".



BUTTON DESCRIPTION

1) STANDBY On/Off switch

2) UP This key has 3 functions

- Increase of the volume during normal operation;
- Modification of the setting within a function e.g. contrast (after calling up the menu);
- By pressing this key when putting in the reverse gear, the distance markings move upwards;

3) DOWN This key has 3 functions

- Decrease of the volume during normal operation;
- Modification of the setting within a function e.g. contrast (after calling up the menu);
- By pressing this key when putting in the reverse gear, the distance markings move downwards;

4) SELECT This key has 3 functions

- Selection of the video sources (CA1→ CA2 → AV → CA1). Press less than 1.5 seconds;
- Selection of the functions e.g. picture setting (after calling up the menu);
- Deleting and calling OSD letters of title & time (press longer than 1.5 seconds) during normal operation;

5) MENU This key has 2 functions

- Activation of the dimmer function (press less than 1.5 seconds) during normal operation;
- Calling up the menu (press longer than 1.5 seconds, four menus can be called up). Press the key once again to call up the individual menus;
  a) PICTURE= Functions for the image setting;
  b) USER= Selection of the system function;
  c) TIME= Setting time and date;
  d) INSTALL= Setting the camera function (e.g. mirror function);

6) BUSH FOR THE MONITOR CABLE OF THE CONNECTION BOX

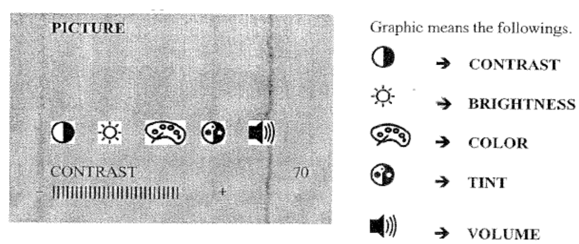
7) STANDBY DISPLAY

8) INFRARED RECEIVER

MONITOR MENU DISPLAY

The monitor (RV59 HD) is equipped with an On-Screen Display (OSD) function which displays date, camera, channel, mirror mode and distance markings. These functions can be selected on MENU. To calling up the menu, press longer than 1.5 seconds. Four menus can be called up. Press the key once again to call up the individual menus.

For calling up the menu PICTURE press the key **MENU** longer than 1.5 seconds. The menu PICTURE appears.



Select the function (e.g. contrast) by pressing the key **SELECT** repeatedly. The setting within the function can be modified with the keys **UP** and **DOWN**.

For calling up the menu USER press the key **MENU** once again. The menu USER appears. Select the function (e.g. SELECTION) by pressing the key **SELECT** repeatedly as necessary. The setting within the function can be modified with the keys **UP** and **DOWN**.

USER		POSSIBLE SETTINGS:
LANGUE	ENG	LANGUAGE: ENGLISH/GERMAN (ENG/DEUT)
SCREEN	WIDE	SCREEN FORMAT: NOR 4:3, picture format 4:3; WIDE, picture format 16:9; FULL, picture format 16:9 middle enlarge
TITLE	ON	TITLE: CAMERA TITLE DISPLAY ON/OFF
TIME	ON	TIME: TIME DISPLAY ON/OFF

For calling up the menu TIME press the key **MENU** once again. The menu TIME appears. Select the function (e.g. DATE) by pressing the key **SELECT** repeatedly as necessary. The setting within the function can be modified with the keys **UP** and **DOWN**.

TIME	
TIME	08:25
DATE	MAY01
YEAR	2005

- Hour-Month adjustable by UP BUTTON
- Minute/Date adjustable by DOWN BUTTON
- Year adjustable by UP/DOWN BUTTON

For calling up the menu INSTALL press the key **MENU** once again. The menu TIME appears. Select the function (e.g. SELECTION) by pressing the key **SELECT** repeatedly as necessary. The setting within the function can be modified with the keys **UP** and **DOWN**.

INSTALL	
REAR CAM1	
CAM1	MIR
CAM2	NOR

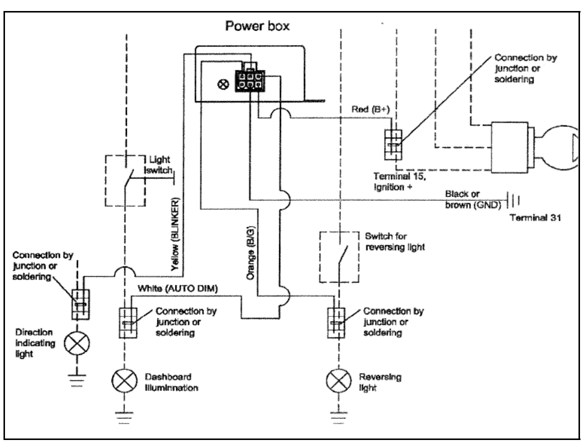
POSSIBLE SETTINGS:

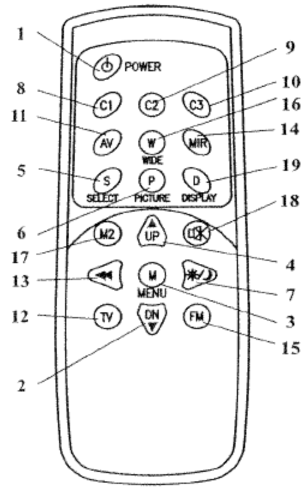
REAR:	Selection of priority camera (CAM1 or CAM2) which is triggered by rear gear.
CAM1:	Selection of real picture or mirrored picture for camera 1
CAM2:	Selection of real picture or mirrored picture for camera 2
NOTE 1	The distance mark will appear on the picture of camera which set as MIR (mirrored).
NOTE 2	Engaging the reverse gear, only distance mark will appear on the mirrored camera picture without any OSD. At the moment, no keys are available except UP/DOWN key for moving distance bar.

BACK-UP CAMERA MODULE (Power box)

The connection line consists of 6 branch lines as below:

RED	Voltage supply 12-volt to 24-volt (max. 32-volt)
BLACK/BROWN	Earth cable
WHITE	Control wire for switching on the dimmer function (night operation)
YELLOW	Control wire for switching on the side camera. The connection is to be made at the INDICATOR
ORANGE	Control wire for switching on the reversing camera. The connection is to be made at the reversing light





No	Key	Description
1	STANDBY	On/Off switch
2	DOWN▼	This key has 3 functions. – Decrease of the volume during normal operation. – Modification of the setting within a function e. g. brightness (after calling up the menu). – By pressing this key when putting in the reverse gear the distance markings move downwards.
3	MENU	Calling up the menu on the screen. Three menus can be called up : a: PICTURE = Functions for the image setting b: USER = Selection of the system function c: TIME = Setting time and date d: INSTALL = Setting the camera function (e.g. mirror function)
4	UP ▲	This key has 3 functions. – Increase the volume during normal operation – Modification of the settings within a function e. g. contrast (after calling up the menu) – By pressing this key when putting in the reverse gear the distance markings move upwards.
5	SELECT	This key has 2 functions Selection of the video sources (CA1→CA2→AV) Selection of the functions e.g. picture setting (after calling up the menu)
6	PICTURER	Calls up the functions CONTRAST, BRIGHTNESS etc. directly for the picture setting. Carry out the setting with the key UP or DOWN.
7	DIMMER	Regulates the brightness to night operation temporarily
8	C1	Selection of the camera 1
9	C2	Selection of the camera 2
10	C3	Selection of the camera 3 (camera input 3 is not available))
11	AV	Selection of the video input (RCA)
12	TV	Not available
13	SEARCH	Not available
14	MIRROR	Reversing left and right of picture temporarily
15	FM	Not available
16	WIDE	Setting of the screen format NOR/NOR: 4:3, picture format 4:3 WIDE/WEIT, picture format 16:9 FULL/BREIT, picture format 16:9 middle enlarged
17	MONITOR2	Not available
18	MUTE	Switches off the tone temporarily
19	DISPLAY	This key has 2 functions – Deleting or calling OSD letters of Tile & Time temporarily – Leaving the menu

3. HUBODOMETER

3.1 DESCRIPTION

An optional wheel hubodometer (Fig. 18) may have been installed on the R.H. side of the drive axle. It indicates the total distance in miles or kilometers covered by the coach since it has left the factory, including road testing.

3.1.1 REMOVAL

To remove the unit, remove the two lock nuts and washers securing it to the wheel hub, and pull the unit off the studs.

3.1.2 INSTALLATION

Place the hubodometer unit over the wheel hub studs. Replace the lock washers and nuts. Torque stud nuts to 110-165 Lbf-ft (150-225 Nm).

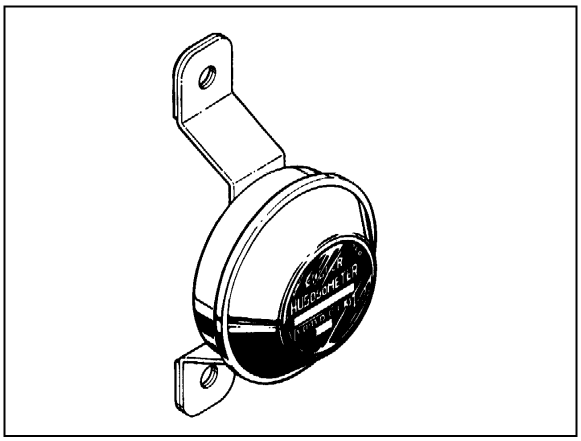


FIGURE 18: HUBODOMETER 23027

3.2 OPERATION

The hubodometer is calibrated for a specific wheel size (diameter). Wheel rotation causes a mechanism inside the hubodometer to record distance after a predetermined number of rotations. The unit should be serviced at a competent speedometer repair facility.

Note: *Do not use paint, solvent or thinner on hubodometer face or on plastic hubcaps. Do not weld on hubodometer.*

4. COLD STARTING AID (ETHER)

If the vehicle is equipped with a DDC Series 60 engine an electrically-operated type ether cold starting aid designed to ease engine starting when temperature is below 35°F (2°C) may be installed.

On vehicles equipped with cold starting aid, the system consists of the main following parts:

- Ether starting aid switch
- Ether cylinder
- Solenoid valve (24 V)
- Thermal cutout valve
- Atomizer

The control rocker switch is located on the dashboard. This switch is provided with a locking mechanism to avoid accidental use when engine is running. To activate the ether starting aid, proceed as follows:

1. Prior to cranking engine, press down rocker switch for three seconds to fill solenoid valve.
2. Release switch to discharge shot.
3. Allow three seconds for shot to discharge.
4. Start engine, use additional shots if necessary to keep engine running.

Caution: *This practice should be performed only when absolutely necessary. Excessive use of fluid could result in serious engine damage.*

The ether cylinder and solenoid valve assembly are mounted on the engine compartment wall and are accessible from the engine compartment R.H. side door.

The thermal cutout valve is mounted on the engine (radiator side). Its function is to prevent discharge of ether when engine is warm (over 90°F (32°C)). An atomizer is installed on top of the air intake duct (Fig. 19).

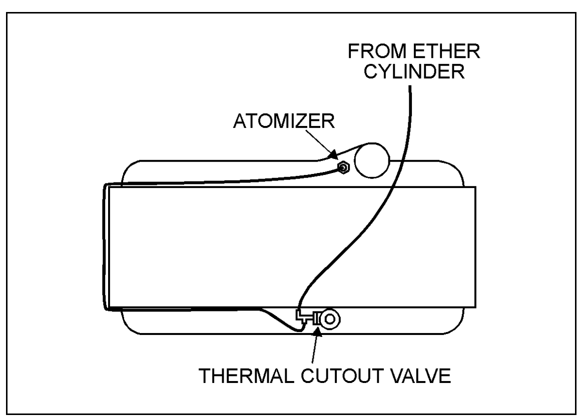


FIGURE 19: ENGINE 23032

4.1 PREVENTIVE MAINTENANCE

During the summer months, remove cylinder to avoid high temperature actuation of the cylinder safety relief device. Always screw valve cap into solenoid valve opening to prevent entrance of road dirt. When removing cylinder, be careful to prevent dirt from entering the valve.

4.2 TROUBLESHOOTING (IF SYSTEM IS NON-FUNCTIONING)

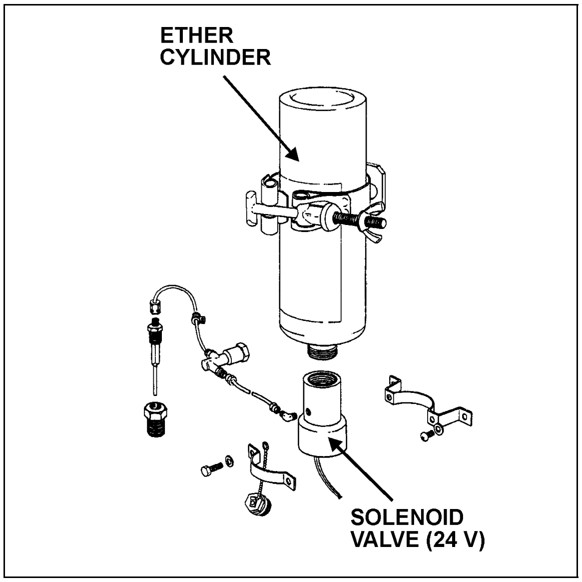


FIGURE 20: COLD STARTING AID 23048

Warning: *During the following test, direct free end of tube away from personnel and all sources of ignition as this fuel is extremely flammable. Avoid breathing vapors and contacting fuel with skin. Never smoke during test.*

1. Check cylinder for hand tightness and fuel supply (Fig. 20). Empty cylinder weight is approximately 17 oz (480 g); full cylinder weight is approximately 35 oz (990 g). If cylinder is empty, replace it. Before replacing cylinder, install new valve gasket in solenoid valve.
2. If still not functioning, disconnect tubing at solenoid valve fitting. Actuate solenoid valve. (Ask an assistant to actuate solenoid valve using the rocker switch on the dashboard).
   - If solenoid valve is non-functioning, check electric circuit, (refer to wiring diagrams). If sound, remove and replace the solenoid valve. If not, repair electric circuit.
   - If valve is functioning, reassemble valve fitting and connect tube. Disconnect tube at thermal cutout valve from port "Tube from valve".
3. Actuate the solenoid valve.
   - If fuel is not discharged from tube, remove tube and blow out or replace.
   - If fuel is discharged, connect tube to thermal cutout valve, and disconnect other tube.
4. Actuate the solenoid valve.
   - If fuel is not discharged, replace the cut-out valve.

Note: *If engine coolant temperature is 90°F (32°C) or over, it is normal that fuel is not discharged as the valve is in closed position.*

   - If fuel is discharged, connect tube to thermal cutout valve, and disconnect tube from atomizer.
5. Actuate the solenoid valve.
   - If fuel is not discharged from tube, fuel line is clogged. Remove tube and blow out or replace.
   - If fuel is discharged, replace the atomizer.

4.3 THERMAL CUTOUT VALVE QUICK TEST

1. Engine coolant temperature must be below 90 F (32 C).
2. Temporarily disconnect tube at thermal cutout valve from port *"Tube to atomizer"*.
3. Actuate solenoid valve (Ask an assistant to actuate solenoid valve by means of the rocker switch on the dashboard). Fuel should be discharged through the thermal cutout valve.

Warning: *Avoid breathing vapors and contacting fuel with skin. Never smoke during test.*

4. Reconnect tube to thermal cutout valve.
5. Start engine, using cold starting aid if necessary. Stop engine when it reaches operating temperature.
6. Disconnect tube at thermal cutout valve as in step 2, and repeat step 3. No fuel should be discharged.

5. DESTINATION SIGN

5.1 DESCRIPTION

The destination sign is located at upper front of the vehicle.

ELECTRONIC DESTINATION SIGN (Optional)

To change the destination, depress the selecting switches until the desired destination appears in the LCD display.

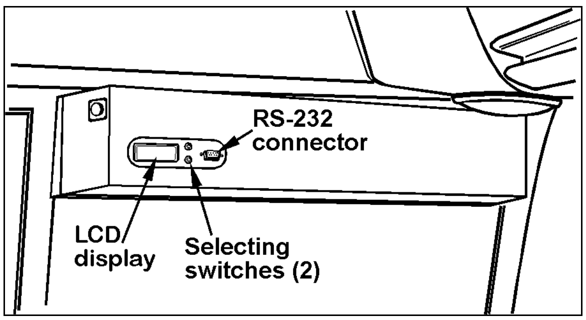


FIGURE 21: DESTINATION SIGN – ELECTRONIC 23123

Note: *The destination sign must be programmed with a computer connected to the RS-232 connector prior to first use. Follow the instructions on the computer disk to install and run the software.*

Note: *All destination sign models are equipped with lights (bulb light or fluorescent) which illuminates automatically when the headlight or fog light switch is activated.*

6. WINDSHIELD SUNSHADES

Two electrically-operated sunshades are installed behind the windshields. Two rocker switches on the dashboard operate each shade individually. Refer to Operator's Manual: "Controls and Instruments" chapter for more information.

Caution: *The electric sunshades should only be operated electrically. Pulling down manually may damage the mechanism.*

6.1 ADJUSTMENT

The sunshades are pre-adjusted, under no circumstances try to operate by hand. In case adjustments have to be made, proceed as follows:

1. Push the two (black and yellow) buttons into lock position. This cancels the pre-adjusted stop positions.
2. Move the sunshade into the requested upper limit position by using the electric motor (do not operate by hand).Press the button which is shaped like an arrow showing upwards. The upper position is now adjusted.
3. Now move the sunshade into the requested lower limit position by using the electric motor (do not operate by hand). Press the button shaped like an arrow showing downwards. The lower stop position is now adjusted.

7. LAVATORY

7.1 DESCRIPTION

The lavatory is located in the rear R.H. corner of the coach. It is equipped with a chemical flush toilet, bathroom tissue dispenser, washbasin, towel dispenser, waste container, mirror, ashtray, and a cleaning cabinet. A liquid soap dispenser and moist towel dispenser are optional.

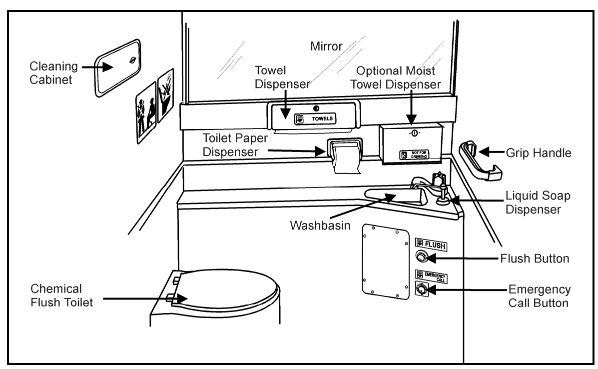


FIGURE 22: LAVATORY

Locking the lavatory door from the inside will illuminate a fluorescent light in the lavatory and two outside signs to indicate occupation. One sign is located on the outer wall of the lavatory and another sign is located over the windshield. An indicator light on the dashboard will illuminate to inform the driver when the lavatory is occupied. A night-light is permanently lit in the lavatory when the ignition switch is in the ON position.

7.2 MAINTENANCE

The servicing procedure for the lavatory is described in the *"Operator's Manual"* included in the technical publications box delivered with the vehicle.

7.3 VENTILATION FAN

7.3.1 Description

The lavatory ventilation fan, mounted in engine compartment over the oil reserve tank (Fig. 23), serves two purposes. It exhausts objectionable odors and provides a constant air circulation in the lavatory compartment by heating or cooling the lavatory with the vehicle ambient air. Air flows in the lavatory compartment through a vent grill located in the upper section of the lavatory door and exhausts through a grill located next to the toilet.

Note: *This fan runs constantly when the ignition switch located on the dashboard is in the "ON" position.*

7.3.2 Maintenance

The frequency of preventive maintenance should be determined according to vehicle mileage and operating conditions. However, it is recommended to check this item every 50,000 miles (80 000 km) or once a year, whichever comes first.

Remove fan and motor assembly. Check for fan housing wheel and motor free operation. When defective motor occurs, new motor must be installed.

7.3.3 Removal and Installation

1. With the engine compartment rear door opened, remove hose clamp securing duct to ventilation fan inlet, and disconnect duct.
2. Disconnect the ventilation motor wiring connector.
3. Remove the two bolts retaining the ventilation fan housing support to the square tubing. Remove the ventilation fan assembly from its location.
4. The unit can now be disassembled and motor replaced.
5. Reverse previous steps to reinstall ventilation fan assembly on vehicle.

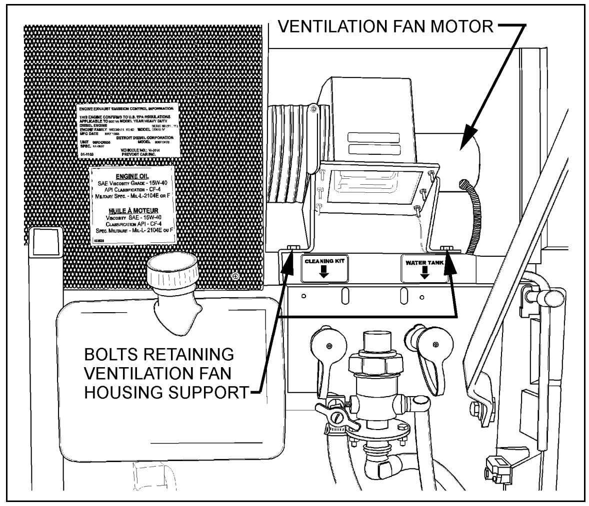


FIGURE 23: VENTILATION FAN INSTALLATION

7.4 DOOR LOCK

Lavatory door lock has inside and outside handles, as well as an inside latch to lock door from inside the compartment. If the lock fails to release, the door can be opened from the outside using a special key which is supplied to the driver. Lock assembly can be removed from the door, and then readily disassembled and parts replaced, if necessary. A thin coat of lubricant on all moving parts will ensure trouble-free operation.

7.5 LAVATORY LIGHT WITH MOTION SENSOR

The lavatory light, when dimmed, serves as a night-light and is illuminated as soon as the ignition switch is set to the "ON" position. A motion sensor will activate full light intensity whenever motion is detected in the lavatory compartment. The motion sensor will dim the light after a delay of 8 seconds when no additional motion is detected.

NOTE
The lavatory light motion sensor has a warm-up period of approximately 2 minutes after the ignition switch is set to the "ON". During that warm-up period, the motion sensor will not detect motion and will not activate the lavatory light to full intensity.

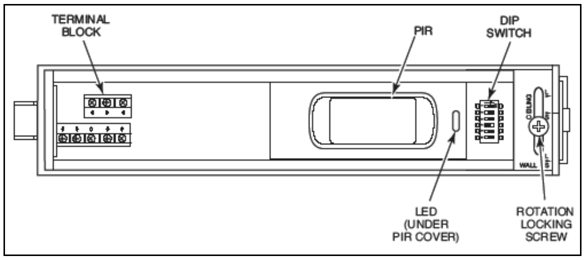


FIGURE 24: LAVATORY LIGHT MOTION SENSOR

7.5.1 Removal and Installation

1. Open the sensor housing by pressing on the latch with a screwdriver. The latch is located on the side of the sensor nearest the lens. Pull the cover up away from the sensor's base.
2. Loosen rotation locking screw two (2) turns (do not remove). Then, remove PCB assembly from the backplate of the sensor.
3. Insert the wiring into one of the wire channels on the sensor's backplate.
4. Securely affix the sensor's backplate to the wall using #6X3/4 screws.
5. Reinstall the PCB assembly and then, tighten rotation locking screw.

7.5.2 Dip Switch Settings

Adjust DIP switches as follows:

1=off	2=off	3=off
4=on	5=off	6=off

7.6 EMERGENCY BUZZER

The lavatory emergency buzzer is mounted on the alarm junction box in the front service compartment and sounds when the emergency call push-button switch in the lavatory compartment is activated. For specific wiring information, refer to wiring diagrams. To remove the emergency call push-button switch, proceed as follows:

1. Remove both Phillips-head screws retaining pushbutton switch plate to wall.
2. Remove steel plate located on L.H. side of pushbutton switch.
3. Remove switch through this opening, taking care to disconnect electric wires.

7.7 FRESH WATER TANK

The fresh water tank located at rear of lavatory wall (over cleaning cabinet), supplies water to the washbasin by gravity. Two tubes are connected in the upper section of tank (Fig. 27). One serves as overflow as well as vent tube and runs along the wall to the underside of the lavatory close to the engine air filter housing, while the other tube is connected to the fresh water fill valve which is mounted besides the engine oil reserve tank.

A third tube connected in the lower section of fresh water tank is provided with a T-connector and allows fresh water to flow to the washbasin faucet and to the low temperature water safety valve for automatic or manual draining. An access panel, located at rear of last R.H. side row of seats and secured in place using 6 Phillips-head screws, allow access to the cleaning cabinet and fresh water tank tubing, fresh water tank heater and different wiring connectors.

7.7.1 Fresh Water Tank Heater (Optional)

75 watts, 110 volts AC immersion-type water heater may have been installed in the bottom of the fresh water tank. The heated portion of element must be immersed at all times to ensure proper heater life. The 110-120 volts in-station connector mounted on the engine compartment rear door provides the water heater power source.

7.7.2 Fresh Water Tank Draining

The fresh water tank can be drained by simply opening the fresh water drain cock (Fig. 27). Don't forget to close cock when draining is done.

Caution: *If fresh water tank heater is inoperative or not installed on your vehicle, water should be drained from reservoir under cold weather conditions since it might freeze and damage both reservoir and connecting links.*

7.7.3 Fresh Water Tank Filling

Plug the fresh water supply hose to the fresh water tank fill connection (Fig. 27); fill the tank until the overflow tube leaks, signaling that tank is full.

Warning: *Never put antifreeze in fresh water tank; antifreeze is toxic.*

Warning: *If tank has not been drained for an extended period of time, draining and filling operations must be repeated three (3) times in order to clean tank and eliminate contaminated water.*

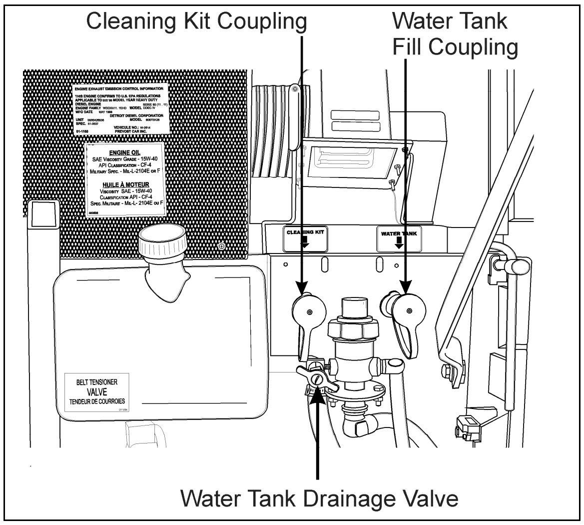


FIGURE 25: FRESH WATER TANK SERVICE VALVES

7.8 LIQUID SOAP DISPENSER

A liquid soap dispenser may have been installed as optional equipment. To refill dispenser, proceed as follows:

1. Turn cover slightly clockwise until it stops.

2. Insert projection at end of *"BOBRICK"* key into rectangular hole in cover (Fig. 28). Push straight in. While holding *"BOBRICK"* key in, turn cover counterclockwise about 1/8 turn.

Caution: *Do not use "BOBRICK" key to turn cover.*

3. Lift out piston and spout, cover and supply tube.

4. Fill dispenser with soap. This model can dispense vegetable oil soaps, synthetic detergents, and lotion soaps.

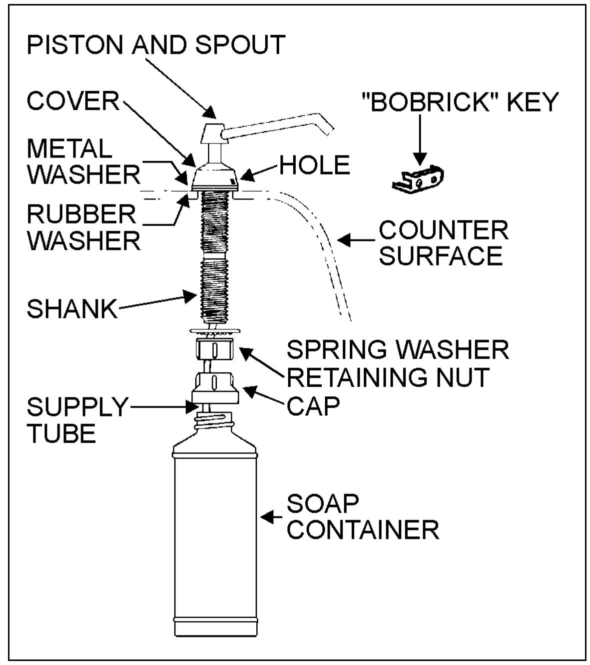


FIGURE 26: LIQUID SOAP DISPENSER **23039**

Caution: *Never use abrasive cleaners.*

5. Replace supply tube, piston, and spout mechanism reversing the steps above.
6. Secure the cover by turning clockwise until lock snaps into position.

Note: *The dispenser requires priming when extremely viscous lotion soaps are used. Remove piston and spout, cover and supply tube assembly. Pump water into assembly, then replace into dispenser.*

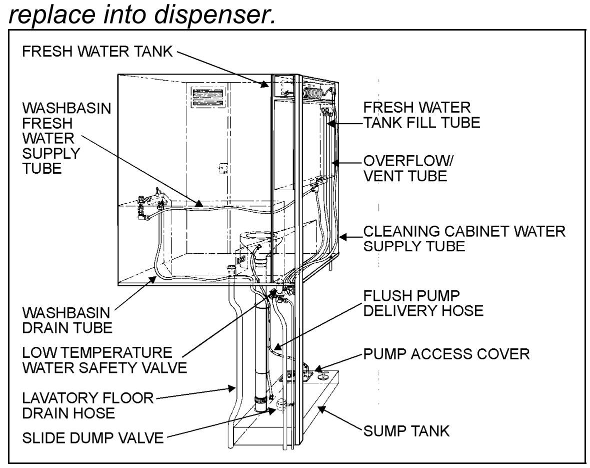


FIGURE 27: FUNCTIONING OF LAVATOR **23038**

7.9 FLUSH PUSH-BUTTON

The green flush push-button is located near the toilet. Press on push-button to actuate a pneumatic timer located on the other side of wall.

This timer allows an electric current flow during a preset time to a pump into the sump tank.

7.9.1 Pneumatic Timer Removal and Installation

1. Unscrew and remove the flush push-button locking ring.
2. Remove steel plate located on L.H. side of pushbutton switch.
3. Remove pneumatic timer through this opening, taking care to disconnect electric wires.

Note: *Care must be taken to avoid losing the spacers installed on the mounting sleeve.*

4. Reverse the above procedure to reinstall timer. The recommended torque for the lock nut is 15 Lbf-ft (21 Nm).

7.9.2 Timer Adjustment

Timer can be adjusted from 0.2 second to 3 minutes by turning the time adjustment screw clockwise to increase time, and counterclockwise to decrease time. To gain access to the time adjustment screw, repeat steps 1, 2 and 3 in the previous paragraph "*6.10.1 Pneumatic Timer Removal and Installation*".

7.10 FLUSH PUMP

The submersible-type flush pump is mounted inside an enclosure in the sump tank (Fig. 30). The enclosure is provided with a screened side which, serves as a strainer to prevent solid matters from entering the pump.

The pump requires no periodic maintenance other than cleaning of the strainer side using a water jet introduced through the circular cap opening, once the sump tank is completely drained. The pump can run dry periodically without damage. However, for maximum seal life, the run dry periods should be kept to a minimum.

Caution: *If vehicle is stored for an extended period of time, make sure to clean the strainer as solid matter will tend to pack, and will necessitate replacement of strainer.*

7.10.1 Flush Pump Pressure Adjustment

The flush pump is provided with a manually-adjustable control valve mounted on the flush pump enclosure cover and serves to limit the flush pump output pressure. To adjust, ask an assistant to activate the flush pushbutton and check the liquid projection while you manually adjust the control valve

7.11 SUMP TANK

7.11.1 Sump Tank Draining

To drain sump tank, unscrew cap a few turns then turn drain valve handle CCW. Flush tank and pump cage with clean water. Close drain valve by turning handle CW.

Caution: *The lavatory should be serviced by maintenance personnel after emergency draining. Lavatory tanks should be serviced only at suitably equipped stations.*

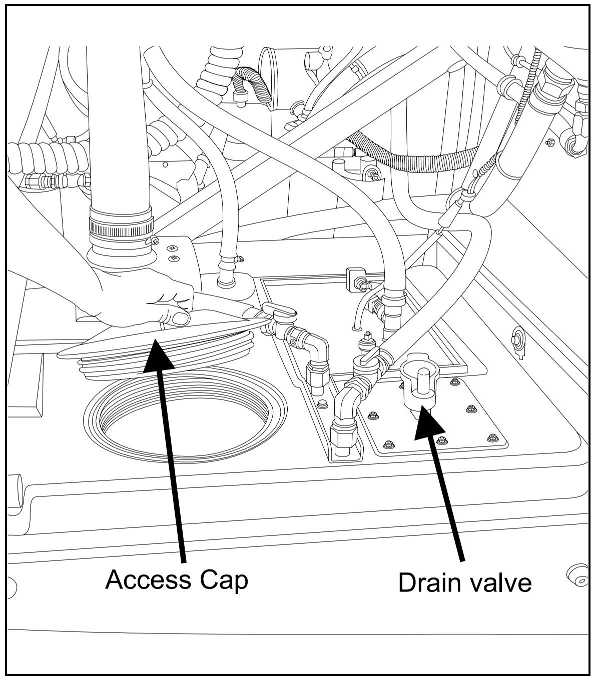


FIGURE 28: SUMP TANK 23294

7.11.2 Sump Tank Filling

Remove cap on sump tank. Fill Tank with 2 gallons (9 liters) of antifreeze and two gallons of water.

Caution: *Do not overfill sump tank.*

Note: *The antifreeze solution in the sump tank will be diluted by fresh water coming from the lavatory sink. Regular maintenance of the sump tank is required to prevent freezing.*

7.12 CLEANING CABINET

A coiled hose located in the cleaning cabinet above the toilet can be used during lavatory cleaning. To use, connect a fresh water supply to the "Hansen" quick-release coupling, identified as "Cleaning Kit", located besides the engine oil reserve tank (Fig. 27). To prevent freezing during cold weather, drain the hose after every use. To drain the hose, uncoil and open the nozzle near the lavatory floor drain. Have an assistant push on the spring ball of the quick-release coupling to allow air into the system.

8. AIR HORN VALVE

The air horn valve is located in the front service compartment and the air horn valve button is on the steering wheel center.

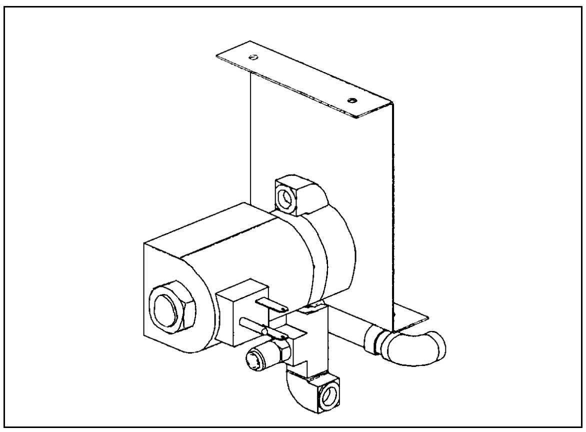


FIGURE 29: AIR HORN VALVE 23230

8.1 AIR HORN VALVE MAINTENANCE

When needed, the air horn valve can be serviced or replaced using the following procedure:

1. Unplug the cable connector;
2. Disconnect the air tubes;
3. Loosen the retaining bolts;
4. Service or replace the air horn valve;
5. Reinstall by reversing procedure.

9. HEADLIGHTS CLEANING SYSTEM

9.1 GENERAL DESCRIPTION

Note: *When inspecting the headlights cleaning system, check the washer fluid hoses, fittings and connectors to be sure they are properly connected and seal with no restriction to the flow of washer fluid. Check that the washer nozzles are properly aimed.*

The headlights cleaning system is independent from the windshield washer system and has its own washer fluid reservoir located in the front electrical and service compartment. However, this system shares the same switch than the upper windshield washer (refer to Operator or Owner's manual for operation). Each pressing of this switch produces 2 successive 0.7 seconds jets.

⚠ CAUTION ⚠
Do not operate the headlights washer while the washer fluid reservoir is empty. This may damage the washer fluid pump.

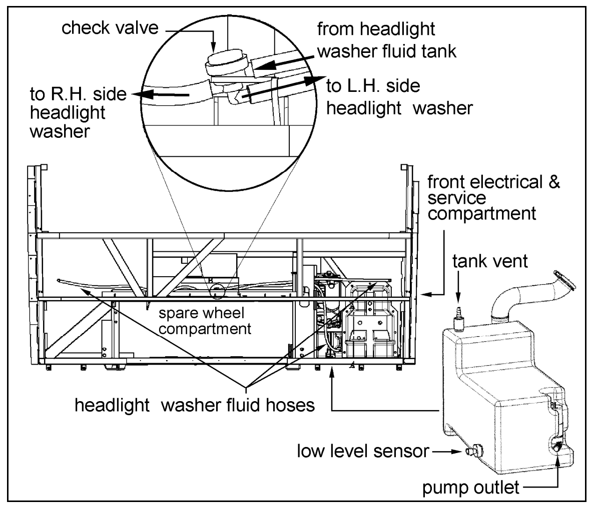


FIGURE 30: HEADLIGHT CLEANING SYSTEM 23361

9.2 WASHER FLUID REFILLING

Open the filler neck cap and had regular windshield washer fluid as required. The tank has a capacity of 10 liters (2.6 US gallons). You may use water or windshield washer fluid as well but, during cold weather days, use windshield washer fluid suitable for freezing temperature only.

9.3 WASHER NOZZLES ADJUSTMENT

To avoid waste of washer fluid, assure the fluid jets are properly aimed. Adjust nozzles so they aim as described in figure 31. Align the jet adjustment tool #800377 with the reference line shown on the front view detail. As seen on the side view, position the adjustment tool vertically for proper aiming.

> ⚠ **CAUTION** ⚠
>
> **Because they are made of plastic, firmly tighten nozzle and bulkhead fittings by hand only.**

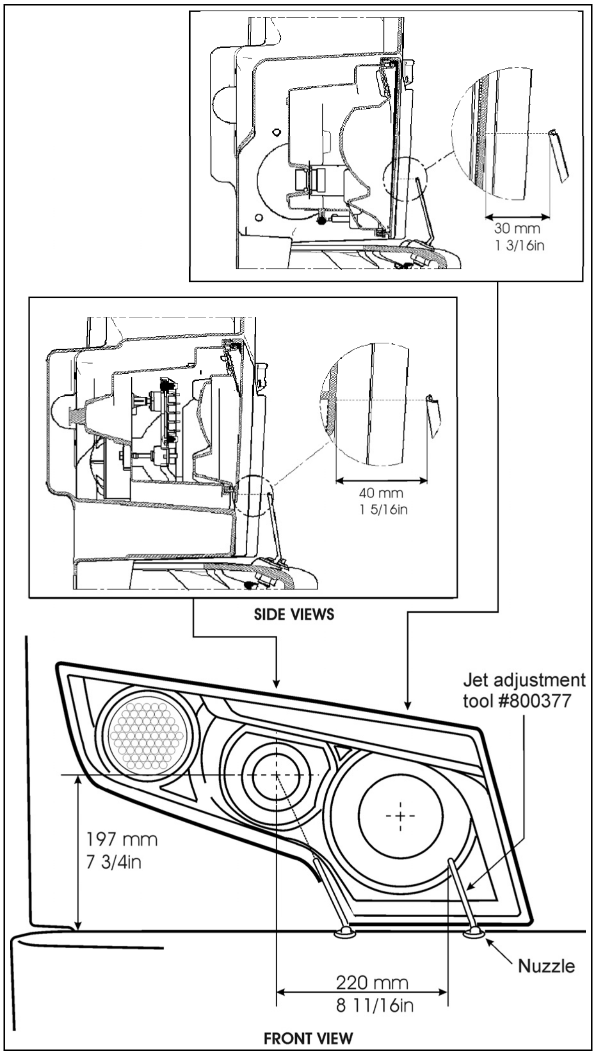


FIGURE 31: WASHER NOZZLES ADJUSTMENT 23386

10. WINDSHIELD WIPERS AND WASHERS

10.1 GENERAL DESCRIPTION

Note: *When installing a wiper motor, arm or blade, follow recommended procedures to prevent misalignment, binding or malfunction. Check the windshield washer liquid hoses, fittings and connectors to be sure they are properly connected and seal with no restriction to the flow of washer liquid. Check that wiper arms have the proper sweep position and the washer nozzles are aimed so that spray is within the proper wiper pattern.*

The windshield wipers are controlled by two electric wiper motors that are accessible for maintenance after raising the appropriate access panel at the front of the coach (refer to figure 32).

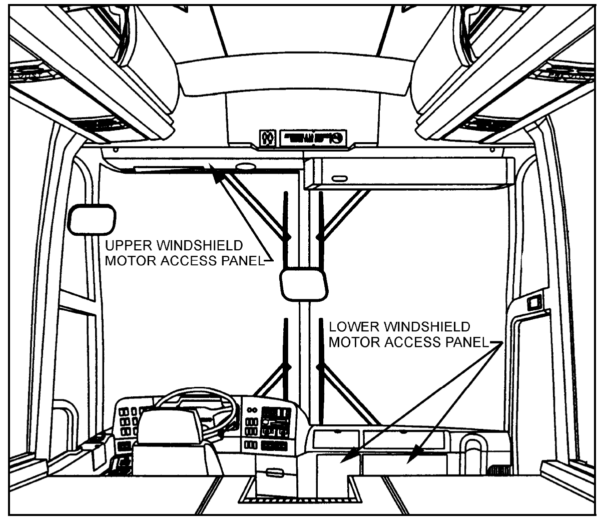


FIGURE 32: WIPER MOTORS LOCATION 23319

Each wiper motor is independently operated:

Depress the upper windshield wiper switch located on the dashboard L.H. side to the first position for intermittent wiping, and to the second position for continuous wiping (item 1, fig. 34).

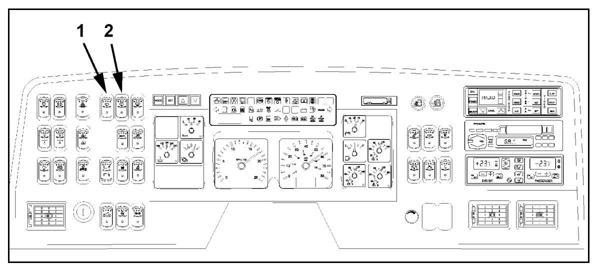


FIGURE 33: DASHBOARD

Turn the multifunction lever forward to activate lower windshield wipers (item 2, fig. 34). The first position operates the wipers at low speed and the second position operates the wipers at high speed. Turning the lever backwards will operate the wipers in the intermittent mode.

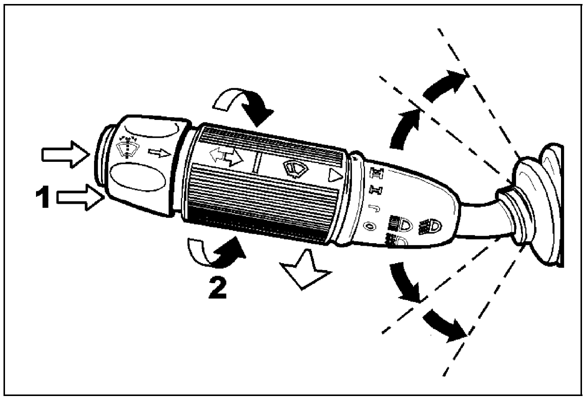


FIGURE 34: MULTIFUNCTION LEVER 23133

Each windshield washer pump is independently operated:

To activate the upper windshield washer pump, depress and hold the rocker switch on dashboard L.H. side (item 2, fig. 34). The upper wipers will come on automatically and will shut off a few seconds after releasing the rocker switch.
The lower windshield washer pump is electrically operated and is controlled by a washer control ring on the multifunction lever (item 1, fig. 34).

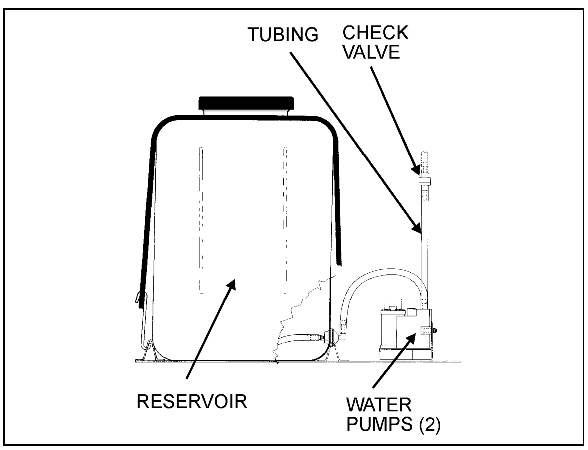


FIGURE 35: WINDSHIELD WASHER RESERVOIR 23085

The windshield washer reservoir is located in the front service compartment (Fig. 35). This unit pumps the washer liquid to the spray nozzles where it is dispersed across the windshield. Adjust nozzles with a flat tip screwdriver as needed to get proper spray coverage.

10.2 WIPER ARM

Check operation of the wipers for proper blade sweep and angle.

Caution: *Do not attempt to manually move the wiper arms to make wiper blade sweep adjustments as damage to the wiper linkage or motor may occur. If it is necessary to adjust the sweep of blades, remove the arms and make adjustment by positioning the arms using serration on the wiper arm pivot shafts.*

10.2.1 Sweep Adjustment

On a dry windshield, to avoid possible damage to the arm assembly or wiper motors, hold the wiper arms away from the windshield by inserting a small nail, or other such object, through the holes at the base of each wiper arm specially drilled for this purpose.

Sweep adjustment is a rough adjustment. It must be followed by lower and upper linkage adjustment. See paragraph 10.3 and 10.4.

In order to obtain the sweep adjustment, it may be necessary to remove and reposition the wiper arms, proceed as follows:

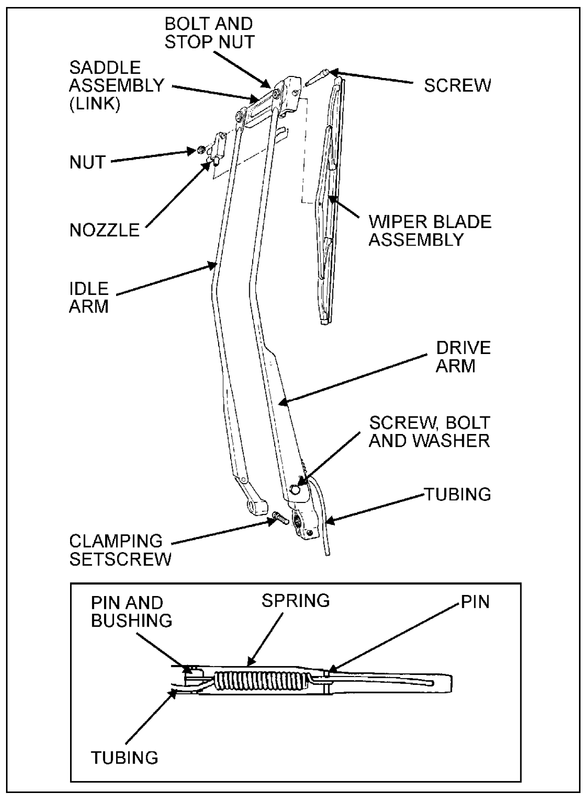


FIGURE 36: LOWER WINDSHIELD WIPER 23086

1. Remove the cap nuts from the wiper arm pivot shafts (Fig. 36 and 37);
2. Disconnect the windshield washer tubing at the base of the wiper arm;
3. Lower windshield wiper: loosen the clamping set screw securing the drive arm to the knurled arm pivot shaft;

4. Remove the drive and idler arms or arm assembly;
5. Relocate the drive arm or arm assembly on its knurled pivot shaft to obtain the desired position;
6. Lower windshield wiper. Tighten the clamping set screw to secure the drive arm to the knurled shaft. Fit the idler arm onto the idler pivot shaft.
7. Install the cap nut pivot shafts.
8. Connect the windshield washer tubing at the base of the wiper arm;
9. Check the adjustment on a wet windshield.

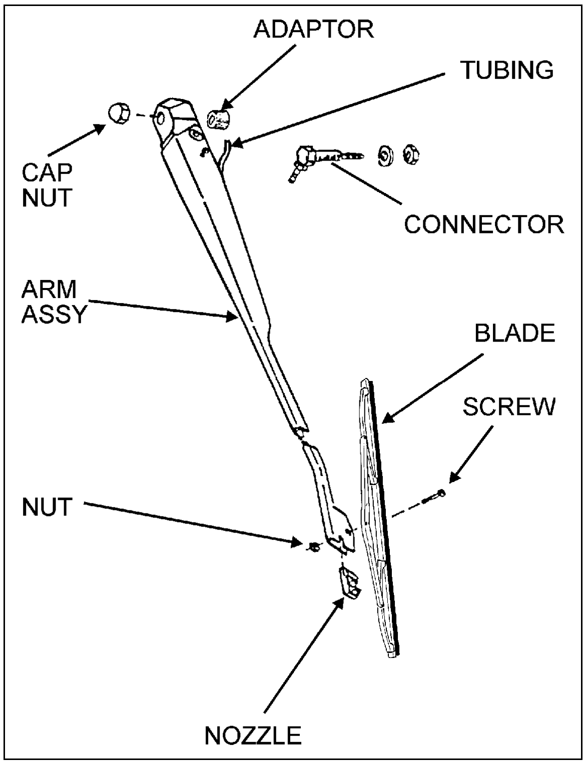


FIGURE 37: UPPER WINDSHIELD WIPER 23087

10.2.2 Removal

1. Remove the cap nuts from;
2. Disconnect the windshield washer tubing at the base of the wiper arm;
3. Mark the relationship of the arm head to the end of the knurled drive shaft to ensure the original position if the arm is to be reinstalled;
4. Lower windshield wiper: loosen the clamping set screw on the base of the drive arm;
5. Remove the wiper arm assembly.

10.2.3 Installation

1. Make sure the wiper motor is in the stop position. Lower windshield wiper: position the wiper arm on the knurled drive shaft and idler arm on the pivot shaft. Upper windshield wiper: position the wiper arm assembly on the knurled drive shaft;
2. If the original arm is reinstalled, align the marks made during removal;
3. Operate the wipers on a wet windshield to check the wiper blade sweep and angle. Readjust as necessary;
4. Lower windshield wiper: Tighten clamping nut onto the drive arm. Install cap nuts onto the arm shafts;
5. Connect the windshield washer tubing at the base of the wiper arm;
6. Check the adjustment on a wet windshield.

10.3 LOWER LINKAGE ADJUSTMENT

1. Make sure the wiper motor is in the stop position prior to working on the linkage.
2. Adjust the two pivot shafts vertically.
3. Adjust the rod length of the connecting pivot shafts. During rod length adjustment, maintain the pivot shafts in the vertical position.
4. Adjust the rod located between right pivot shaft and motor to a 40.5^{o} angle (fig. 38). The motor lever must be on the same axis as the rod.
5. Install the right wiper arm in its normal position (in the middle of the windshield). Refer to paragraph ‘’Sweep Adjustment’’.
6. The right wiper arm final adjustment is made by adjusting the smallest rod length.
7. Install the left wiper arm in its normal position (in the middle of the windshield). Refer to paragraph ‘’Sweep Adjustment’’.
8. The left wiper arm final adjustment is made by adjusting the longest rod length.
9. Check the adjustment on a wet windshield.

10.4 UPPER LINKAGE ADJUSTMENT

1. Make sure the wiper motor is in the stop position prior to working on the linkage.
2. Adjust rods length.

3. Install the left wiper arm in its normal position (in the middle of the windshield). Refer to paragraph ‘‘Sweep Adjustment’’.
4. The left wiper arm final adjustment is made by adjusting the rod length to 8.46 inches (215 mm).
5. Install the right wiper arm in its normal position (in the middle of the windshield). Refer to paragraph ‘‘Sweep Adjustment’’.
6. The right wiper arm final adjustment is made by adjusting the rod length to 23.54 inches (598 mm).
7. Check the adjustment on a wet windshield

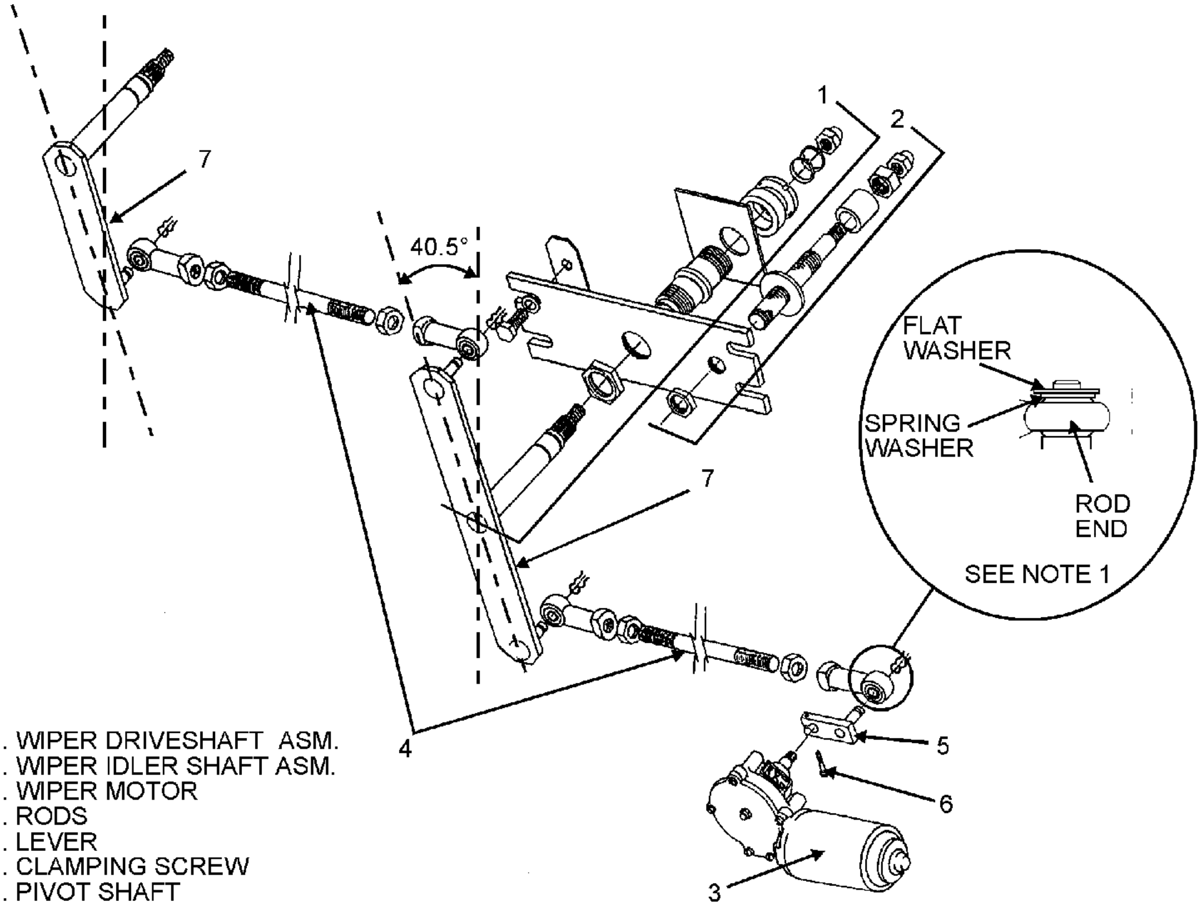
10.5 WINDSHIELD WIPER MOTORS

10.5.1 Lower Windshield Wiper Motor Replacement

The lower windshield wiper motor is located at lower front of the vehicle, behind the defroster panel. Refer to figure 32 for motor location.

Warning: *Park vehicle safely, apply parking brake, stop engine and set battery master switch to the ‘‘OFF’’ position prior to working on the vehicle.*

1. Remove the two Phillips-head screws retaining the defroster panel, and remove panel.
2. Disconnect wiring connector from the windshield wiper motor.
3. Loosen clamping screw retaining the lever at the end of the motor driving shaft.
4. Remove the three bolts holding the motor to the steel plate.
5. Remove the windshield wiper motor (Prevost #800304), reverse removal procedure to reinstall.



1. WIPER DRIVESHAFT ASM.
2. WIPER IDLER SHAFT ASM.
3. WIPER MOTOR
4. RODS
5. LEVER
6. CLAMPING SCREW
7. PIVOT SHAFT

NOTE 1: IF NEEDED, ADD SPRING WASHER (PREVOST #500905) BETWEEN FLAT WASHER AND ROD END TO ELIMINATE GAP.

NOTE 2: IF NEEDED, APPLY GREASE ON EACH JOINT (PREVOST #680735).

FIGURE 38: LOWER WINDSHIELD WIPER INSTALLATION 23088

10.5.2 Upper Windshield Wiper Motor Replacement

The upper windshield wiper motor is located above L.H. upper windshield panel. To remove the motor, it is necessary to remove left sun visor and upper windshield panel.

Warning: *Park vehicle safely, apply parking brake, stop engine and set battery master switch to the ''OFF'' position prior to working on the vehicle.*

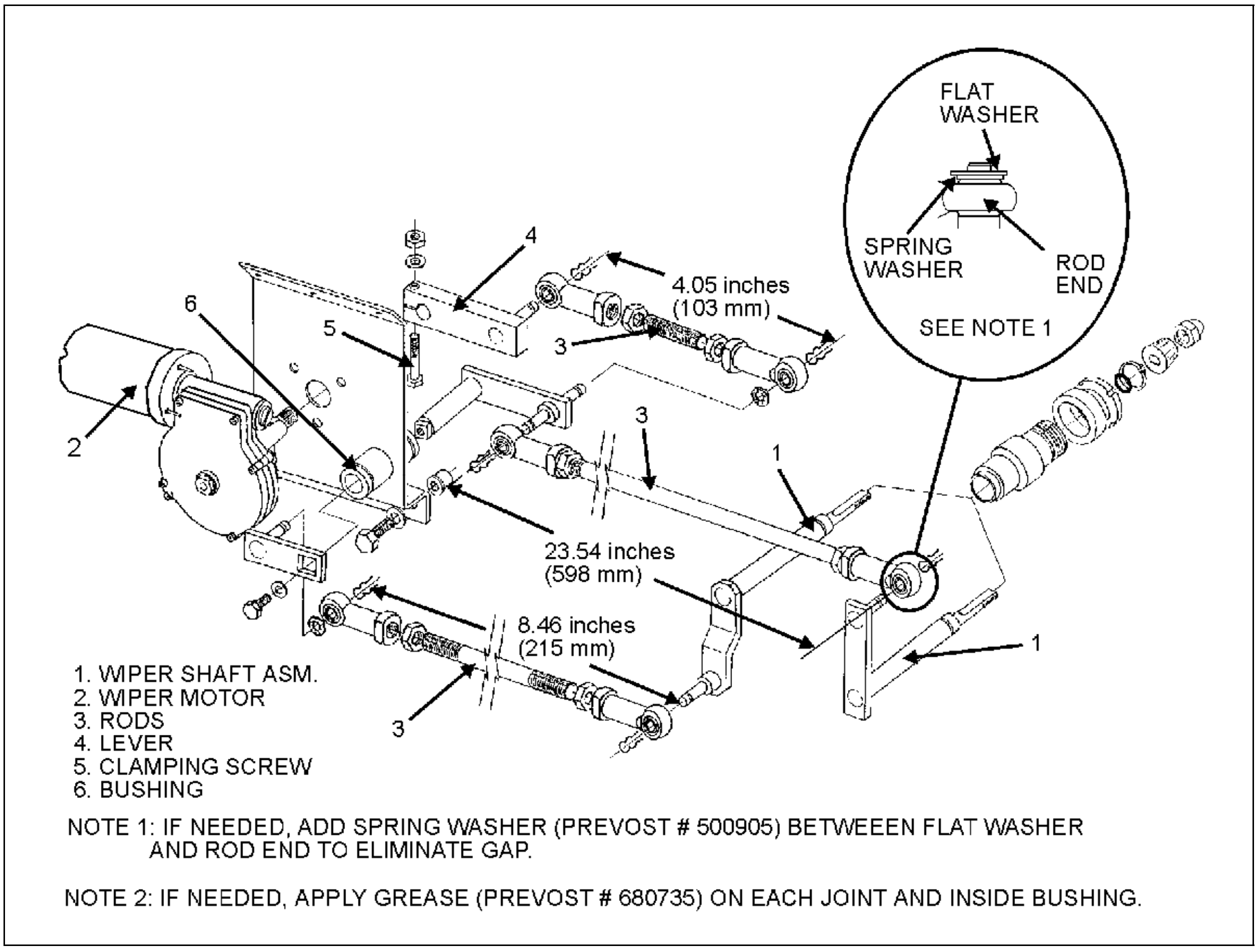


FIGURE 39: UPPER WINDSHIELD WIPER INSTALLATION **23089**

1. Pull out the wiring connector (black and red wires) located on sun visor L.H. side and disconnect.
2. Remove the two Phillips-head screws at the bottom end of the sun visor arms.
3. Remove the two Phillips-head screws on each roller side, pull out the sun visor.
4. Remove the Phillips-head screws retaining the upper windshield panel.
5. If equipped with blower defroster, loosen hose clamp to remove air duct from hose.
6. Disconnect wiring connector from the windshield wiper motor.
7. Loosen the bolt retaining the lever at the end of the motor driving shaft (Fig. 37).
8. Remove the three bolts holding the motor to the steel plate.
9. Remove the windshield wiper motor (Prevost #800304), reverse removal procedure to reinstall.

11. AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS) (OPTIONAL)

This optional system is used to shut down the engine and to extinguish a fire in the engine compartment or in the vicinity of the preheating system if so equipped.

The system operation is fully automatic and does not require assistance from the operator, however if required, the system can be manually activated by the operator at any time.

Refer to Prevost Operator's Manual or Owner's Manual for system operation and operational sequence (fire).

If more information is needed on the system, please refer to Kidde Dual Spectrum "Operation & Maintenance Manual annexed at the end of this section.

11.1 PERIODIC MAINTENANCE

PRE-TRIP

- o Verify that the Protection Panel "SYSTEM OK" lamp is on solid green.

EVERY 3000 MILES OR MONTHLY (whichever comes first)

General

- o Verify that neither the protected equipment nor the hazard has changed.
- o Verify that no obvious physical damage or condition exists that might prevent system operation.

Protection Panel

- o Verify that all warning lamps and the audible alarm are operational by pressing the "TEST/RESET" button.

Manual Activation Switch

- o Verify that the tamper seal is intact and access to the switch is unobstructed.

Fire Detectors

- o Optical
    - Verify that the status lamp on the detector face is on solid green.
    - Verify that nothing is blocking the detector's field of view.
    - Verify that the windows on the face of the detector are free of excess contamination (dirt, oil, grease, etc.) – if necessary, clean using a water soaked non-abrasive towel.
- o Linear Thermal
    - Verify that there is no obvious physical damage and that the unit is free of excess contamination (dirt, oil, grease, etc) – if necessary, clean using a water soaked non-abrasive towel.
    - Verify that mounting is secure and taught.

Electrical Harness

- o Verify that electrical connectors and electrical wiring have no visible damage and all connectors are securely seated.

Extinguisher & Distribution System

- o Verify that that the extinguisher pressure gauge pointer is in the green arc at room temperature.
- o Verify that distribution piping and nozzles are intact and unobstructed and that nozzle blow-off caps are in place.

EVERY 18000 MILES OR SEMI-ANNUALLY (whichever comes first)

- Perform a comprehensive fire system test using a Kidde Dual Spectrum System Test Set (Optical Test Kit P/N 420871-2).
- Service the extinguisher in accordance with KDS Document 160296, “KDS Pre-Engineered Fire Suppression System: Installation, Operation and Maintenance Manual”.

EVERY SIX YEARS

- Have the fire extinguisher rebuilt by a qualified fire protection equipment company familiar with Kidde Dual Spectrum equipment and in accordance with KDS Document 160296, “KDS Pre-Engineered Fire Suppression System: Installation, Operation and Maintenance Manual”. Rebuilt shall include actuator, o-ring seals and dry chemical replacement.

EVERY TWELVE YEARS

- Have the Extinguisher cylinder hydrostatically tested by a qualified fire protection equipment company familiar with Kidde Dual Spectrum equipment and in accordance with KDS Document 160296, “KDS Pre-Engineered Fire Suppression System: Installation, Operation and Maintenance Manual”.

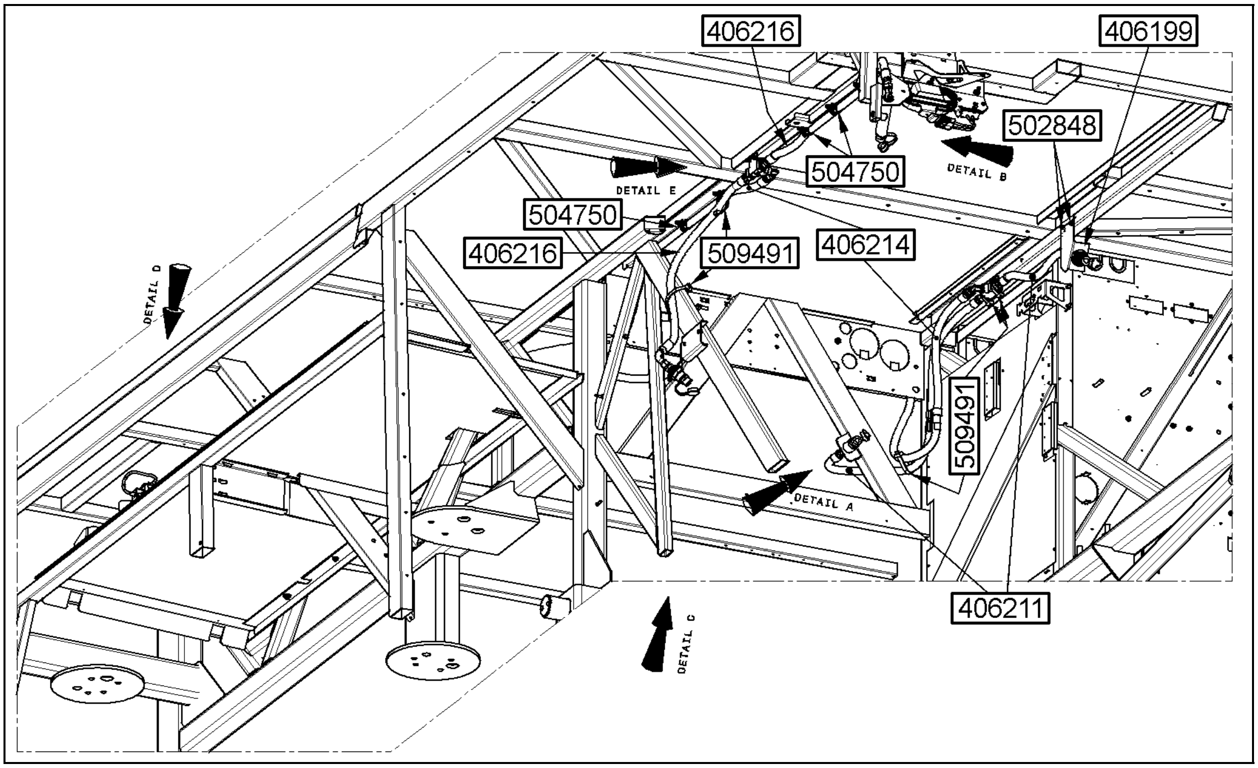


FIGURE 40: VIP AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS) INSTALLATION

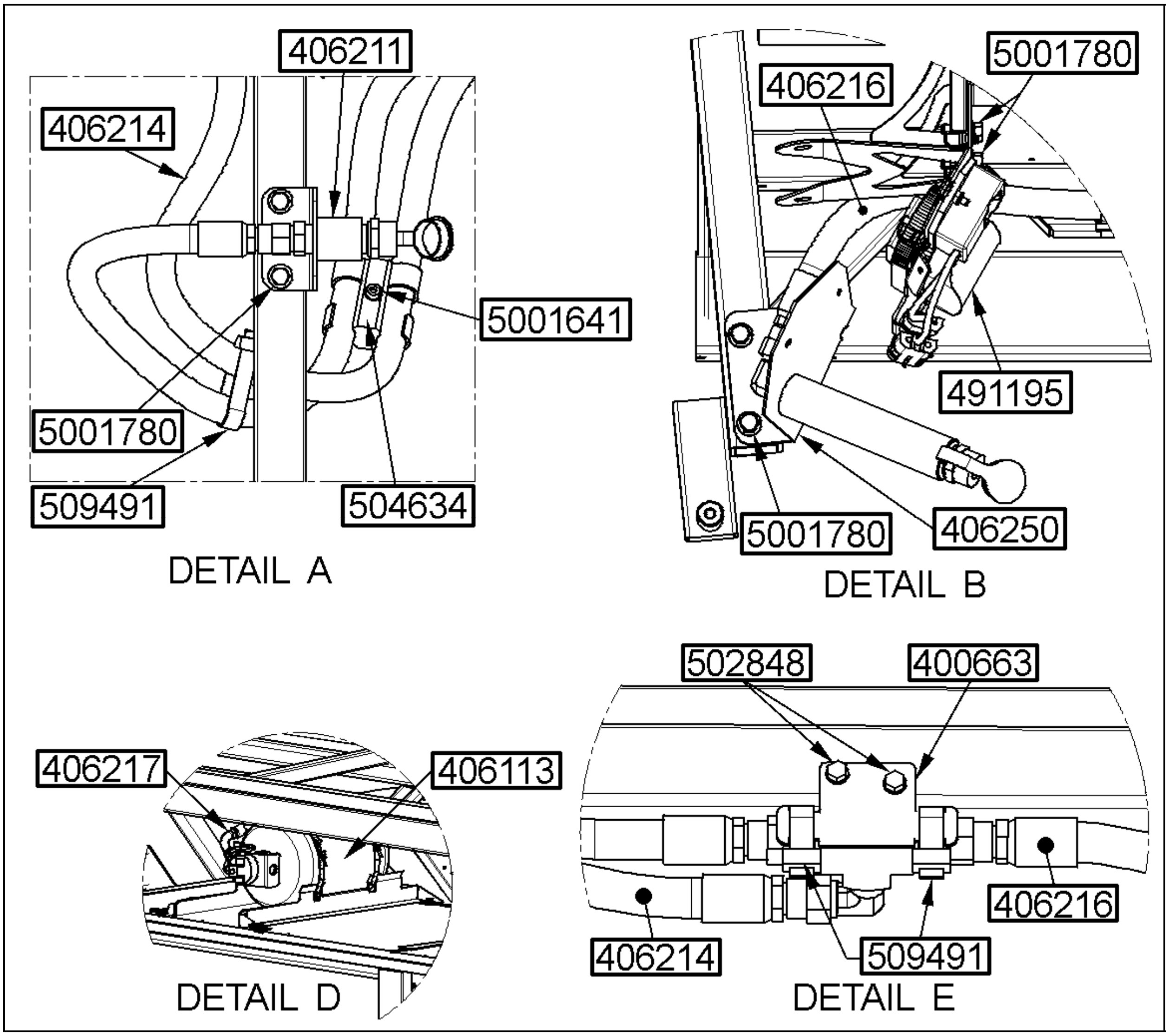


FIGURE 41: VIP NOZZLE BRACKETS AND COMPONENTS IDENTIFICATION AND INSTALLATION

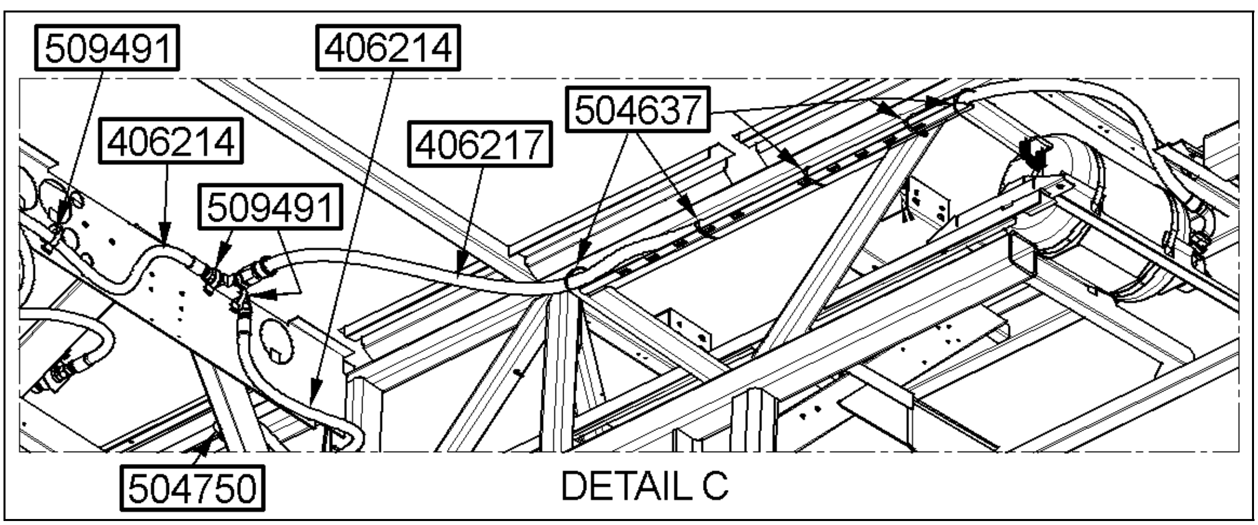


FIGURE 42: VIP NOZZLE BRACKETS AND COMPONENTS IDENTIFICATION AND INSTALLATION

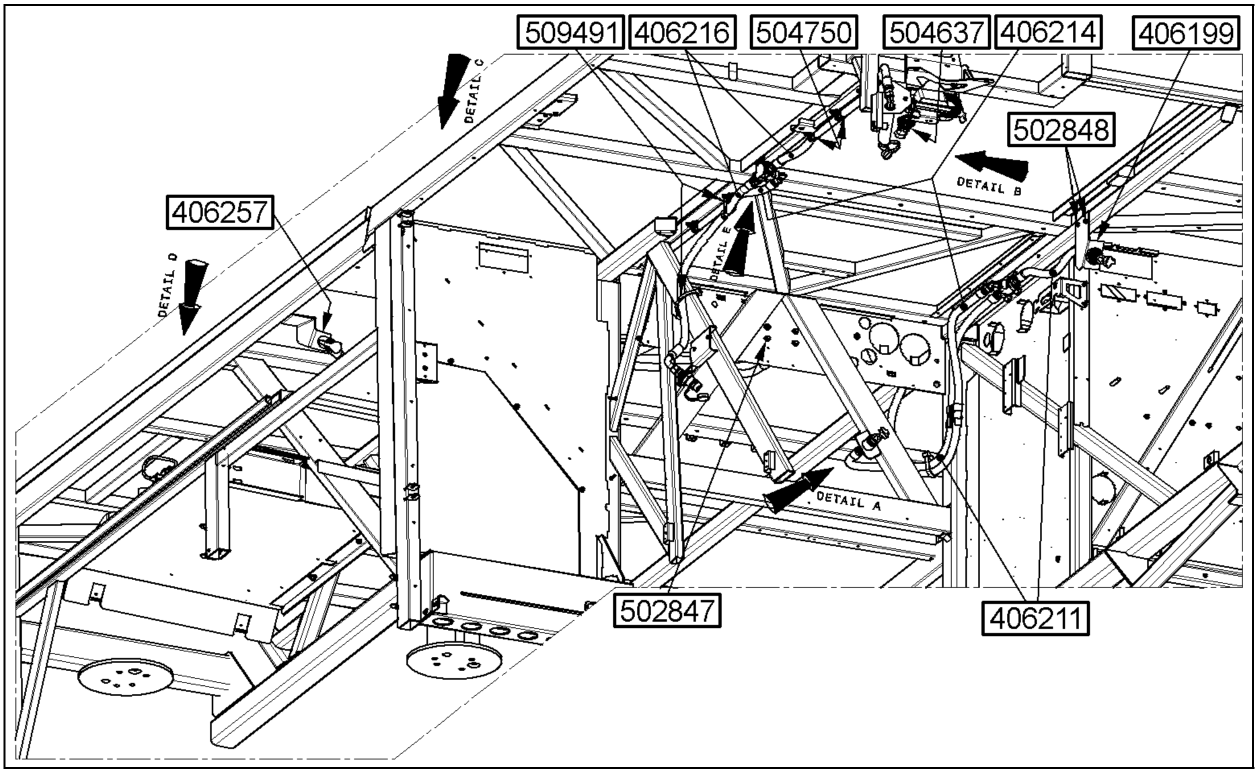


FIGURE 43: H3 COACHES AUTOMATIC FIRE SUPPRESSION SYSTEM (AFSS) INSTALLATION

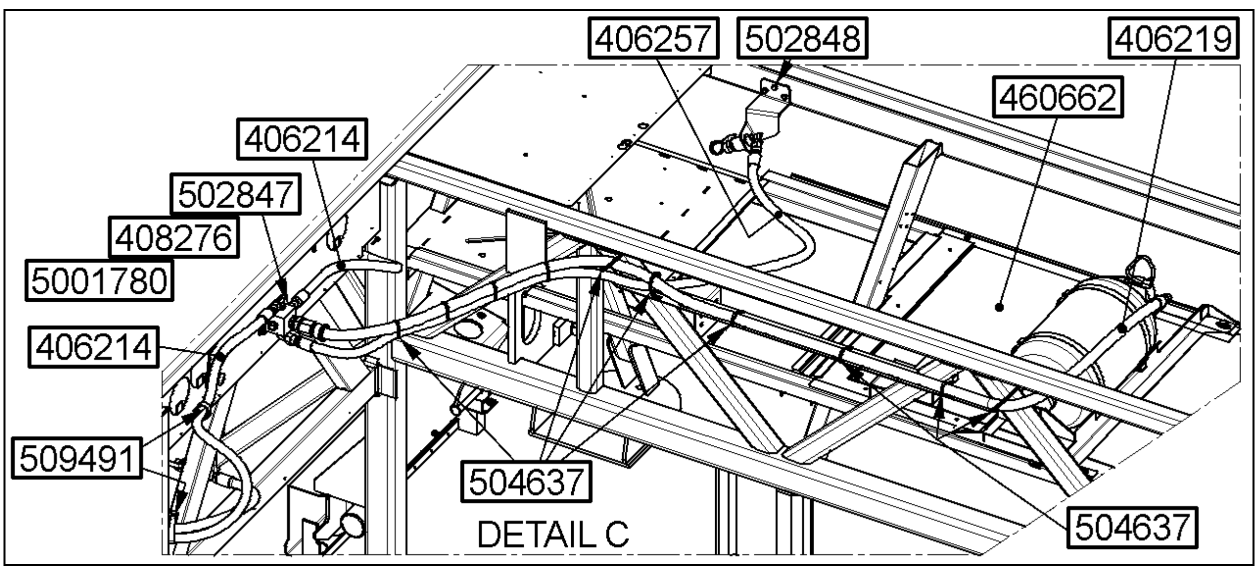


FIGURE 44: H3 COACHES NOZZLE BRACKETS AND COMPONENTS IDENTIFICATION AND INSTALLATION

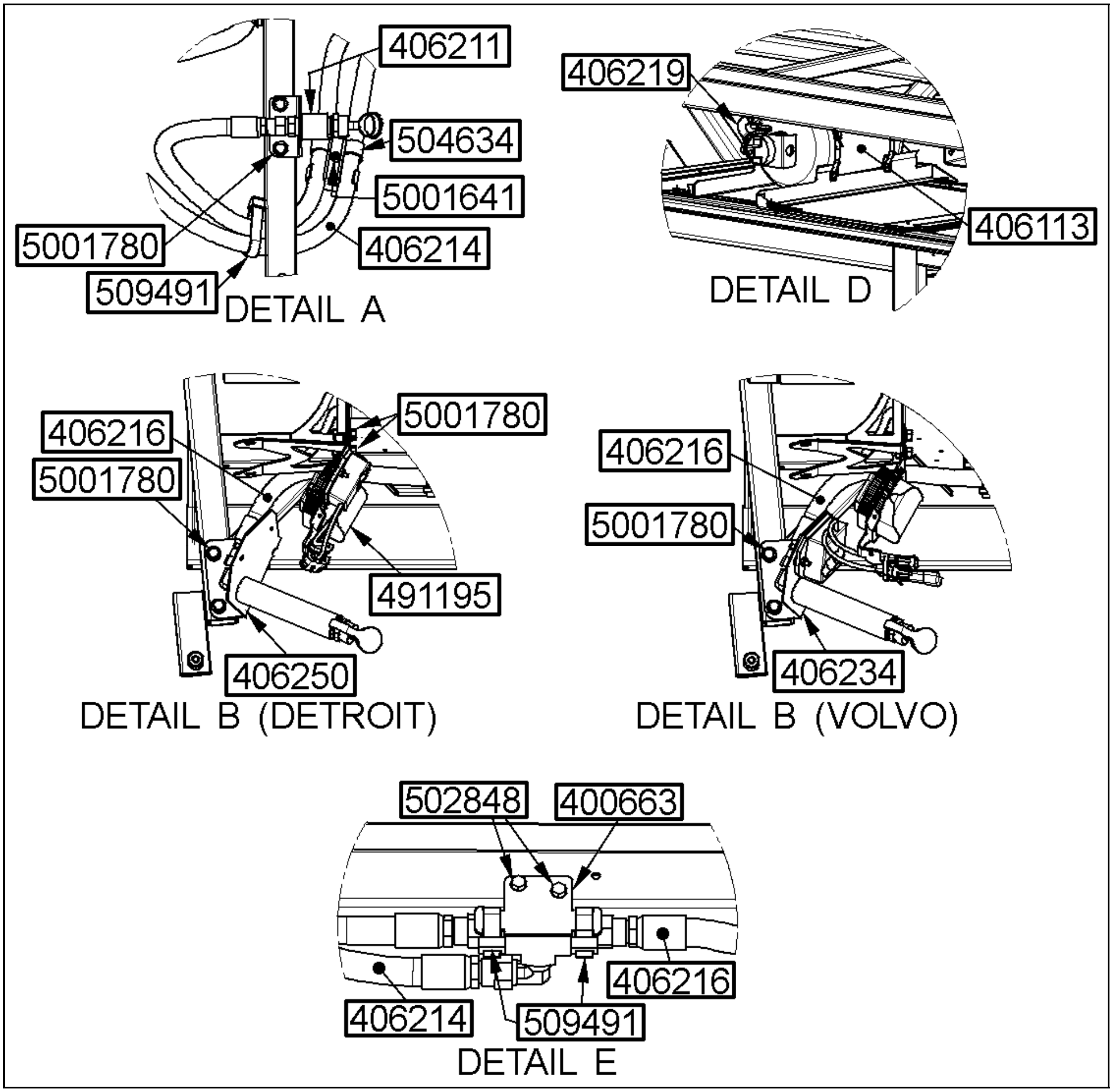


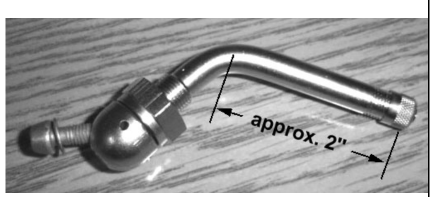
FIGURE 45: H3 COACHES NOZZLE BRACKETS AND COMPONENTS IDENTIFICATION AND INSTALLATION

12. TIRE PRESSURE MONITORING SYSTEM (TPMS)

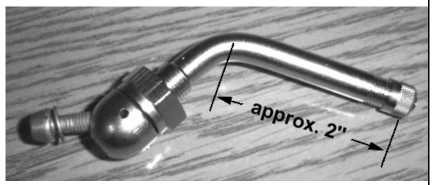
The optional active tire pressure and temperature monitoring system is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure or temperature irregularities are detected.

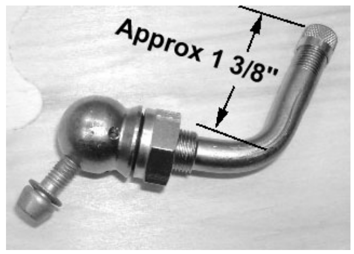
For more information on the operation and troubleshooting of the system, refer to the Operator's Manual, chapters "Controls and Instruments", "Safety Features and Equipment" and also "Appendix G".

12.1 TIRE VALVE INSTALLATION

<table>
<tr><td colspan="3">Use as required a small rod to hold the valve in place when tightening.</td><td></td></tr>
<tr><td>Steel Wheels</td><td><u>All wheels</u>
a) Install Beru valve
Torque valve to 44.5lb-in +/- 9.5
b) no extension piece</td><td>
#Prevost 681083</td><td></td></tr>
<tr><td rowspan="2">Aluminum Wheels (new Hub-Mounted wheels)</td><td><u>Front axle and tag axle wheels with 365 tires–</u>
a) Remove Alcoa valve
b) Install Beru valve
Torque valve to 102lb-in +/- 22
c) No extension piece</td><td>
#Prevost 651080</td><td></td></tr>
<tr><td><u>Front axle and tag axle wheels with 315 tires–</u>
a) Remove Alcoa valve
b) Install Beru valve
Torque valve to 102lb-po +/- 22
c) Small extension piece (approx 50mm)</td><td>

#Prevost 651081</td><td></td></tr>
</table>

<table>
<tr>
<td rowspan="2">Aluminum wheels (new Hub-Mounted wheels)</td>
<td><u>Drive axle inner and outer wheels with 315 tires–</u>
a) Remove Alco valve
b) Install Beru valve
Torque valve to 102lb-in +/- 22
c) no extension piece</td>
<td>

#Prevost 651081</td>
<td></td>
</tr>
<tr>
<td><u>“Super Single” Tires</u>
a) Remove Alcoa valve
b) Install Beru valve
Torque valve to 102lb-in +/- 22
c) no extension piece</td>
<td>

#Prevost 651079</td>
<td></td>
</tr>
</table>

<table>
<tr>
<td>Aluminum wheels (former Stud-Mounted wheels)</td>
<td><u>All wheels</u>
a) Remove Alcoa valve
b) Install Beru valve
Torque valve to 102lb-in +/- 22
c) no extension piece</td>
<td>
#Prevost 651082</td>
<td></td>
</tr>
</table>

⚠ CAUTION

When replacing Alcoa valve stems, it is recommended to lubricate the threads and O-ring with a non-water based tire lubricant.

When valve stem extensions are used, it is recommended that valve stem stabilizers be used.

12.2 BERU SENSORS INSTALLATION

IMPORTANT NOTE
Beru sensors have a limited lifespan (5 years on average)

Install sensor onto valve. Torx screw T-20. Torque to 35lb-in (4Nm) (supplier specification for the screw). **Make sure sensor rests against rim flange.** **IMPORTANT** **Use the screw only once. This screw uses a thread lock. Replacement screw #651084.**	
Note bar code and tie it up using wheel holes. Use supplied removable tie-rap.	
Decal **Glue decal facing the valve.**	**#651091 ENGLISH #651090 BILINGUAL**

13. SPECIFICATIONS

AMPLIFIER
Model........VA400-8
Output........400 watts, 6 channel RMS at 4 ohm @ 0.5 T.H.D.
Prevost number........901191

SOUND SELECTOR
Model........VSS-05
Power source........12 volts
Prevost number........21116371

DASHBOARD RADIO (standard)
Power source........12 volts
Prevost number........901315

DASHBOARD RADIO (SIRIUS)
Power source........12 volts
Prevost number........901317

DASHBOARD RADIO (XM)
Power source........12 volts
Prevost number........901316

MOBILE DVD PLAYER
Power source........12 volts
Prevost number........901198

SPEAKER (standard)
Model........Dual Cone
Impedance........4 ohms
Prevost number........901194

SPEAKER (optional)
Model........Coaxial
Impedance........4 ohms
Prevost number........901195

SUBWOOFERS (optional)
Model........J Drive VB170
Impedance........4 ohms
Prevost number........901193

VIDEO SWITCHER
Model........V-3000
Prevost number........901030

BOOM-TYPE MICROPHONE
Prevost number........900763

HANDHELD PRIORITY MICROPHONE
Prevost number........900808

RUBBER COATED MICROPHONE
Prevost number........900745

16 CHANNEL WIRELESS MICROPHONE
Make.......... R.E.I.
Prevost number.......... 900954

16 CHANNEL WIRELESS MICROPHONE CHARGING STATION
Make.......... R.E.I.
Prevost number.......... 900953

16 CHANNEL WIRELESS MICROPHONE RECEIVER
Make.......... R.E.I.
Prevost number.......... 900952

KARAOKE
Make.......... Panasonic
Model.......... MOBILE DVD PLAYER DV1500
Prevost number.......... 901033

TV RECEIVER
Power source.......... 24V
Prevost number.......... 901054

VIDEO DISTRIBUTION AMPLIFIER
Power source.......... 24V
Prevost number.......... 901117

TV MONITOR
Type.......... 10.4” LCD
Power source.......... 24V
Prevost number.......... 901130

HUBODOMETER (US model: miles)
Make.......... Stemco
Prevost number.......... 650002

HUBODOMETER (Canada model: km)
Make.......... Stemco
Prevost number.......... 650117

ELECTRIC DESTINATION SIGN (FLUORESCENT TUBE)
Make.......... General Electric
Length.......... 30" (76 cm)
Outside diameter.......... 1" (25 mm)
Wattage.......... 20
Color.......... Cool white
Quantity.......... 1
Prevost number.......... 830120

ELECTRONIC DESTINATION SIGN
Make.......... Pocatec
Prevost number.......... 940050

LAVATORY VENTILATION FAN MOTOR
Make.......... Aurora
Type.......... RG500EF
Voltage.......... 24 volts DC
Rotation.......... R.H.

Prevost number..870844

EMERGENCY BUZZER SWITCH (PUSH BUTTON)
Make.. Cole Hersee Co.
Voltage ....24 V
Prevost number..562117

FRESH WATER TANK
Make..Prevost
Capacity .... 18 US gal (68 liters)
Prevost number..403030

FRESH WATER TANK HEATER
Make..Hot Watt
Wattage..75 watts
Voltage ....115 volts AC
Prevost number..562018

FLUSH PUSH BUTTON PNEUMATIC TIMER
Make...McGill
Type ....Resettable
Time .... 0,2 to 180 seconds
Timer 563327

FLUSH PUMP
Make...Jabsco
Model number .... 30240-1024 24 V
Power source .... 24 volts DC
Capacity .... 1452 GPH
Prevost number..900496

AIR HORN
Make.. Allied Signal Inc.
Prevost number..640093

AIR HORN VALVE
Make.. Allied Signal Inc.
Prevost number..640128

WINDSHIELD WIPER MOTOR
Make..SWF
Prevost number..800304

LOWER WIPER (BLADE)
Make.. Sprague device inc.
Prevost number..800284

UPPER WIPER (BLADE)
Make.. Sprague device inc.
Prevost number..800234

CONTENTS

ILLUSTRATIONS

1 GENERAL RECOMMENDATIONS

The efficiency and life expectancy of mechanical equipment is largely dependent on proper lubrication and servicing. All mechanical components rely on a lubricating film between moving parts to reduce friction, prevent wear and oxidation. Proper lubrication also helps cool the parts and keep dirt particles away from mating surfaces. Efficient lubrication depends upon using the right type of lubricant, at specified intervals and by filling to correct capacities. Past experience shows that many service problems can be traced to an improper lubricant or to incorrect lubrication procedures.

A comprehensive maintenance and lubrication program is important to ensure the long service life this vehicle was designed for and to avoid costly repairs and associated downtime caused by premature part failure.

A lubrication schedule is included in this section to give the location of key service points on the vehicle as well as the lubricant specifications for each component to be serviced. Specific instructions on how to check and service different components are covered in their respective sections in this maintenance manual.

The recommended lubrication intervals are based on normal operating conditions and mileage accumulation.

Shorten the intervals if your vehicle operates in more severe conditions. Severe conditions include heavy towing, high vehicle weight or operation in mountainous areas. Some parts and equipment referred to in this section may not be installed on your vehicle. Check your vehicle's "Coach Final Record" for equipment list.

Dispose of used lubricants and filters in an environmentally safe manner, according to federal and/or local recommendations.

- Understand basic principles of vehicle operation;
- Always maintain the vehicle in good running condition;
- Do not drive with low fuel. If the fuel tank runs dry, the engine will not start until the air is bled from the fuel system. Refer to "Maintenance Manual" for more information;
- Allow engine to run for at least two minutes at slow idle before shutting *OFF*;
- Engine should be at idle when shifting from neutral (N) to forward (D) or from neutral (N) to reverse (R);

CAUTION

Fast idle should always be turned off before releasing the parking brake and putting the coach in gear. Driveline damage can result if the fast idle switch is always left on.

- The automatic transmission does not have a park (P) position. Place transmission in neutral (N) position and apply parking brake when the vehicle is stopped. A warning buzzer will sound if the engine is stopped and the parking brake has not been applied when foot pressure is removed from the brake pedal;
- Always follow the procedures described in this manual;
- Unless stated otherwise, shut off the engine before performing all servicing, lubrication and maintenance tasks;
- Do not attempt to push or pull-start the coach;
- Damage may result if towed with the axle shafts or driveshaft connected;
- Two chemical fire extinguishers are under the first row of passenger seats. In case of fire, immediately evacuate all occupants. Occupant safety is the first priority. Do not attempt to extinguish the fire if there is immediate danger or risk for personal injury;
- When driving on ice and snow, accelerate and decelerate gradually;

WARNING

Report all problems affecting passenger or driver safety to a Prevost service center or an authorized service center. Have problems corrected immediately.

1.1 FIRST SERVICE ON NEW VEHICLE

1.1.1 Hot Water Filter (H3 Coaches Only)

The hot water filter (located in the evaporator compartment) is designed to recover the soldering residues trapped inside the coolant lines during their initial assembly; perform initial cleaning (refer to Section 22: Heating And Air Conditioning) once vehicle has run approximately 3,000 miles (4 800 km), then according to the lubrication and servicing schedule.

Note: *If additional soldering has been performed on any point of coolant piping, clean coolant system strainer as outlined for a new vehicle at 3,000 miles (4 800 km).*

2 OTHER VERIFICATIONS

Following this service schedule is the most economical and easiest way to ensure your vehicle performs at its best, safest and longest. Also, unscheduled maintenance will be minimized since inspection should expose potential problems before they become major ones.

2.1 HOSE INSPECTIONS

2.1.1 Hose Inspection

Inspect hoses for leaks regularly to ensure efficient, economical and safe operation of the engine and related equipment. Carefully inspect all fittings, clamps and ties. To prevent chafing, make sure hoses are not touching shafts, couplings, heated surfaces, sharp edges or other parts. Since hose clamps and ties can vibrate loose or fail over time, inspect frequently and tighten or replace as necessary.

Correct leaking hoses immediately. Failure to correct leaks can cause severe damage to the equipment, as well as increase operating costs due to lost fluids. Treat fuel and oil leaks as an immediate fire hazard.

WARNING
Personal injury and property damage may result from fire caused by leaking flammable fluids.

2.1.2 Hose Service Life

Hoses have a limited service life. Thoroughly inspect hoses annually. Look for surface damage or indications of twisted, worn, crimped, cracked or leaking lines. Replace damaged hoses immediately.

Hoses should be replaced during major overhaul or after a maximum of seven years service. Be certain replacement hoses match the original equipment manufacturer's specifications.

2.2 LUBRICATION

Grease all lubrication points during scheduled maintenance. For heavy loads or extended use, lubricate more often. Refer to the Maintenance Manual, section 24 for information on lubrication.

2.3 WHEELS AND TIRES

Check for loose wheel nuts. Inspect all types of rims for cracks. Cracks can appear in many places but typically radiate out from where a load is applied. Both aluminum alloy and steel wheel nuts should be tightened to 450 to 500 foot-pounds (610 to 680 N.m) torque.

Keep the tires inflated to the recommended inflation pressure to prolong tire life and for safety.

NOTE
Recommended tire inflation pressures are given in the "Coach Final Record", placed in the technical publications package supplied with the vehicle. The cold tire inflation pressures are on the Department of Transport certification plate located on the L.H. console besides the driver's seat. When special tires are installed by Prevost on a new vehicle, a special tire inflation chart is added next to the certification plate.

WARNING
Do not exceed maximum inflation pressure. Incorrect tire pressure increases tire wear and could lead to loss of driving control because of reduced road handling. Check tire pressure regularly.

2.4 WHEEL BEARINGS

Check wheel bearing cover for overheating (especially after using the service brakes) during fuel stops by touching the wheel bearing cover.

WARNING
If replacement tires are different from those described on the certification plate, pressure must be adjusted as requested in the Tire and

Rim Association Manual.

2.5 SERVICE BRAKE TEST

Check for correct pressure build-up. Stop engine and check pressure gauge Pressure loss should be imperceptible with engine stopped and without brake pedal applied. Air loss should not exceed 3 psi/minute (21 kPa/minute) with engine stopped and brake pedal fully applied.

2.6 PARKING BRAKE TEST

Release parking/emergency brake. Pump service brake pedal until air pressure drops to 65 psi (448 kPa). Make sure the warning buzzer operates and that the emergency brakes apply (the control valve knob lifts up). Allow air pressure to reach 95 psi (655 kPa) before releasing parking brake.

Driving the vehicle while the parking brake is applied should not be possible.

2.7 EXTERIOR LIGHTING VERIFICATION

2.7.1 Exterior Lighting Test Mode

This useful function allows quick verification of the vehicle exterior lights.

Activating the test mode:

When the vehicle is stationary (parking brake applied), pull up the multi-function lever 3 times within 3 seconds to activate the test mode. This test can be done when the engine is not running providing that the battery charge is sufficient (above 24.0 volts).

The telltale panel alarm emits a sound each second to remind that the test mode is in progress.

Stopping the test mode:

To stop the test mode, pull up the multi-function lever once or turn the ignition OFF or remove the parking brake.

> *NOTE*
>
> *The test mode is useful to check the functioning of the multiplex outputs and the exterior lights. It doesn't test the functionality of the commands related to the exterior lighting. For a complete testing, the directional signal commands, the headlights commands and the brake pedal have to be checked before. Once these commands tested, activate the test mode to check the exterior lighting.*

Using the test mode:

First, test the functionality of the commands related to the exterior lighting:

- Activate the right directional signal and check that the corresponding telltale light illuminates.
- Activate the left directional signal and check that the corresponding telltale light illuminates.
- Press on the brake pedal and check that the STOP telltale light illuminates.

Once these commands tested, activate the test mode to check the exterior lighting by pulling up the multi-function lever 3 times within 3 seconds.

Go to the front of the vehicle and check the lights:

- First the left and right directional signals.
- Identification lights and clearance lights.
- Low beams.
- High beams.

Go to the left side of the vehicle:

- Directional signals.
- Marker lights.
- Directional signals.
- Marker lights.

Go to the rear of the vehicle:

- Directional signals.
- Identification lights and clearance lights.
- Stoplights and taillights.
- Back-up lights and back-up alarm (option).

> *NOTE*
>
> *To check the back-up lights and back-up alarm, you must flip the starter selector switch to REAR START position. (If the vehicle is running, do this quick enough so that the engine does not stop).*

Go to the right side of the vehicle (same sequence as left side).

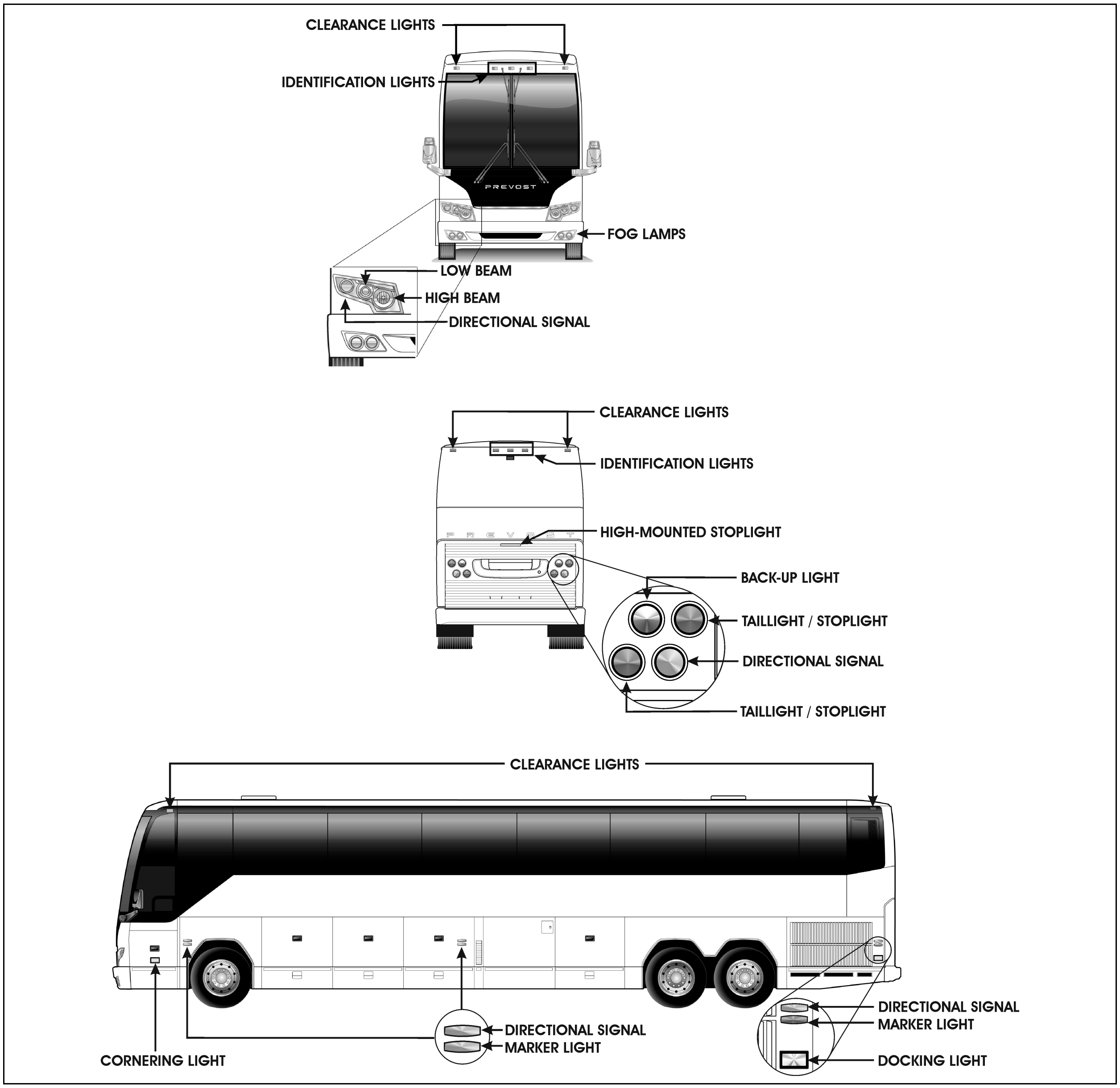


FIGURE 1: EXTERIOR LIGHTING IDENTIFICATION

3 WALK-AROUND INSPECTION (BEFORE EVERY TRIP)

It is good practice to make a visual inspection of key areas on the vehicle every day (or before every trip for private coaches) and to correct any problem found.

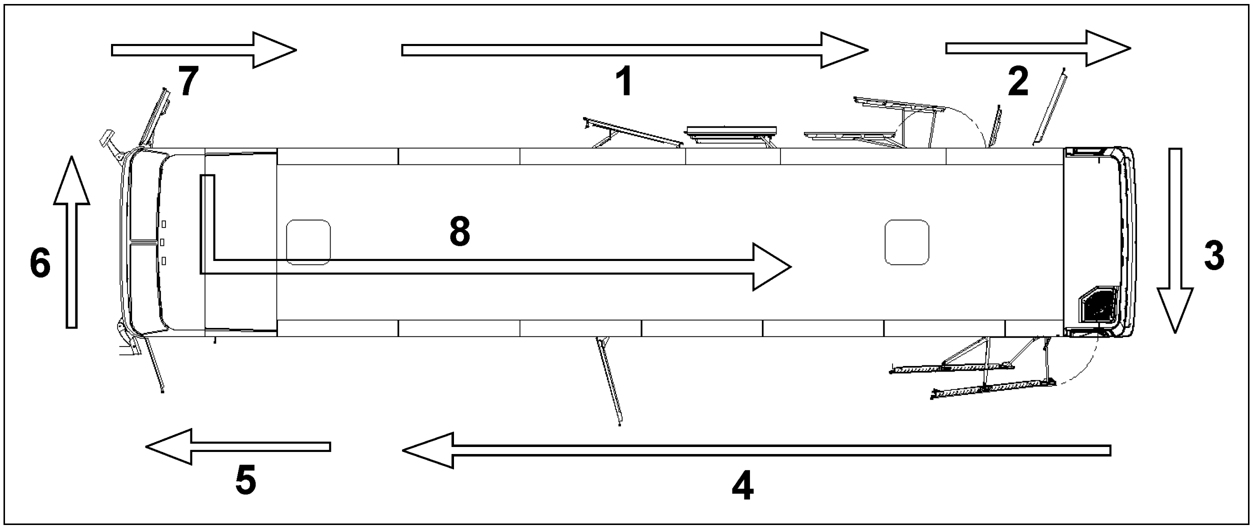


FIGURE 2: WALK-AROUND INSPECTION 18667

NOTE
Inspect the coach in a circular manner as shown in the illustration.

Approaching the Coach

- Check under the coach for oil, fuel or coolant leaks or other signs of damage.
- Check exterior body surfaces for signs of breaks or damage.

Preparation

- Start the engine and let the air pressure build up to normal. Stop engine.
- Switch on hazard warning flashers.
- Make sure parking brakes are applied.

Step 1: Right Side of the Coach

- Check that the vehicle is equipped with a wheel nut wrench, spare door keys, spare belts, reflectors and jack.
- Check that baggage doors and service compartment doors close properly. Check for good tightness and fit.
- Check condition of wheels and rims. Especially look for cracks, missing nuts, bent or broken studs.
- Check condition of tires: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stems not touching wheels or rims; valve caps in place and no objects stuck between the wheels.

Step 2: Engine Compartment Right Side Area

- Drain wet air tank by opening drain cock. Close drain cock when completed.
- Check engine and surrounding areas for coolant, oil and fuel leaks.
- Check primary fuel filter/water separator and drain if necessary. Close drain valve after draining.
- Check power steering reservoir fluid level, add if necessary.
- Check wiring harness for signs of damage.

Step 3: Engine Compartment

- Check engine and surrounding areas for coolant, oil and fuel leaks.

- Check wiring harness for signs of damage.
- Check for loose, worn or broken belts.
- Check belts tension adjustment.
- Check engine crankcase oil level, add if necessary.
- Check Allison transmission fluid level (can also be checked from push-button shift selector), add if necessary.
- Check coolant surge tank fluid level, add if necessary.
- Check air cleaner restriction indicator, replace air cleaner when red signal locks in full view.
- Check stop light, tail light, directional signal light and back-up light assembly, they should be clean.

Step 4: Rear Left Side of the Coach

- Check condition of wheels and rims. Especially look for cracks, missing nuts, bent or broken studs.
- Check that baggage doors and service compartment doors close properly. check for good tightness and fit.
- Check condition of tires: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stems not touching wheels or rims; valve caps in place and no objects stuck between the wheels.

Step 5: Front Left Side of the Coach

- Check condition of wheel rim. Especially look for cracks, missing nuts, bent or broken studs.
- Check condition of tire: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stem not touching wheel or rim; valve cap in place.
- Check windshield and headlights washer reservoir fluid level and add if necessary.
- Drain accessory air tank by opening drain cock. Close drain cock when completed.

Step 6: Front of the Coach

- Check for damage and clean if dirty.
- Check windshield wiper arms for proper spring tension.
- Check wiper blades for any damage, “dead” rubber and attachment to arm.
- Check clearance and identification lights, they should be clean.
- Check high and low beams, they should be clean. If equipped, check fog lights.
- Check left and right directional signals, they should be clean.

Step 7: Front Right Side of the Coach

- Check condition of wheel rim. Especially look for cracks, missing nuts, bent or broken studs.
- Check condition of tire: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stem not touching wheel or rim; valve cap in place.

Step 8: Inside the Coach

- Check for proper operation of the entrance door.
- Check steps; clean them if there is any substance that makes them slippery, which makes coach entry/exit hazardous.
- Adjust and clean mirrors for adequate rear view vision.
- Verify proper operation of windshield wiper/ washer.
- Check for fire extinguishers to make sure they are ready for operation.
- Check that emergency exit windows and roof escape hatches can be opened then close all windows and hatches securely

With engine running

- Start engine and check for proper operation of all gauges. Perform a telltale light test (see “CONTROLS AND INSTRUMENTS” chapter). Indicator lights and buzzers should all be OFF before driving.

- Using the message center display, perform a system diagnostic to check if error codes and anomalies were recorded in the vehicle electronic modules.
- Check for proper operation of electric and air horns and back-up alarm.
- Check automatic transmission oil level, using the pushbutton shift selector (see APPENDIX C).
- Check that there is enough fuel in the tank.
- Perform a parking brake test. Check both primary and secondary pressure gauges. Refer to “Other Verifications” in this chapter.
- Perform the exterior lighting verification using the test mode. Refer to “Other Verifications” in this chapter.
- Walk around the vehicle and listen for air leaks.
- Check for leaks and listen for unusual sounds coming from the turbocharger

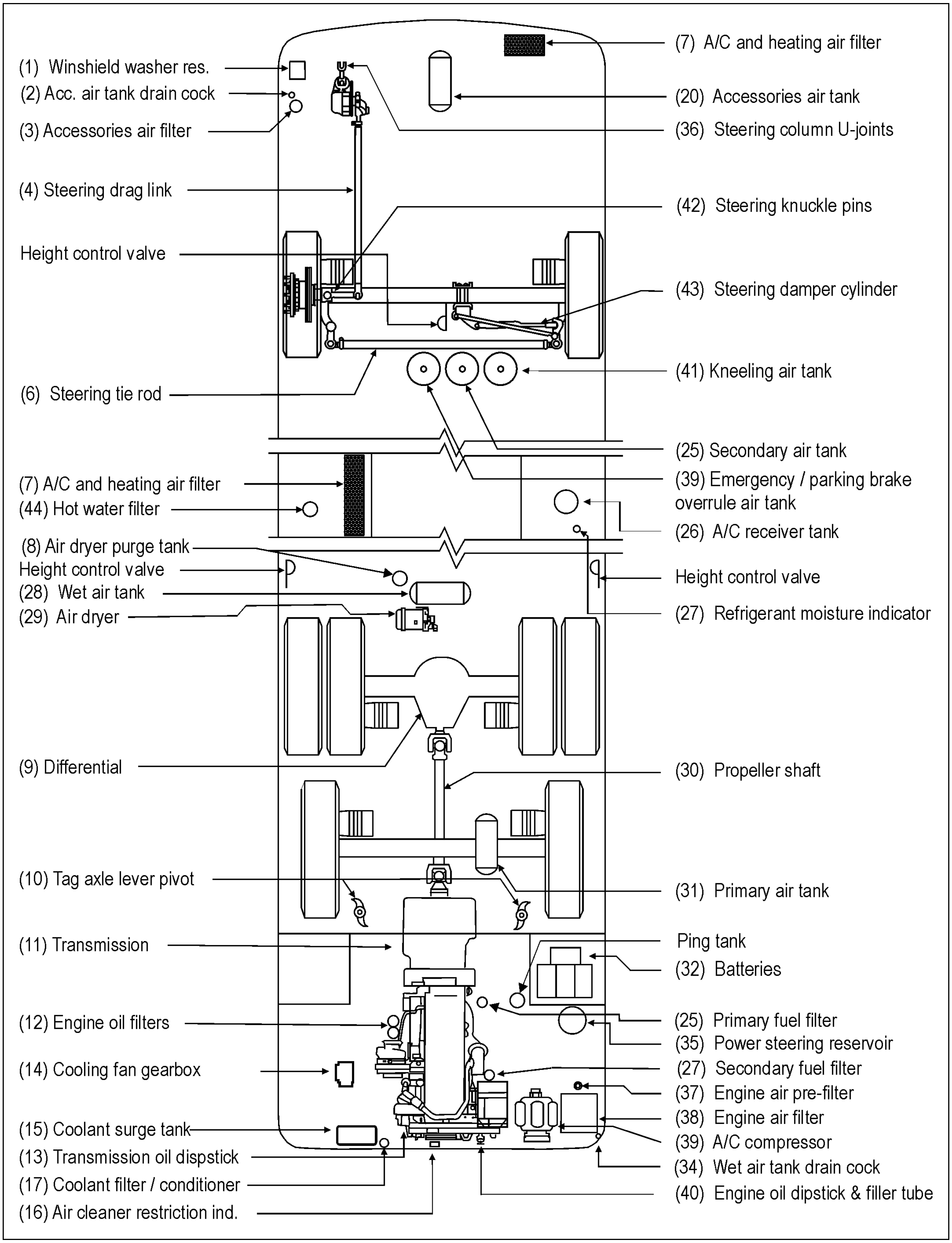


FIGURE 3: LUBRICATION AND SERVICING POINTS ON I-BEAM FRONT SUSPENSION VEHICLES (TYPICAL) 24039

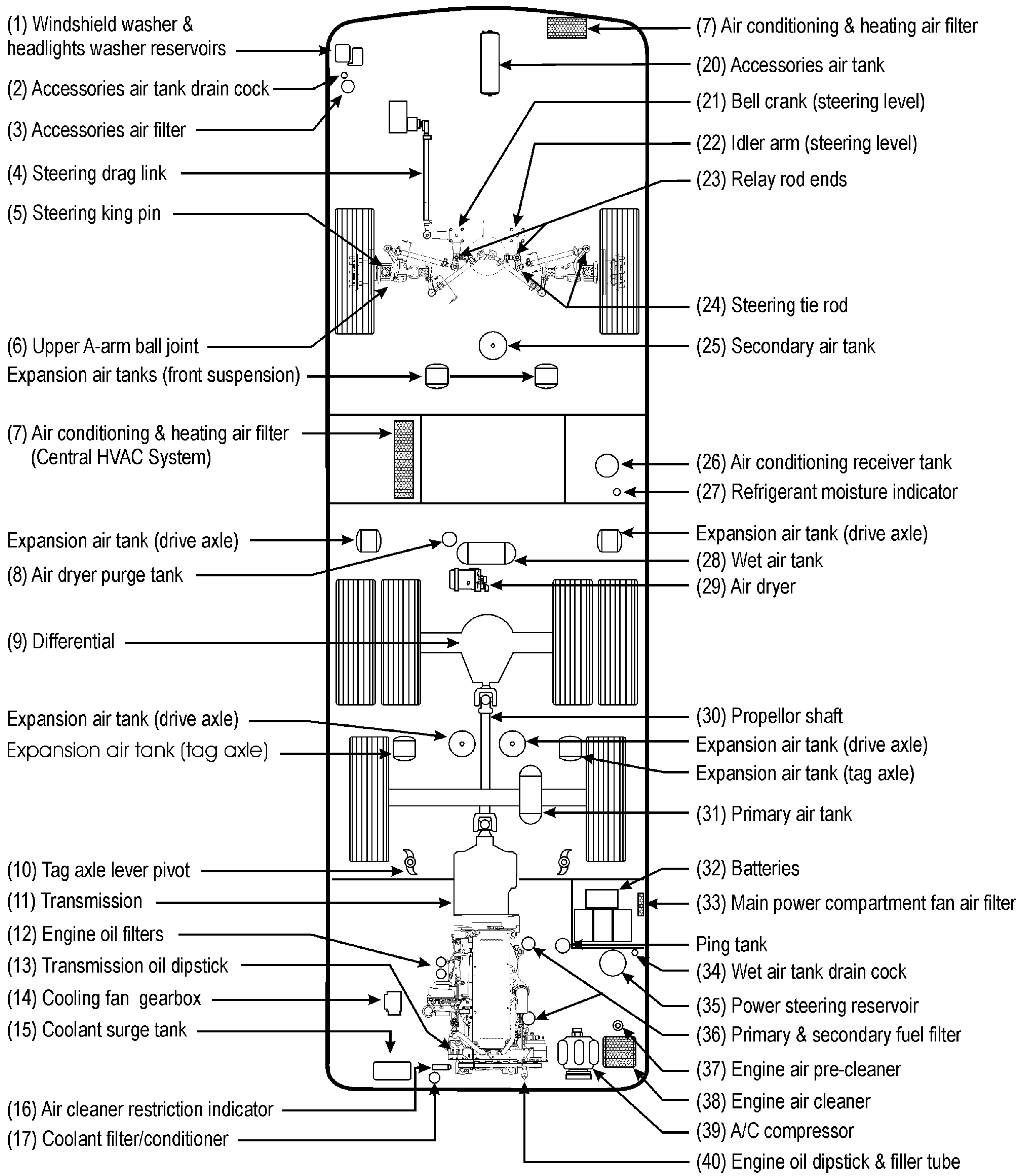


FIGURE 4: LUBRICATION AND SERVICING POINTS ON INDEPENDENT FRONT SUSPENSION VEHICLES (TYPICAL) 24038

4 FLUIDS AND LUBRICANTS SPECIFICATIONS

FLUIDS & LUBRICANTS		
REF	**DESCRIPTION**	**SPECIFICATIONS**
A	Engine Oil	DETROIT DIESEL SERIES 60 SAE Viscosity Grade: 15W-40 API Classification: CJ-4
		VOLVO D13 SAE Viscosity Grade: 15W-40 API Classification CJ-4 meeting Volvo specification VDS-4
B	Power Steering Oil	Automatic Transmission Oil, Dexron-III
C	Engine Coolant	DETROIT DIESEL SERIES 60 Low silicate, ethylene glycol coolant 50% antifreeze/water solution is normally used Antifreeze concentration should be between 30% and 67%
		VOLVO D13 Texaco or Chevron Extended Life Coolant (ELC) 50% antifreeze/water solution is normally used
D	A/C Compressor Oil	Central HVAC system: Polyolester oil, HFC 134a compatible; Castrol SW-68 (POE) or equivalent Small HVAC system: PAG oil
E	Differential Oil	Multigrade gear oil meeting MIL-L-2105-D: 85W140. If temperature drops below 10°F (-12°C), 80W90 should be used. Below -15°F (-26°C), 75W90 should be used. (In extreme conditions or for better performance, full synthetic gear oil can be used)
F	Differential Oil (Full Synthetic)	Multigrade gear oil meeting MIL-L-2105-D: 85W140. If temperature drops below 10°F (-12°C), 80W90 should be used. Below -15°F (-26°C), 75W90 should be used.
G	Cooling Fan Gearbox Oil	Synthetic gear lubricant 75W-90
H	Allison Automatic Transmission Oil	Castrol TranSynd™ Synthetic Transmission Fluid for Allison or TES 295 approved equivalent
I	Allison Automatic Transmission Oil	Dexron-VI® or approved equivalent 1 Schedule 1 TES-389 fluids;
J	ZF-ASTronic Transmission Oil	Castrol Syntrans Grade SAE 75W-85 (Synthetic)
K	Volvo I-Shift Transmission Oil	Mobiltrans SHC V30 (Full synthetic)
L	Multi Purpose Grease	Good quality lithium-base grease: NLGI No.2 Grade is suitable for most temperatures NLGI No.1 Grade is suitable for extremely low temperatures
M	Multi Purpose Grease	Molykote longterm 2/78 grease

5 LUBRICATION AND SERVICING SCHEDULE

For lubrication and servicing schedule, refer to table A.

IMPORTANT NOTE
Refer to the manufacturers documentation included in this maintenance manual for specific manufacturer's maintenance requirements.

LUBRICATION AND SERVICING SCHEDULE	Item	Months	DISTANCE TRAVELED [1] (miles / km)																																LUBRICANT /FLUID [2]
			6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000	31 250 / 50 000	37 500 / 60 000	43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000	75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	93 750 / 150 000	100 000 / 160 000	106 250 / 170 000	112 500 / 180 000	118 750 / 190 000	125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000	200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000	300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	
			proceed to maintenance operation at																								each								
GENERAL																																			
Flexible hoses, thoroughly inspect all hoses	-	12								●								●								●									
Front discharge tube, qty:2, check to see if clogged [3]	-	3																																	
01 ENGINE																																			
Air cleaner, inspect, clean	38			●		●		●		●		●		●		●		●		●		●		●		●									
Air cleaner, replace element according to restriction indicator	38	24																																	
Air pre-cleaner, check discharge tube	37	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									
Replace crankshaft pulley's rubber damper, See Linnig Repair instruction 142.219 in Section 01	-																									●									
DDC S60-Engine oil & filter change-**DDC recommends 30,000miles**	14	12					●					●					●					●													A
Volvo D13 - Engine oil and filter change, normal[4] operation condition **- Volvo recommends 35,000miles/55,000km**	14						●					●					●					●													A
Volvo D13 - Engine oil and filter change, heavy[4] operation condition	14					●				●				●				●				●				●									A
Volvo D13 - Valves & injectors, initial adjust	-	12																				●													
Volvo D13 - Valves & injectors, check & adjust	-	24																												●					
Volvo D13 - Drive belts	-	36																														●			
Volvo D13 - Aftertreatment fuel injector, clean at 4500 hours or…	-																									●									
Volvo D13 - DPF filter, clean at 4500 hours or as per mileage	-																													●					
03 FUEL																																			
DDC S60 - Change primary & secondary fuel filters	25 27	12		●		●		●		●		●		●		●		●		●		●		●		●									
Volvo D13 - Change primary & secondary fuel filters at every engine oil change	25 27																																		
05 COOLING																																			
Cooling fan gearbox, check oil level, add if necessary	14	6		●		●		●		●		●		●		●		●		●		●		●		●									G
Cooling fan gearbox, change oil	14	12								●								●								●									G
DDC S60 - Coolant filter/conditioner, change element [5]	17	12		●		●		●		●		●		●		●		●		●		●		●		●									

[1] Proceed to maintenance operation at distance indicated on odometer or specified number of month, whichever comes first.
[2] See paragraph 4.0 of this section for lubricant specifications.
[3] Discharge tubes are rubber tubes located under vehicle
[4] Normal=fuel consumption more than 6 MPG (less than 39 L/100km) ; Heavy= fuel consumption between 4.7 MPG and 6 MPG (between 39 L/100km and 50 L/100km)

TABLE A

LUBRICATION AND SERVICING SCHEDULE	Item	Months	DISTANCE TRAVELED [1] (miles / km)																																LUBRICANT /FLUID [2]
			6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000	31 250 / 50 000	37 500 / 60 000	43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000	75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	93 750 / 150 000	100 000 / 160 000	106 250 / 170 000	112 500 / 180 000	118 750 / 190 000	125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000	200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000	300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	
			proceed to maintenance operation at																								each								
Coolant surge tank, test coolant solution	15	12		●		●		●		●		●		●		●		●		●		●		●		●									
DDC S60 - Cooling system, drain, flush and refill	15	24																										●							C
Volvo D13 - Coolant filter, change (Extended Life Coolant)	15	12																								●									
Volvo D13 - Cooling system, drain, flush & refill (Extended Life Coolant)	15	48																																●	C
06 ELECTRICAL																																			
Battery terminals, clean and coat terminals	29	12																																	
Bosch T1 alternator, change brushes and voltage regulator	-	24																●																	
Bosch T1 alternator, change bearings	-	48																										●							
Alternators – remove belts, check for noisy bearings, bearing play		3		●																															
07 TRANSMISSION [6]																																			
Allison transmission filled with non-TranSynd or non-TES 295 fluid – Refer to TABLE 1 in Section 07: Transmission for fluid and filter change	11																																		I
Allison transmission filled with TranSynd or TES295 synthetic fluid only, no mixture[7], with **Prognostics mode disabled** – Refer to TABLE 2 in Section 07: Transmission for fluid and filter change	11																																		H
Allison transmission filled with TranSynd or TES295 synthetic fluid only, no mixture with **Prognostics mode enabled** [6, 8] - Change fluid & filters when indicated by TRANSMISSION SERVICE indicator or 60 month (five years) whichever occurs first. In addition, change filters with every fluid change.	11	60																																	H
Transmission oil cooler, replace unit if vehicle is equipped with transmission retarder	-	24																																	

[5] The need for maintenance elements is determined by the results of the inhibitor concentration test. Do not automatically install maintenance elements at maintenance intervals. Refer to Detroit Diesel 2007 Engine Operator's Guide.

[6] Allison Transmission recommends that customers use fluid analysis as the primary method for determining fluid change intervals. In the absence of a fluid analysis program, the fluid change interval listed in the charts above and below should be used. Change filters according to the charts above and below even is a fluid analysis shows that the fluid doesn't need to be changed.

[7] When the transmission contains a mixture of fluids (defined as the quantity of non-TranSynd/ non-TES 295 fluid remaining in the transmission after a fluid change combined with the quantity of TranSynd™ required to fill the transmission to the proper level), perform the fluid and filter change according to the non-TranSynd™/non-TES 295 intervals.

[8] Extended TranSynd™/TES 295 fluid and filter change intervals are only allowed with Allison High-Capacity filters. If using Gold Series filter, refer to TABLE 3 in Section 7 of this manual for proper fluid and filter change intervals.

TABLE A

LUBRICATION AND SERVICING SCHEDULE	Item	Months	DISTANCE TRAVELED [1] (miles / km)																																LUBRICANT /FLUID [2]
			6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000	31 250 / 50 000	37 500 / 60 000	43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000	75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	93 750 / 150 000	100 000 / 160 000	106 250 / 170 000	112 500 / 180 000	118 750 / 190 000	125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000	200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000	300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	
			proceed to maintenance operation at																								each								
Volvo I-Shift Transmission, change fluid & filter	11																													●					K
ZF-Astronic Automatic Transmission, change fluid & filter	11	24																									●								J
09 PROPELLER SHAFT																																			
Grease one fitting on each universal joint and slip joint	31	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
10 FRONT AXLE																																			
Hub unit and swivel assembly, Maintenance Manual sec.10 See GKN AXLE LTD Service Manual paragraph 1-Lubrication	-	12								●								●								●									
11 REAR AXLE																																			
Differential, check oil level, add if necessary	9	6				●				●				●				●				●				●									E
Differential, change oil, clean breathers	9	12																●																	E
Differential, change oil, clean breathers (with full synthetic oil)	9	48																												●					E
Tag axle lever pivot, grease one fitting on each pivot	10	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
12 BRAKE & AIR																																			
Air tanks, drain water from all tanks	-	12		●		●		●		●		●		●		●		●		●		●		●		●									
Accessories air filter, change filter element	3	24																●																	
Air dryer, change cartridge	29	24																●																	
Brake pads, check pad wear indicator and perform caliper slide check	-	12		●		●		●		●		●		●		●		●		●		●		●		●									

TABLE A

LUBRICATION AND SERVICING SCHEDULE	Item	Months	DISTANCE TRAVELED [1] (miles / km) 6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000	31 250 / 50 000	37 500 / 60 000	43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000	75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	93 750 / 150 000	100 000 / 160 000	106 250 / 170 000	112 500 / 180 000	118 750 / 190 000	125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000	200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000	300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	LUBRICANT /FLUID [2]
			proceed to maintenance operation at																									each					
14 STEERING																																			
Drag link ends, grease one fitting at each end	4	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Relay rod ends, grease one fitting at each end	23	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Steering tie rod ends, grease one fitting at each end	6	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Idler arm, grease fitting	22	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Bell crank, grease fitting	21	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Steering damper cylinder, grease one fitting at rod end	-	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Steering knuckle pins, grease two fittings per knuckle	42	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									L
Power steering reservoir, replace oil and filter cartridges	35	12								●								●								●									B
16 SUSPENSION																																			
Upper A-Arm Ball Joint, grease fitting	6	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									M
22 HEATING & AIR CONDITIONING																																			
A/C compressor, check oil level, add if necessary	39	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									D
A/C receiver tank, check refrigerant level, add if necessary	26	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									
Refrigerant moisture indicator, replace filter dryer unit according to moisture indicator (as needed)	27	6	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●									
A/C and Heating air filters, clean or replace all elements	7	6		●		●		●		●		●		●		●		●		●		●		●		●									
Parcel rack fan air filters, clean or replace	-	6		●		●		●		●		●		●		●		●		●		●		●		●									
Hot water filter, check, clean, change cartridge if required	44	12								●								●								●									
Condenser discharge tube, qty:2, check to see if clogged [9]	-	3																																	
Evaporator discharge tube, qty:6, check to see if clogged	-	3																																	
Evaporator motor, condenser motor, recirculating pump drive motor, inspect brush, replace if necessary	-	12								●								●								●									

[9] Discharge tubes are rubber tubes located under vehicle

TABLE A