

SECTION 24: LUBRICATION

CONTENTS

1	GENERAL RECOMMENDATIONS	2
1.1	FIRST SERVICE ON NEW VEHICLE	2
1.1.1	<i>Hot Water Filter (H3 Coaches Only)</i>	2
2	OTHER VERIFICATIONS	3
2.1	HOSE INSPECTIONS	3
2.1.1	<i>Hose Inspection</i>	3
2.1.2	<i>Hose Service Life</i>	3
2.2	LUBRICATION	3
2.3	WHEELS AND TIRES	3
2.4	Wheel Bearings	3
2.5	Service Brake Test	4
2.6	PARKING BRAKE TEST	4
2.7	EXTERIOR LIGHTING VERIFICATION	4
2.7.1	<i>Exterior Lighting Test Mode</i>	4
3	WALK-AROUND INSPECTION WALK-AROUND INSPECTION (BEFORE EVERY TRIP)	6
4	LUBRICANT AND COOLANT SPECIFICATIONS	11
5	PART NUMBER SPECIFICATIONS	ERREUR ! SIGNET NON DEFINI.
6	LUBRICATION AND SERVICING SCHEDULE	12

ILLUSTRATIONS

FIGURE 1: EXTERIOR LIGHTING IDENTIFICATION	2-5
FIGURE 2: WALK-AROUND INSPECTION	6
FIGURE 3: LUBRICATION AND SERVICING POINTS ON I-BEAM FRONT SUSPENSION VEHICLES (TYPICAL)	9
FIGURE 4: LUBRICATION AND SERVICING POINTS ON INDEPENDENT FRONT SUSPENSION VEHICLES (TYPICAL)	10

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).

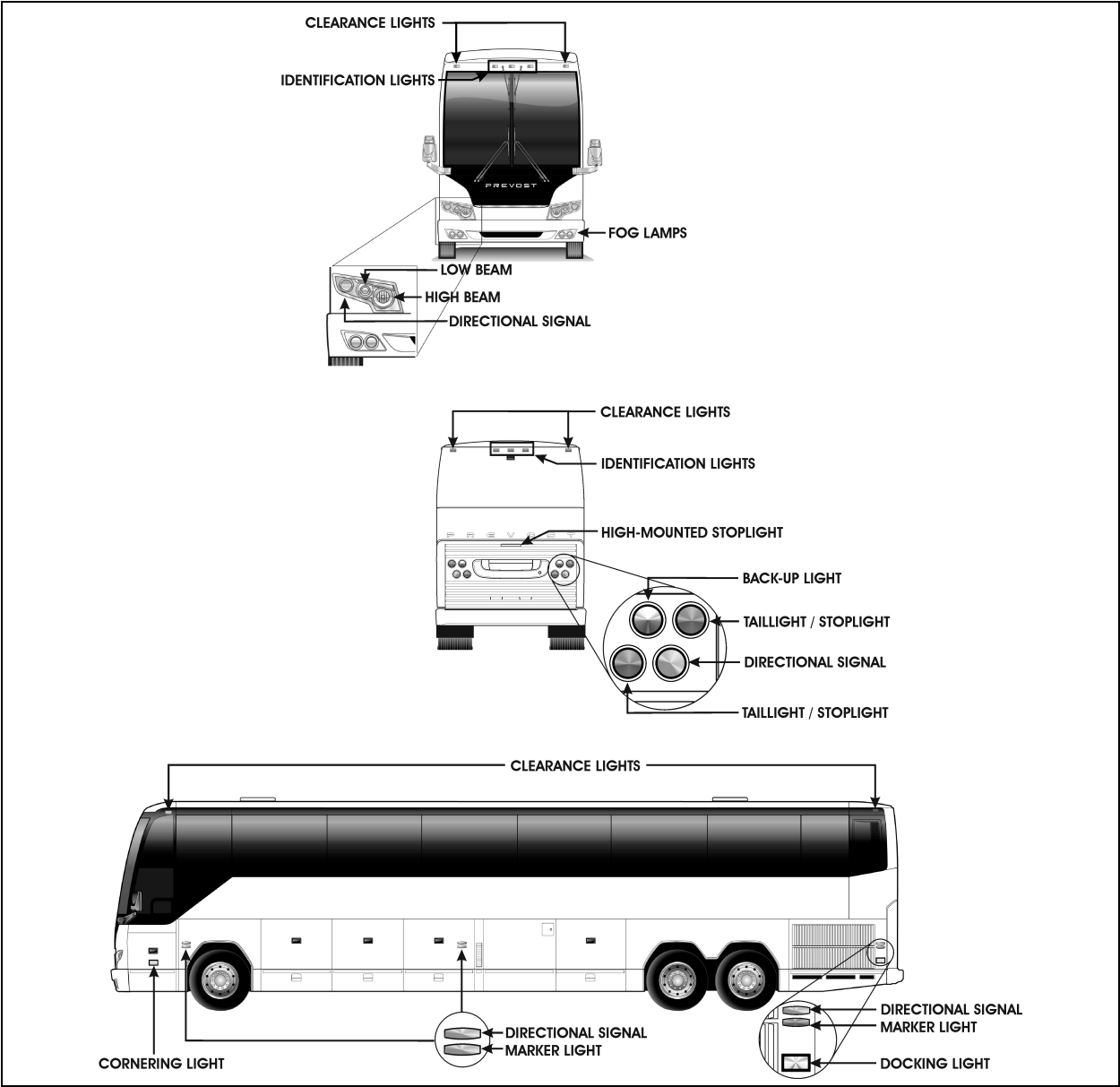


FIGURE 1: EXTERIOR LIGHTING IDENTIFICATION

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.

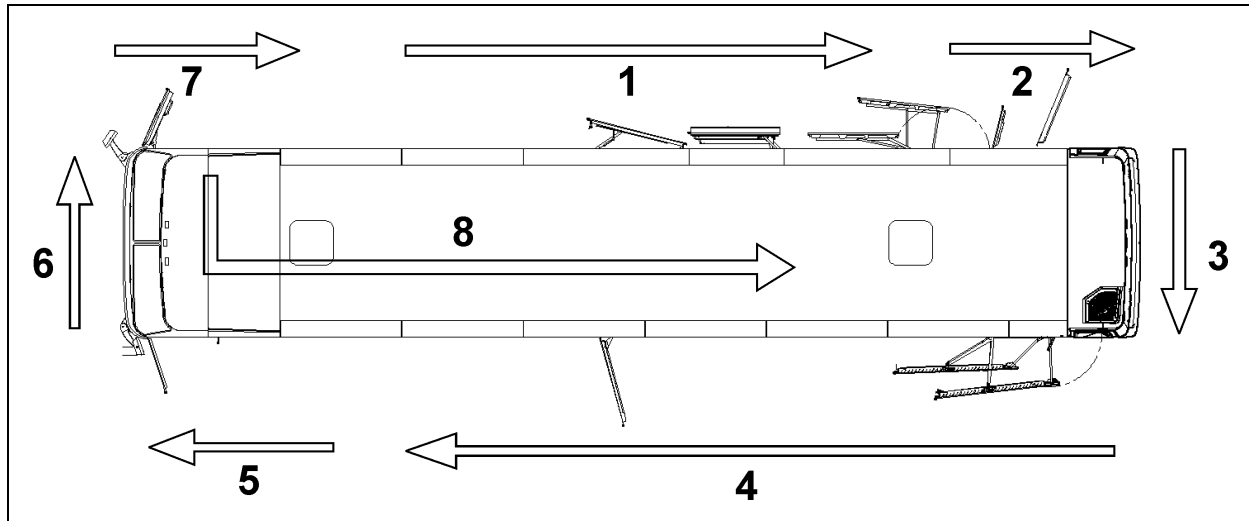


FIGURE 2: WALK-AROUND INSPECTION

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.

- 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

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

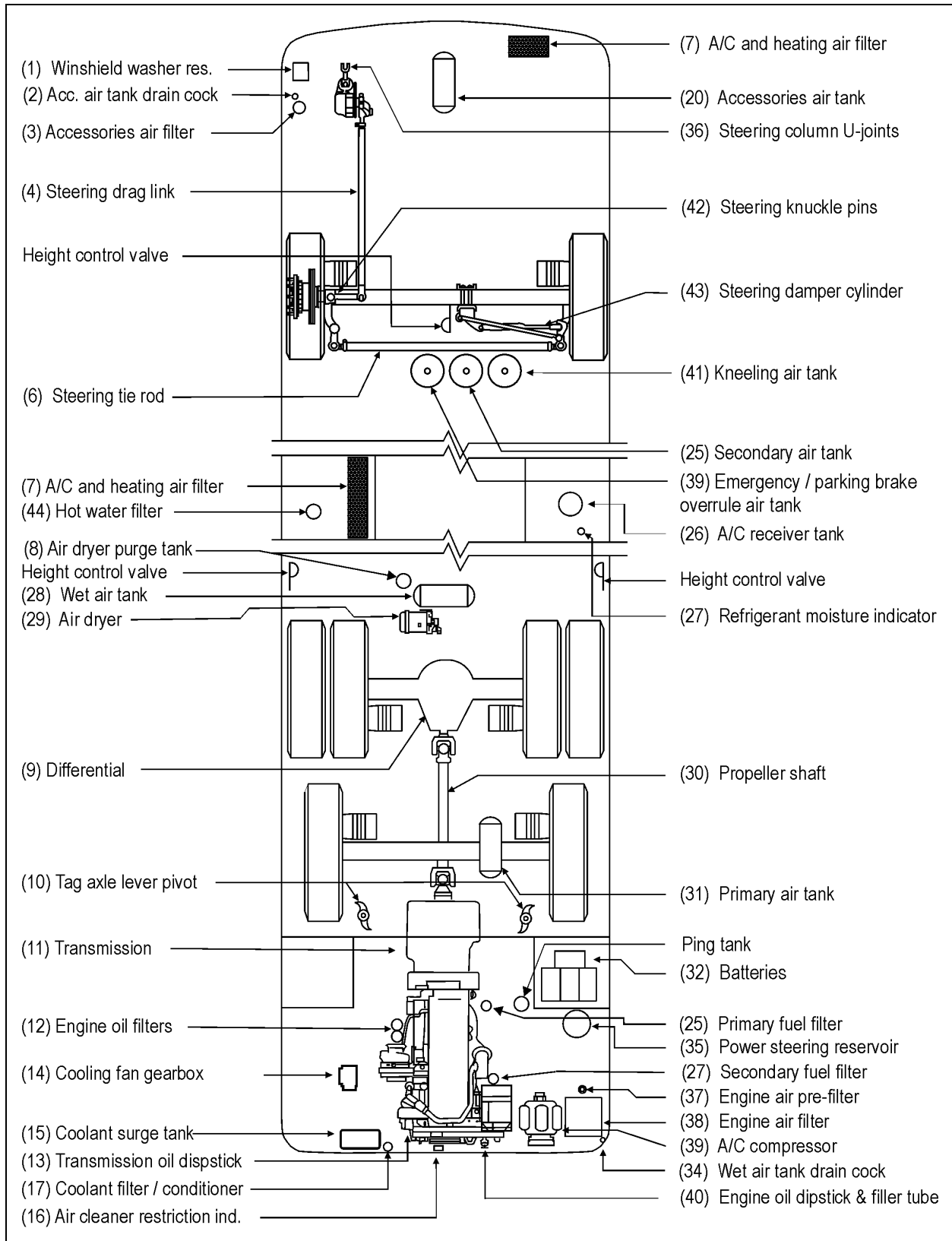


FIGURE 3: LUBRICATION AND SERVICING POINTS ON I-BEAM FRONT SUSPENSION VEHICLES (TYPICAL)

24039

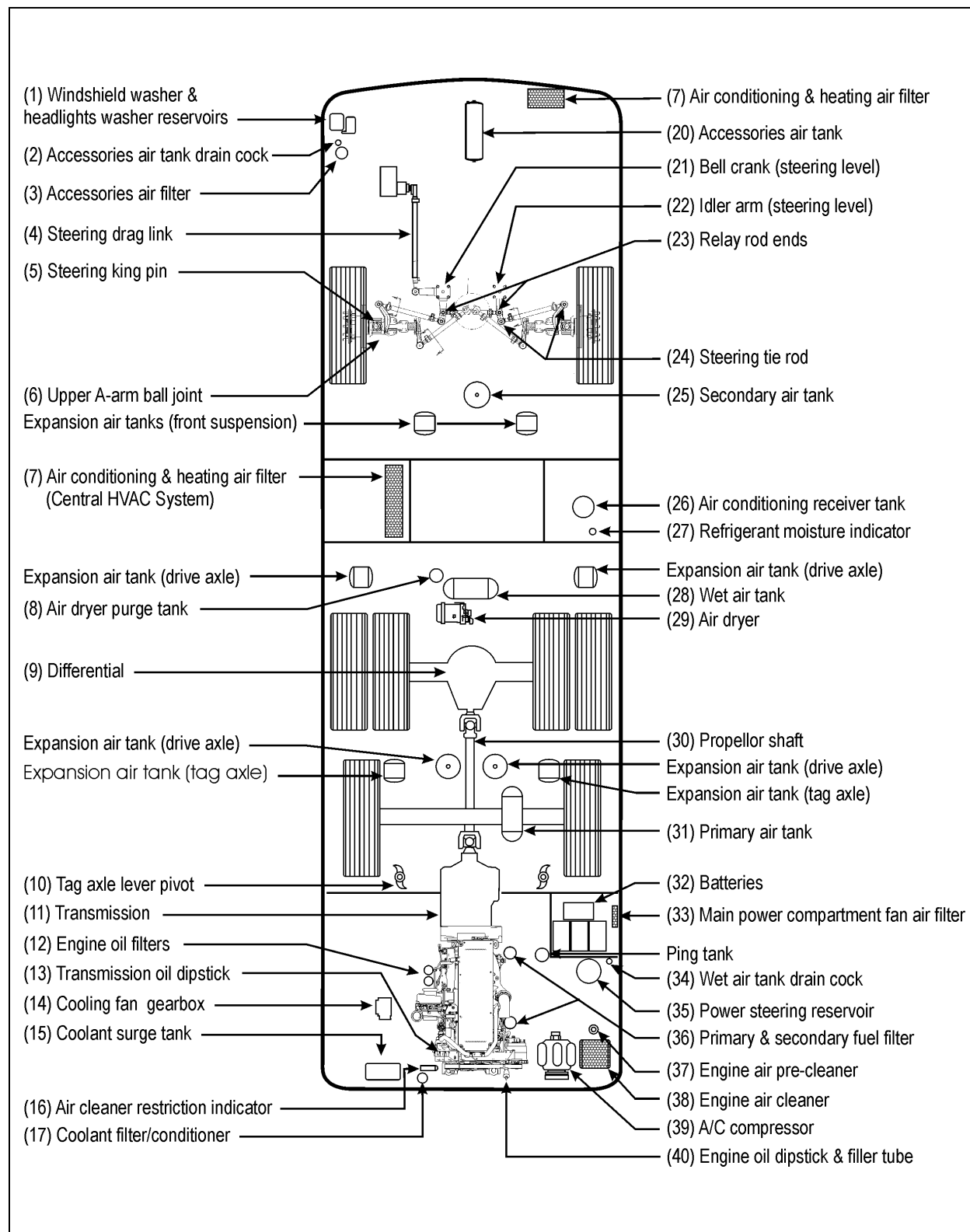


FIGURE 4: LUBRICATION AND SERVICING POINTS ON INDEPENDENT FRONT SUSPENSION VEHICLES (TYPICAL)

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.

<i>IMPORTANT NOTE</i>

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

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 if 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)																												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																		
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