

# SECTION 24: LUBRICATION

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**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);

 <b>CAUTION</b>
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;

 <b>WARNING</b>
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.

	<p><b>WARNING</b></p>
<p>Personal injury and property damage may result from fire caused by leaking flammable fluids.</p>	

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.

<p><i><b>NOTE</b></i></p>
<p><i>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.</i></p>

	<p><b>WARNING</b></p>
<p>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.</p>	

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### 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).

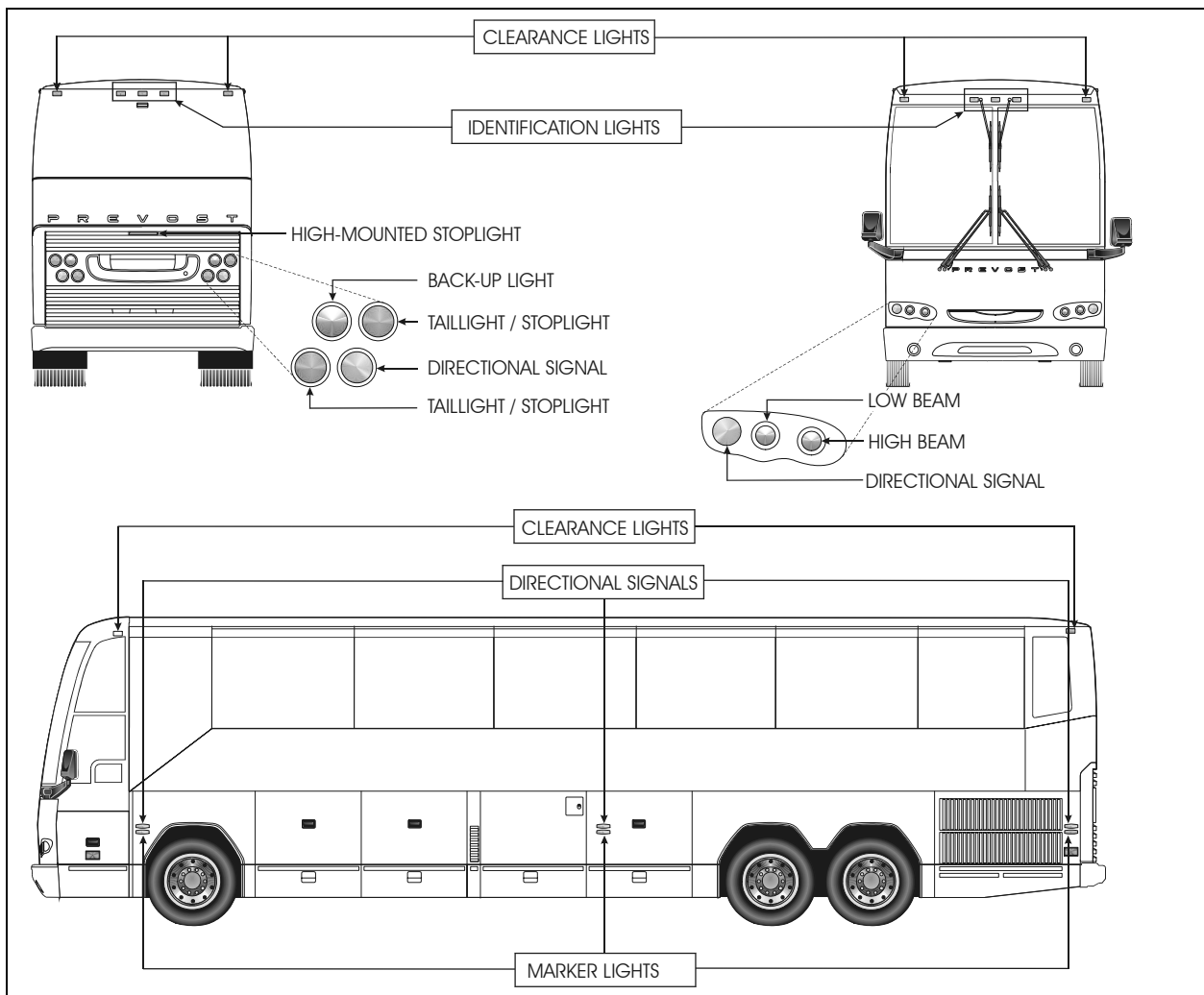


FIGURE 1: EXTERIOR LIGHTING IDENTIFICATION

**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.

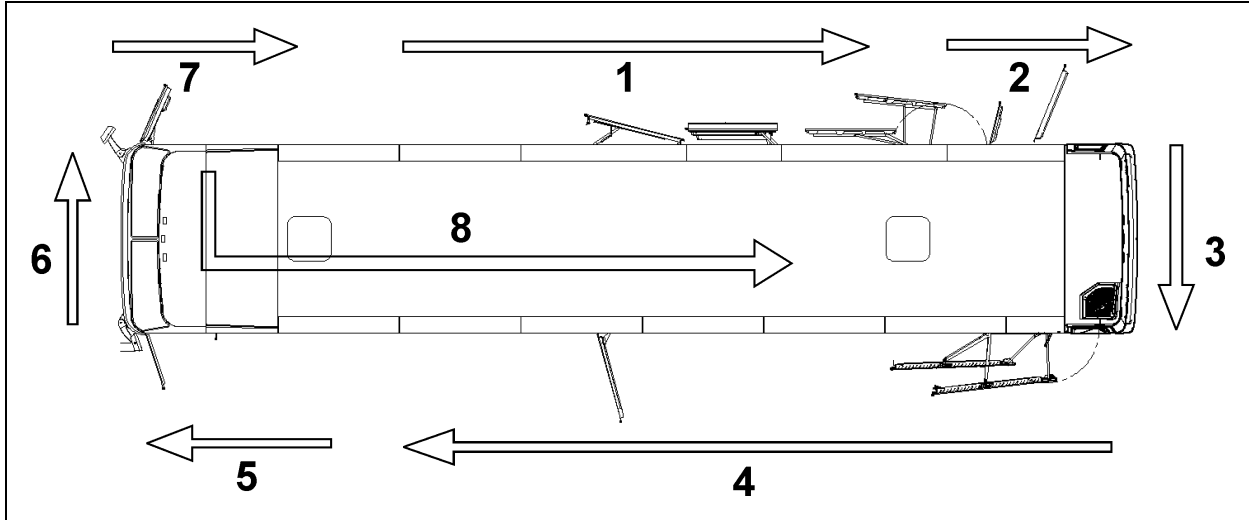


FIGURE 2: WALK-AROUND INSPECTION

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**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.

- 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.

**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.

**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

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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



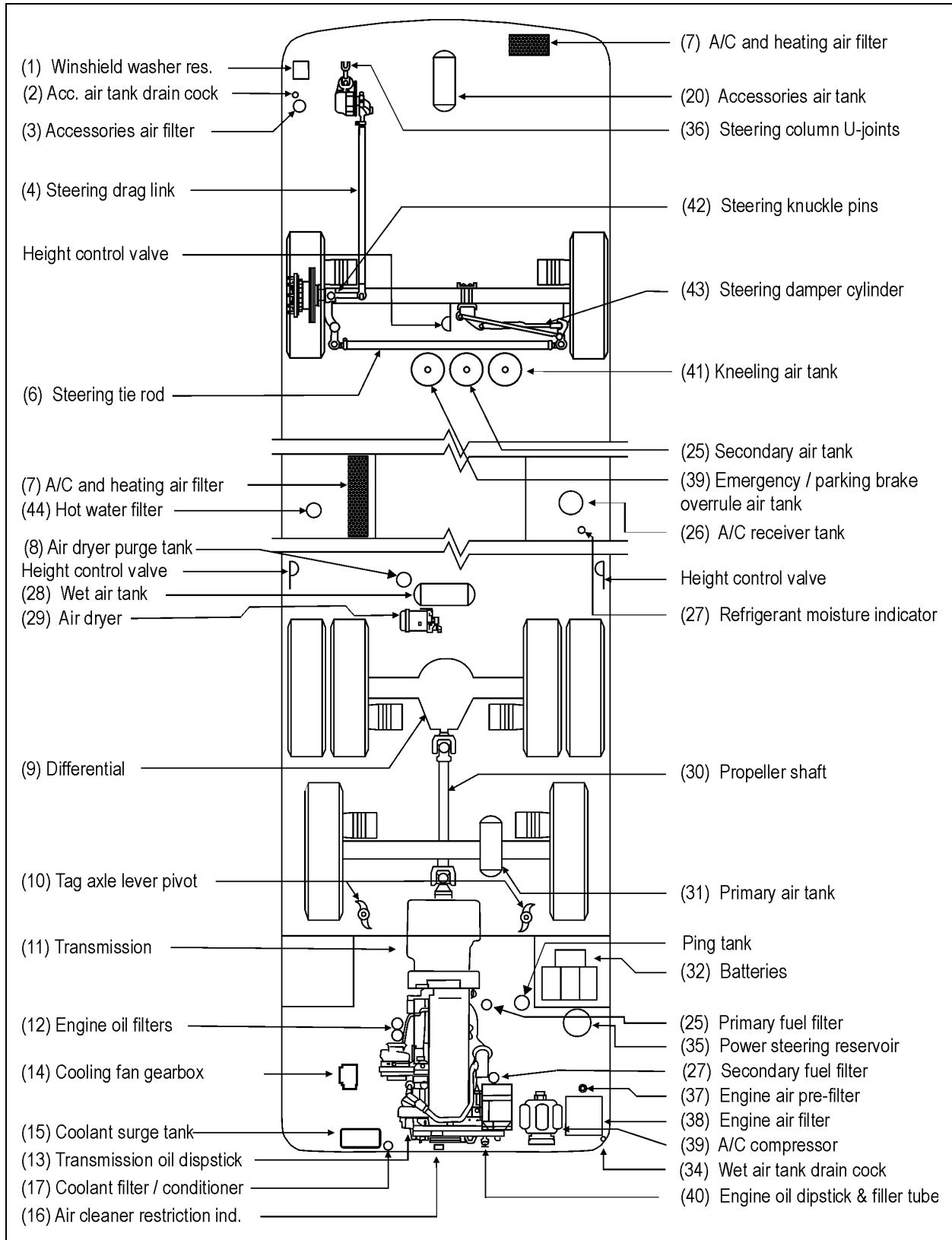
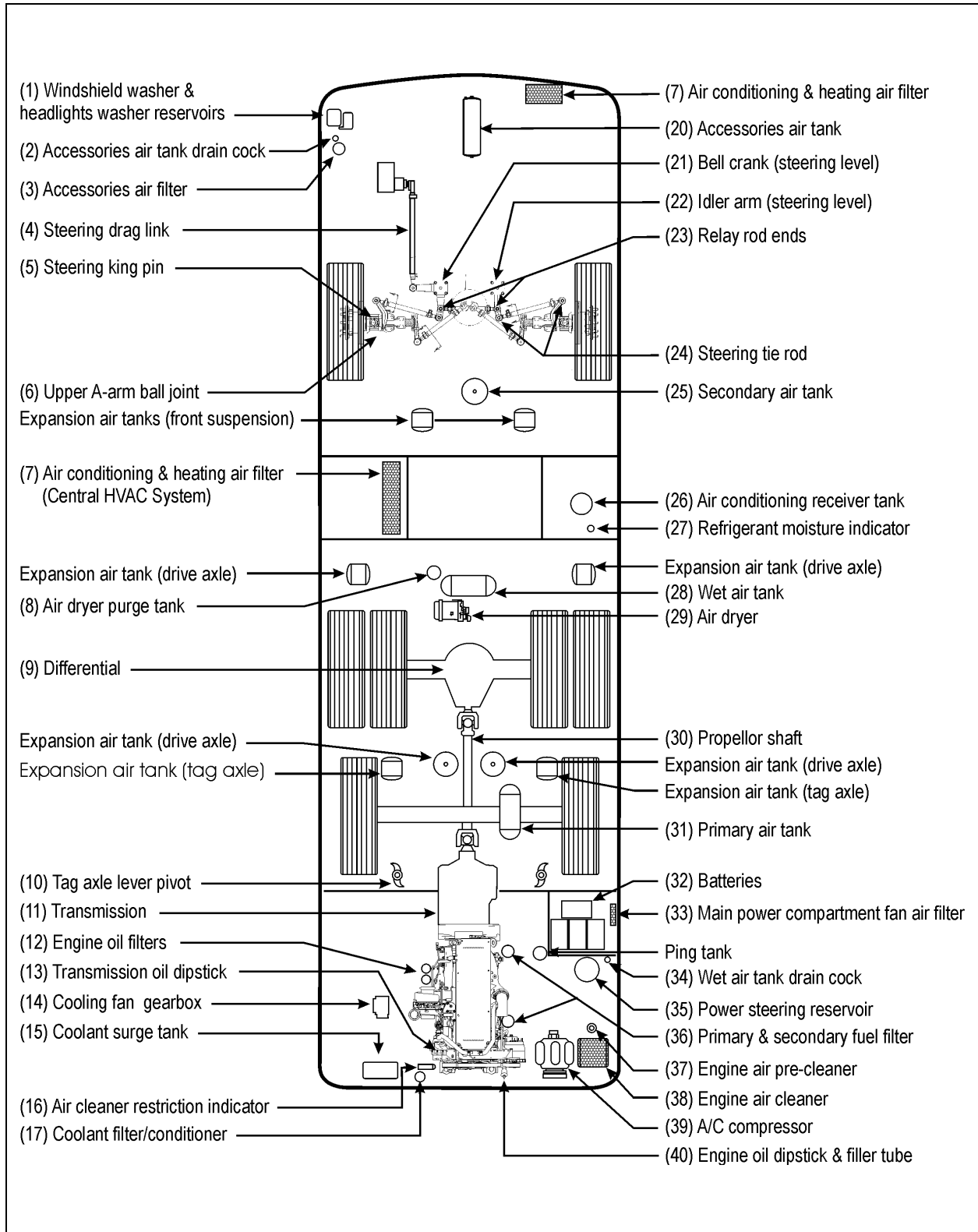


FIGURE 3: LUBRICATION AND SERVICING POINTS ON I-BEAM FRONT SUSPENSION VEHICLES (TYPICAL)

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**FIGURE 4: LUBRICATION AND SERVICING POINTS ON INDEPENDENT FRONT SUSPENSION VEHICLES (TYPICAL)**

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## 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	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
L	Multi Purpose Grease	Molykote longterm 2/78 grease

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**5 PART NUMBER SPECIFICATIONS**

REF	DESCRIPTION	PREVOST NO
P1	Engine oil filters - DDC Series 60	#510458
P2	Engine oil filters - Volvo D13	#510938 (one by-pass) (Volvo #477556) #478736 (two full-flow)
P3	Power steering oil reservoir filter element	#660987
P4	Engine air filter	#530197
P5	Refrigerant filter dryer unit	#950332 Central A/C syst. #950370 Small A/C syst.
P6	Primary fuel filter/water separator - DDC Series 60	#032700 #541407
P7	Racor primary fuel filter and water separator (optional) - DDC Series 60	#531390
P8	Secondary fuel filter - DDC Series 60	#510794
P9	Primary fuel filter cartridge (used with water separation bowl) - Volvo D13	#20879806
P10	Secondary fuel filter - Volvo D13	#20405160
P11	Engine coolant precharge element filter - DDC Series 60	#550629
P12	Engine coolant maintenance element filter - DDC Series 60	#550630
P13	Engine coolant filter cartridge - Volvo D13	#20458771
P14	HVAC driver's air filter	#871147-871144
P15	HVAC cabin air filter	#871051 coaches #871383 VIP
P16	Allison transmission High Capacity fluid filter kit	#571709
P17	Hot water filter	#871029
P18	Accessories air filter element	#641340
P19	Air dryer cartridge	#3097369
P20	Fuel Pro 382 filter element	#510795
P21	Overhead compartment fan air filters	#871159
P22	Engine coolant	#685125
P23	Bosch T1 alternators, voltage regulator	#562981
P24	Bosch T1 alternators, brush set	#562983
P25	Bosch T1 alternators, ball bearing	#562972
P26	Bosch T1 alternators, roller bearing	#562976

## 6 LUBRICATION AND SERVICING SCHEDULE

For lubrication and servicing schedule, refer to table A.

<b><i>IMPORTANT NOTE</i></b>
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<i>Refer to the manufacturers documentation included in this maintenance manual for specific manufacturer's maintenance requirements.</i>
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