

SECTION 06: ELECTRICAL

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1. GENERAL DESCRIPTION

These vehicles use a dual voltage system to obtain two different voltages (12 and 24 volts) for various electrical controls and accessories. The main power source incorporates four maintenance-free batteries connected in parallel-series. 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. Base configuration uses two 28 volt self-regulated alternators, belt driven from the engine, and can be reached through the engine compartment doors.

Vehicles equipped with optional PRIME energy management system are equipped slightly differently and feature AGM batteries and a Vanner Vann-Bus 80 Series battery equalizer.

1.1 WIRING DIAGRAMS

A paper copy of the 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 Driver's Info Display (DID), 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 DID 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 arrow to see all the fault messages.

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

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- 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 DID 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 MCM. The DID 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.

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
Blue	110 V ac system (live)
White	110 V ac system (neutral)
Green	110 V ac system (ground)
Orange	speakers (+) (Coaches Only)
Brown	speakers (-) (Coaches Only)
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.

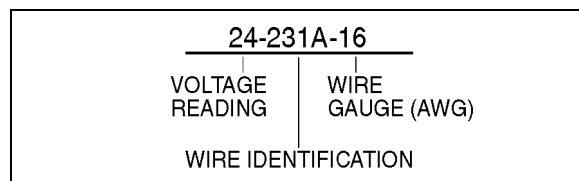


FIGURE 1: WIRE IDENTIFICATION

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. Consequently, for any connection of an additional accessory, refer to page D "Spare wires" in master wiring diagram to determine the number, the gauge 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 a wire identification number and by the letters "SP", to designate "spare".

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.

DANGER

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 circuit breakers of the "Manual Reset" type. The main circuit breakers, as well as those protecting the A/C system, are located on the rear electrical junction panel and are accessible from the engine compartment curb-side door, on R.H. side of the vehicle.

This type of circuit breaker deenergizes the circuit without disconnecting any wire.

1.5.1 X3-45 Coaches

Circuit breakers CB2, CB4 & CB6 are different in the fact that you may open the circuit manually, to do so simply press down the red tab on breaker to open the circuit, repair defective circuit, and afterwards depress black button in center of breaker to close the circuit.

Smaller circuit breakers may be located in the VECF of the front service compartment.

CIRCUIT BREAKERS			
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 option	24VD	50 amps
CB10	Front distribution	12 VI	70 amps
CB11	Sound system	24 VD	50 amps
CB13	Galley or other option	24 VI	90 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 (master cut-out) is set to ON.

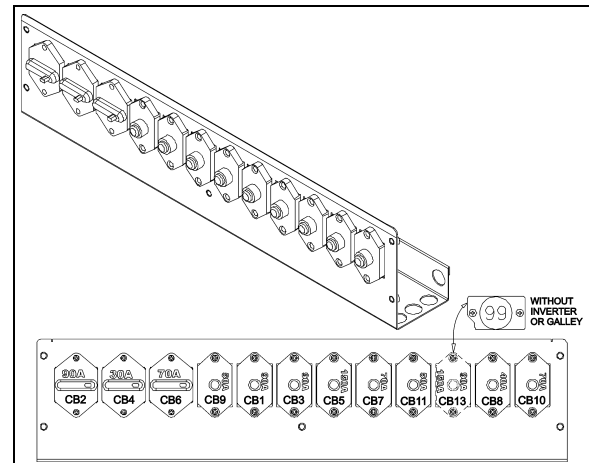


FIGURE 2: REAR ELECTRICAL JUNCTION PANEL 06621

1.5.2 X3-45 VIP & XLII Bus Shells

Circuit breakers CB1 & CB2 are different in the fact that you may open the circuit manually, to do so simply press down the blue tab on breaker to trip the circuit breaker, repair defective circuit, and afterwards toggle yellow lever upwards to reset the circuit breaker and close the circuit.

CIRCUIT BREAKERS			
CB1	Distribution	12 VD	150 amps
CB2	Distribution	24 VD	50 amps
CB3	Front distribution	24 VI	70 amps
CB4	HVAC - evaporator	24 VI	90 amps
CB5	HVAC - condenser	24 VI	70 amps
CB6	Slide-Out	24 VI	35 amps
CB7	Distribution	24 VI	60 amps

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CIRCUIT BREAKERS			
CB8	HVAC - condenser	12 VI	40 amps
CB9	Distribution	12VI	70 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.

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 deenergize 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 deenergize 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 "12V" or "24V" 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



DANGER

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 MCM (Chassis Electronic Control Module), engine MCM, transmission ECU, 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 master cut-out switch located above the rear electrical panel 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 main circuit breakers (2, 4 and 6) located on the rear junction panel to stop the small current drawn by the radio preset station memory, the MCM 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.

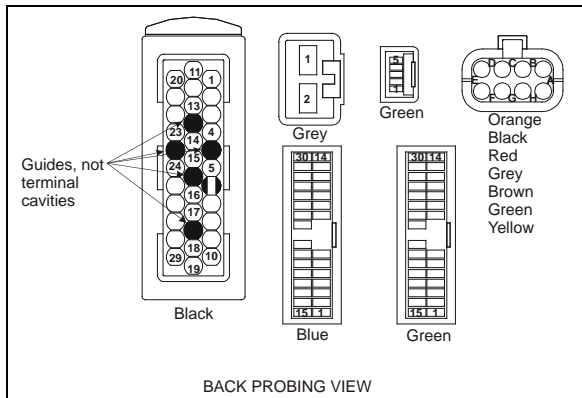
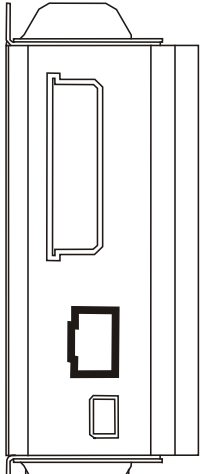
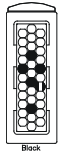
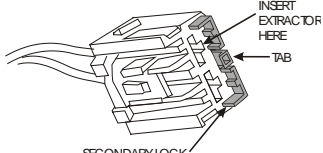
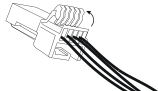
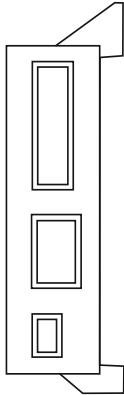
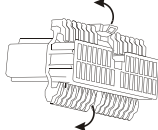
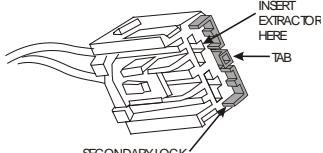

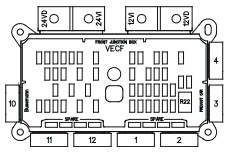
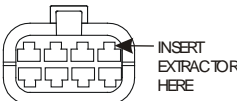


FIGURE 3: MULTIPLEX MODULE CONNECTORS PIN-OUT

06624

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Multiplex modules	Connector type	Terminal removal
 <p>IO-B 06625</p>	 <p>Black AMP 06628</p>	<p>EXTRACTOR/TOOL: Prevost #683594</p> <p>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.</p>
	 <p>INSERT EXTRACTOR HERE TAB SECONDARY LOCK grey 06629 YAZAKI</p>	<p>EXTRACTOR/TOOL: Packard #12094430</p> <p>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.</p>
	 <p>green 06630 JAE</p>	<p>EXTRACTOR/TOOL: Prevost #683766</p> <p>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.</p>
 <p>IO-A 06626</p>	 <p>green, blue (MCM) JAE 06631</p>	<p>EXTRACTOR/TOOL: Prevost #683766</p> <p>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.</p>
	 <p>INSERT EXTRACTOR HERE TAB SECONDARY LOCK grey 06629 YAZAKI</p>	<p>EXTRACTOR/TOOL: Packard #12094430</p> <p>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.</p>
	 <p>green 06630 JAE</p>	<p>EXTRACTOR/TOOL: Prevost #683766</p> <p>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.</p>
 <p>VECF 06627</p>	 <p>INSERT EXTRACTOR HERE Orange Black Red Grey Brown Green Yellow BUSSMAN 06632</p>	<p>EXTRACTOR/TOOL: Prevost #682256 (Packard 12094429)</p> <p>Remove the terminal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.</p>

2. X3 SERIES COACH, VIP & XLII ENTERTAINER BUS SHELL ELECTRICAL COMPARTMENTS

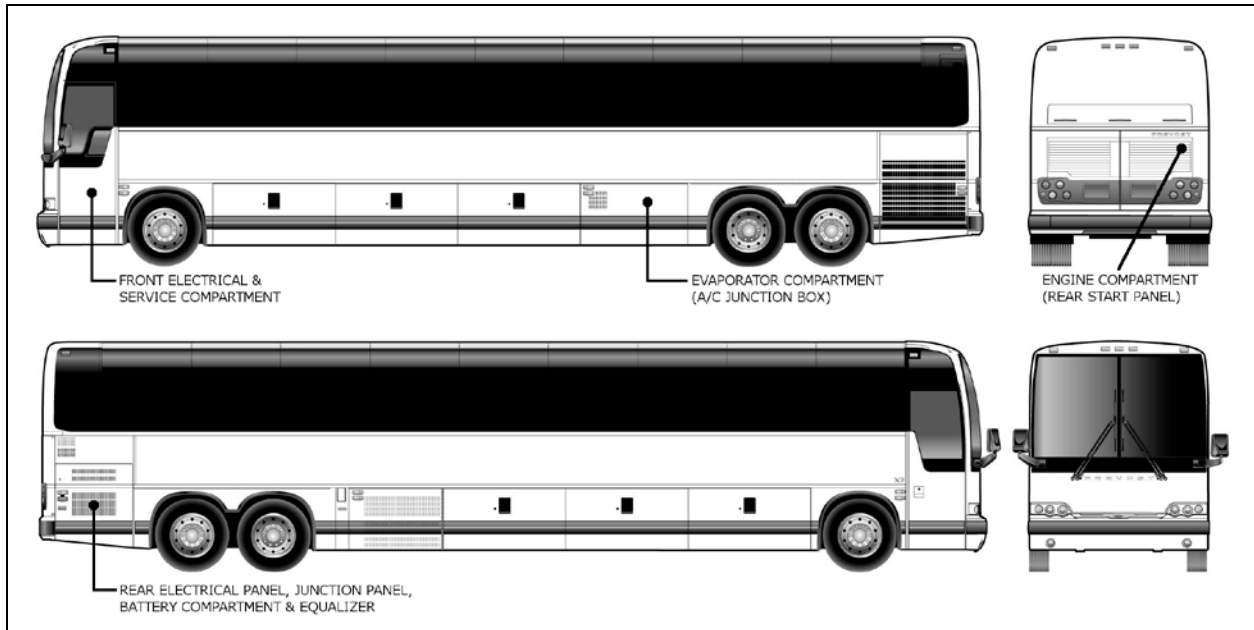


FIGURE 4: ELECTRICAL COMPARTMENTS (X3-45 COACH)

06672

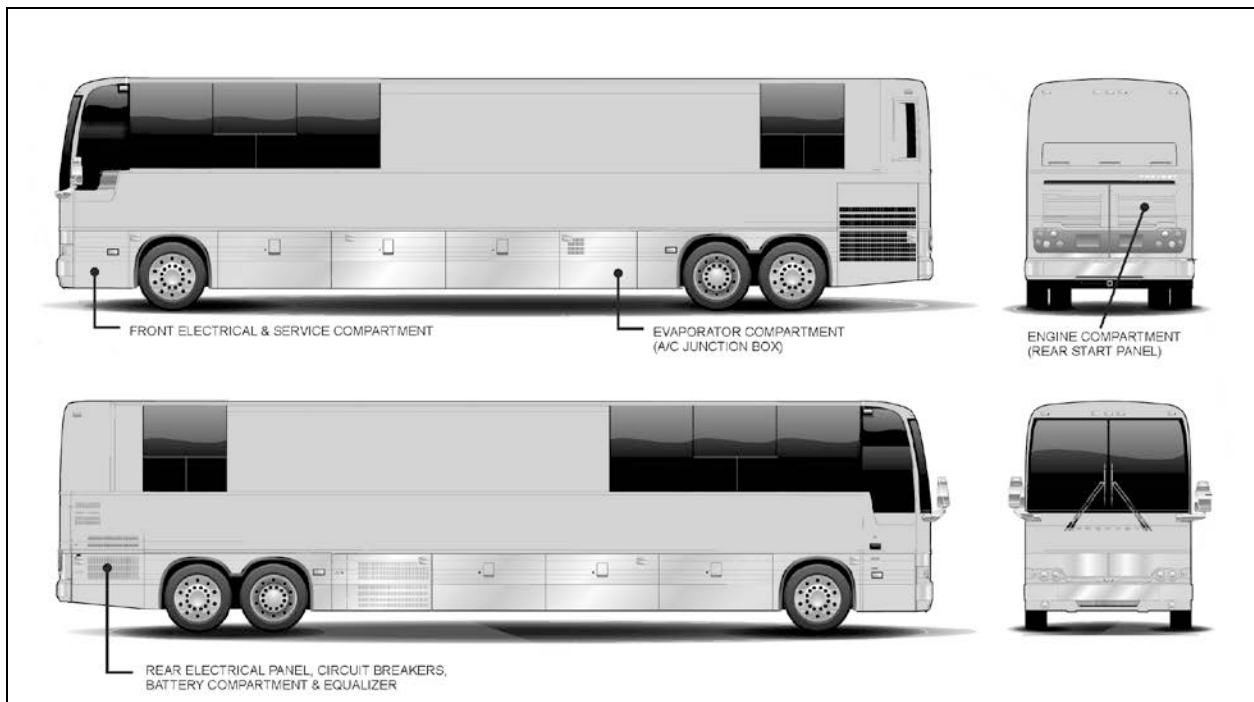


FIGURE 5 ELECTRICAL COMPARTMENTS (X3-45 VIP) 06765

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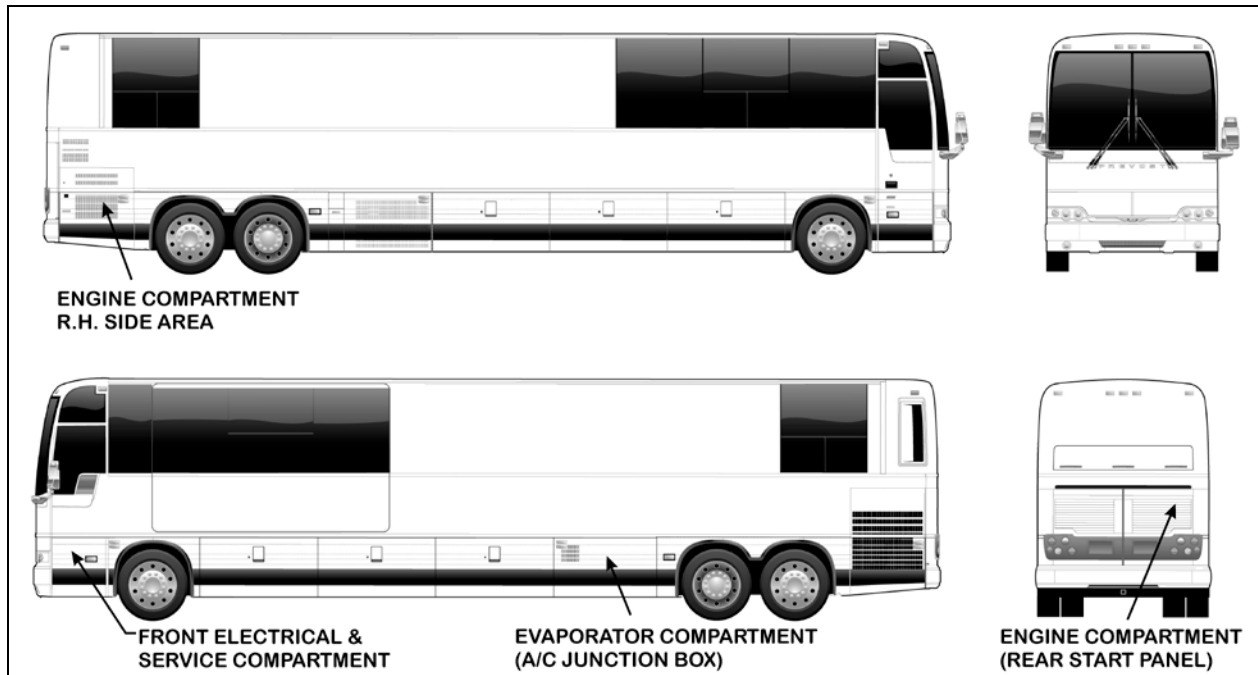


FIGURE 6: ELECTRICAL COMPARTMENTS (XLII ENTERTAINER BUS SHELL)

2.1 MAINTENANCE

A corrosion inhibitor has been sprayed on certain electrical components in order to protect them from corrosion. Refer to procedure SAV00002E at the end of this section for recommended products and where they are used.



CAUTION

Never put grease or other product on the multiplex modules connector terminals.



DANGER

Use sprayed sealer in a well ventilated area. Do not smoke. Avoid prolonged contact with skin and breathing of spray mist.

2.2 REAR ELECTRICAL PANEL, JUNCTION PANEL, BATTERY COMPARTMENT & EQUALIZER

The rear electrical panel, junction panel, battery compartment & battery equalizer are located on the R.H. side of the engine compartment and are accessible from the engine compartment curb-side door.

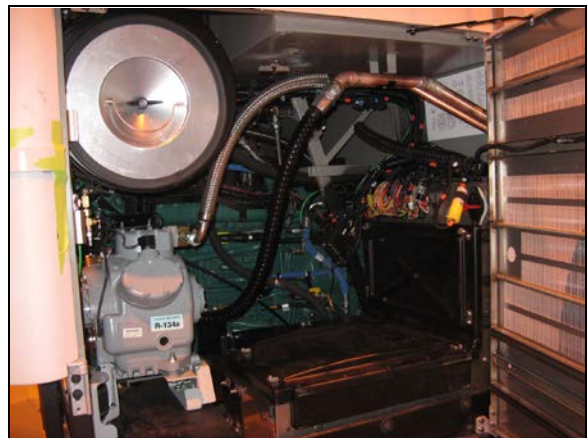


FIGURE 7: REAR ELECTRICAL PANEL, JUNCTION PANEL & BATTERY COMPARTMENT



FIGURE 8: REAR ELECTRICAL PANEL

2.3 REAR ELECTRICAL PANEL



FIGURE 9: REAR ELECTRICAL PANEL

The rear electrical panel provides access to the following:

- Rear terminal block;
- Multiplex modules;
- Vehicle Electrical Center Rear (VECR)
- Relays and fuses;
- Transmission TCM;
- Battery master switch (Master cut-out);
- On board diagnostic (OBD) receptacle, (refer to "Other Features" chapter).

2.4 REAR JUNCTION PANEL



FIGURE 10: REAR ELECTRICAL JUNCTION PANEL 06634

2.5 BATTERY COMPARTMENT

The Battery Compartment provides access to the batteries (2), battery equalizer and master relay (R1).



FIGURE 11: BATTERY COMPARTMENT

2.6 FRONT ELECTRICAL AND SERVICE COMPARTMENT

The front electrical and service compartment is located on L.H. side of vehicle, under the driver's window. It contains the following components (Fig. 12):

- Front terminal block;
- Master Chassis Module (MCM);
- Vehicle Electrical Center Front (VECF) and Multiplex Modules;
- Relays and fuses;
- ABS Electronic Control Unit (ECU);
- Common Powertrain Controller (CPC);
- VECU with Volvo D13 engine;

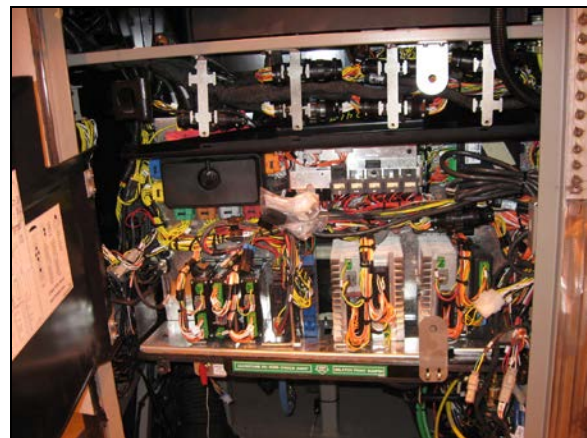


FIGURE 12: FRONT ELECTRICAL COMPARTMENT 06673

2.7 A/C JUNCTION BOX

The A/C junction box is located on the evaporator compartment door.

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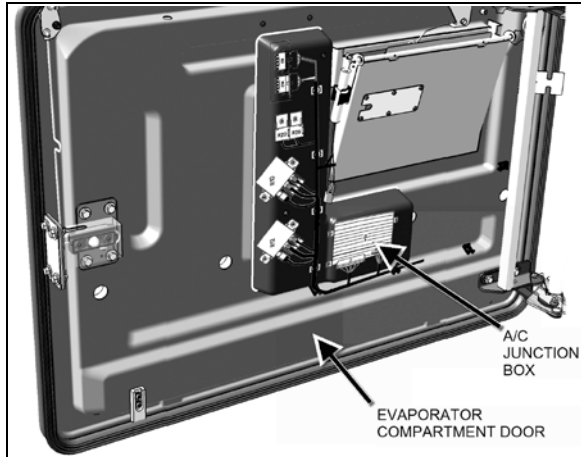


FIGURE 13: A/C JUNCTION BOX 06766

2.8 ENGINE REAR START PANEL

This control panel is located in the R.H. side of engine compartment above the engine air filter. This control panel includes the engine starter selector switch, the rear start push button switch to start engine from engine compartment as well as the engine compartment lights switch.

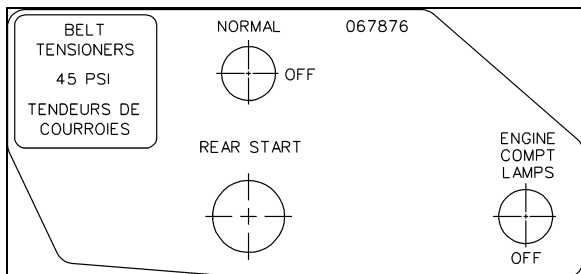


FIGURE 14: REAR START PANEL

NOTE

When the ignition key switch is set to the "OFF" position, the electrical supply from the batteries is cut off, with the exception of the Fire Detection System, the Engine & Transmission Electronic Controls, the Auxiliary Heating System, the Battery Equalizer and the Digital Clock.

2.9 ENTRANCE DOOR & WIPER CONTROL PANEL

To access the entrance door & wiper control panel of the right console, remove the panel under the larger utility compartment at the base of the windshield.

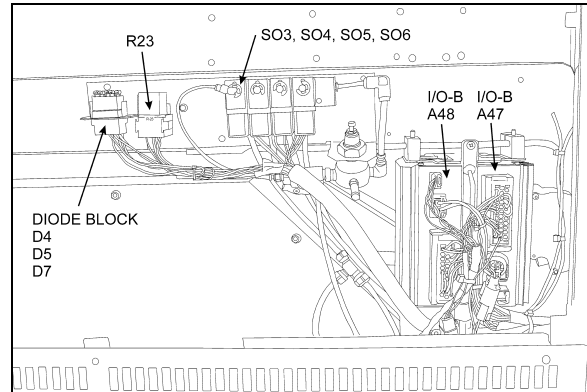


FIGURE 15: ENTRANCE DOOR & WIPER CONTROL PANEL

06619

Entrance Door & Wiper Control Panel			
Multiplex Modules			
A47	I/O-B	A48	I/O-B
Relays			
R23	Windshield wipers		
Solenoids			
SO3	Door unlock solenoid valve	SO5	Door opening solenoid valve
SO4	Door unlock solenoid valve	SO6	Door closing solenoid valve
Diodes			
D4	Windshield wipers speed 2	D7	Entrance door
D5	Windshield wipers speed 1		

2.10 PARCEL RACK JUNCTION BOX

A single I/O B module, A53 is found at the rear end of the left parcel rack.

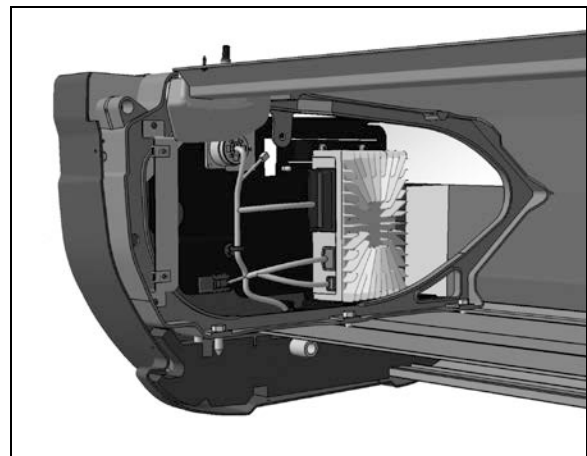


FIGURE 16: PARCEL RACK I/O B MODULE

3. BATTERIES

Two types of batteries are available on our vehicles.


- Standard acid-lead Group 31 maintenance free batteries
- AGM Spill proof batteries provided with optional PRIME energy management system.

3.1 OVERVIEW

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.

Our vehicles feature sealed terminal cables 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.


DANGER


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.

3.2 GROUP 31 MAINTENANCE FREE BATTERIES

X3-45 coaches are provided with four (4) maintenance-free 12 volt heavy-duty batteries connected in series-parallel (Fig. 17 & 18). 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.

3.3 GROUP 31 AGM BATTERIES

If your vehicle is equipped with PRIME energy management system, it is provided with four (4) Absorbed Glass Mat (AGM) 12-volt batteries connected in series-parallel (Fig. 18).

These batteries require no maintenance for their lifetime. They can withstand deeper discharge cycles and several times the charging cycles of a standard battery.

These are sealed, valve regulated recombinant batteries which means that the oxygen created will recombine with the hydrogen in the battery, creating water and preventing water loss. Water never needs to be added to this type of battery.

The top-mounted negative and positive terminals are tightly sealed to prevent leaks.

The electrolyte in this type of battery is absorbed in micro-porous glass separators. This design prevents spills and results in greater resistance to vibration.

Always replace these batteries with identical make and model batteries as the system is balanced and optimized for this type of battery.

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CAUTION

Replace only with AGM type batteries of the same specification and capacity.

PRIME system is programmed for the charging capacity of the batteries installed.

Installing a higher capacity battery will affect the battery life as the system will not fully charge the batteries, which is detrimental to battery performance.

Refer to "Specifications" at the end of this section for further details.

AGM batteries should be replaced in pairs or four at a time.



CAUTION

AGM (Absorbed Glass Mat) batteries require a voltage-limited charger, ideally fitted with a battery temperature sensor for temperature correction of charging parameters.

Charge voltage: 13.8-14.6 Volt @77°F (25°C)

Float voltage: 13.4-13.6 Volt @77°F (25°C)

Charging AGM battery on a typical constant current or taper current charger – even one time – may greatly shorten its life.

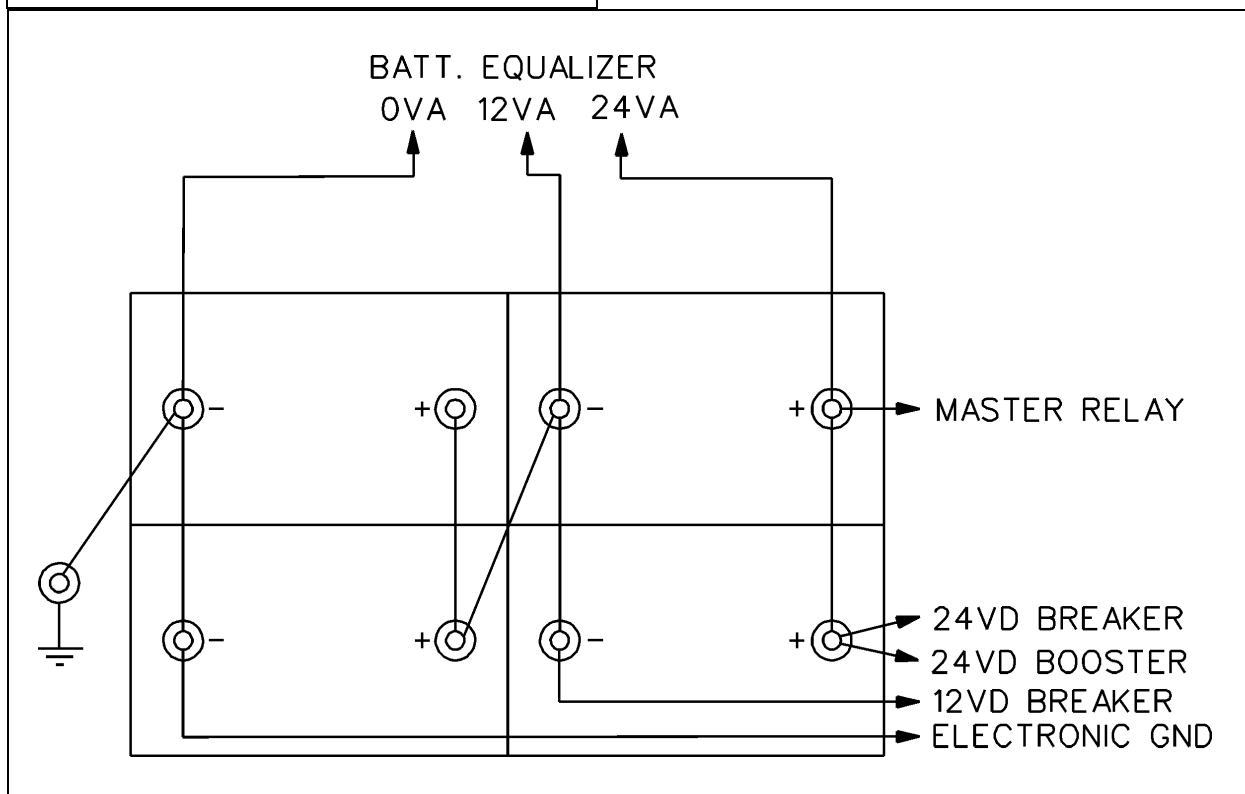


FIGURE 17: STANDARD BATTERY CONNECTIONS

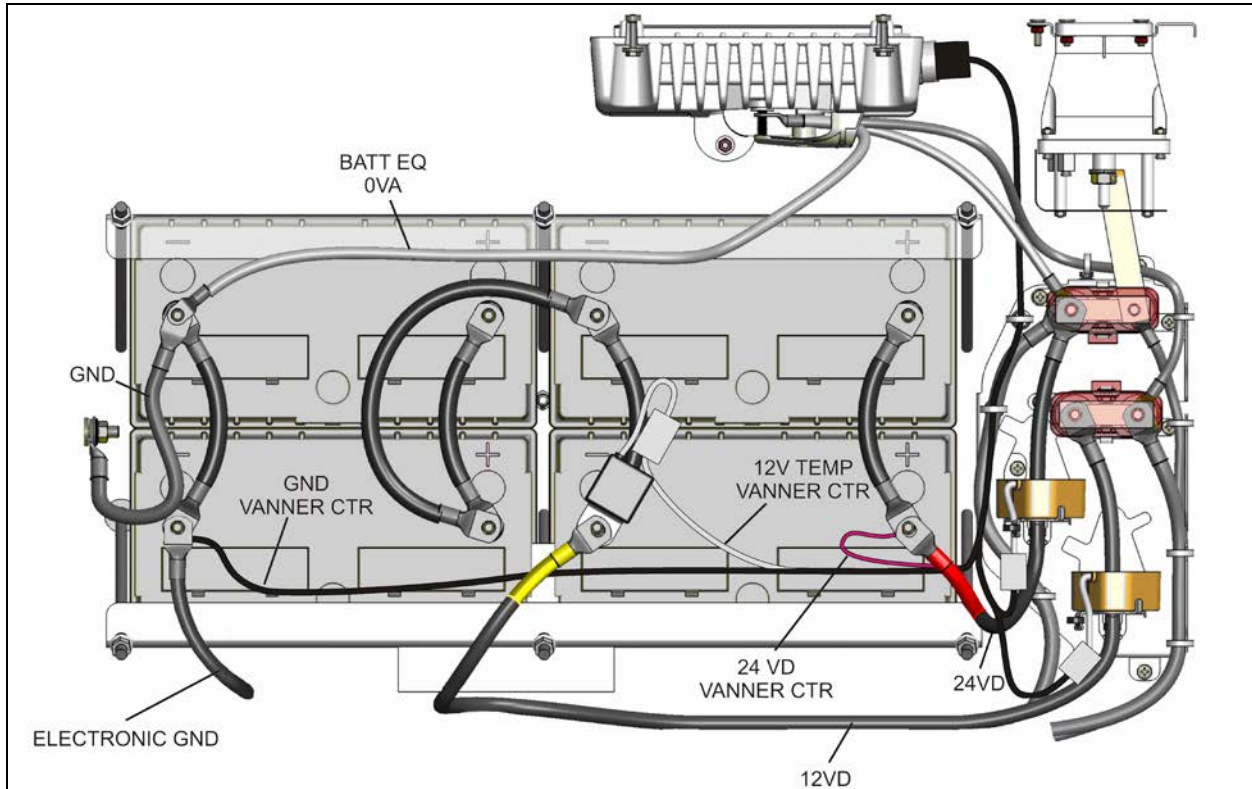


FIGURE 18: AGM BATTERY CONNECTIONS

3.4 BATTERY DISCHARGE PROTECTION

To prevent discharge of the batteries when the engine is not running, some functions are automatically switched off if the battery voltage drops below 24.4 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.

3.5 MAIN BATTERY RELAYS

Main battery (master) relays (12V and 24V) are provided for this vehicle. The relays are located in the battery compartment and on the rear electrical panel. The 24-volt battery relay (R1) engages when the ignition key is in the ON or ACC position and the battery master switch (master cut-out) is flipped ON.

When the main battery relays (R1 & R3) 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 (World transmission);
- Preheater electronic timer;
- Preheater and water recirculating pump;
- Sedan entrance door;
- Radio memory;
- Cluster memory.

3.6 BATTERY REMOVAL AND INSTALLATION

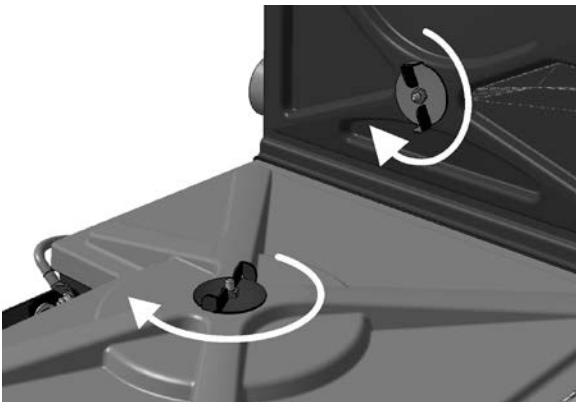
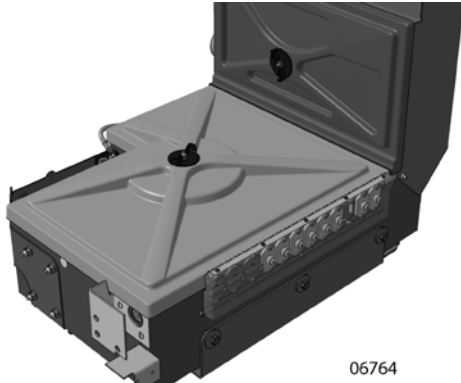
The batteries are located in the battery compartment on the R.H. side of the engine compartment and are accessible from the engine compartment curb-side door.

1. Remove the battery compartment protective cover.



CAUTION

To protect components against mist and corrosion, make sure that the battery protective cover is properly fitted and secured.



DANGER

To prevent possible electric shocks or sparking, the battery master switches should be in the "Off" position before disconnecting cables from the batteries.

2. Remove the supports, and unscrew terminal nuts of each defective battery.
3. Remove battery cables from the batteries.
4. Remove batteries.
5. Installation is the reverse of removal.

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.



CAUTION

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

NOTE

When reinstalling batteries, battery connections must be tightened to 13-15 lbf-ft (18-20 Nm). A torque wrench is required to ensure an accurate tightening torque.



DANGER

To prevent possible electric shock or sparking, the battery master switch must be set to the "Off" position before tightening an electrical connection.

NOTE

A protective coating should be applied on certain power connections that have been disconnected. Refer to Procedure PR00002E included at the end of this section to know the recommended products and where they are used.

3.7 BATTERY RATING

Each of the 12 volt batteries used on the vehicle has the following rating:

Standard Low Maintenance batteries:

- 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)

AGM batteries (PRIME):

- Reserve capacity: 200 minutes
- Cold cranking (amps): 800 @ 0°F (-18°C)
- Weight (filled): 69 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 volts 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 volts battery). This rating can be used as a basis for comparing starting performance.

3.8 BATTERY TESTING

Several factors influence battery performance. The methods and inspection procedures proposed here will ensure your batteries are in good shape.

3.8.1 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. Also check for wet areas around the terminals.
2. Check for loose terminal posts, cable connections, damaged cables, and for evidence of corrosion. Correct conditions as required before proceeding with tests.
3. Check for damaged or loose battery tie-downs.

3.8.2 Removing Surface Charge

Disconnect cables from the battery and attach alligator clamps to the contact lead pad on the battery as shown in figure 20. Connect a load equal to half the CCA across the terminal for 5 seconds to remove surface charge from the battery.

3.8.3 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 along with an ammeter and volt meter (fig 19). A charging system analyzer test equipment may also be used.

1. Connect a voltmeter, ammeter, and a variable load resistance as illustrated in figure 19.

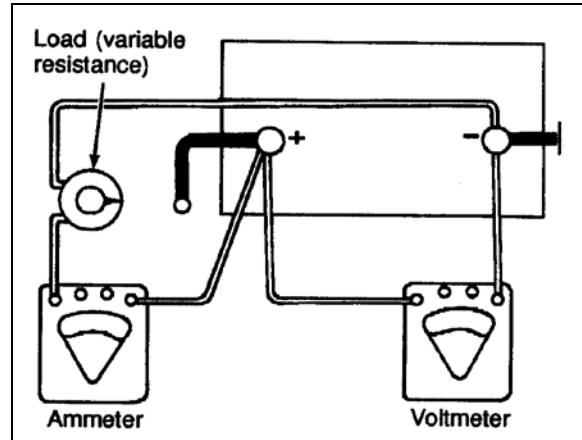


FIGURE 19: LOAD TEST⁰⁶⁰⁶⁴



CAUTION

Observe polarity of the meters and the battery when making connections, and select the correct meter range.

2. Apply a load equal to half the CCA rating @ 0°F 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 70°F (21°C) and above. For temperatures below 70°F (21°C), refer to the following "Voltage and Temperature Chart".

Voltage and Temperature Chart

Ambient Temperature	Minimum Voltage
70°F (21°C) and above	9.6
60°F (16°C)	9.5
50°F (10°C)	9.4
40°F (4°C)	9.3
30°F (-1°C)	9.1
20°F (-7°C)	8.9
10°F (-12°C)	8.7
0°F (-18°C)	8.5

NOTE

The accuracy of this test procedure is dependent upon close adherence to the proper load, time and temperature specifications.

3.8.4 Testing Battery Cables

Check all cable ring terminals and connections to determine if they are in good condition. Excessive resistance, generally caused by poor

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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:



DANGER

To prevent the engine from starting during these tests, remove fuses F78 and F79 located in the VECR of the rear electrical compartment. Once the tests are completed, reinstall F78 and 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 70°F (21°C), 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 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.



DANGER

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.

3.9 BATTERY CHARGING

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.**



DANGER

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.

1. Do not smoke near a battery which is being charged or which has been recently charged.
2. 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.
3. 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 alligator clamps of the tester or charger must be placed between the terminal nuts and the lead pads of the terminal studs (Fig. 20) after the vehicle cables are detached. The alligator clamps should make firm contact with the lead pads.

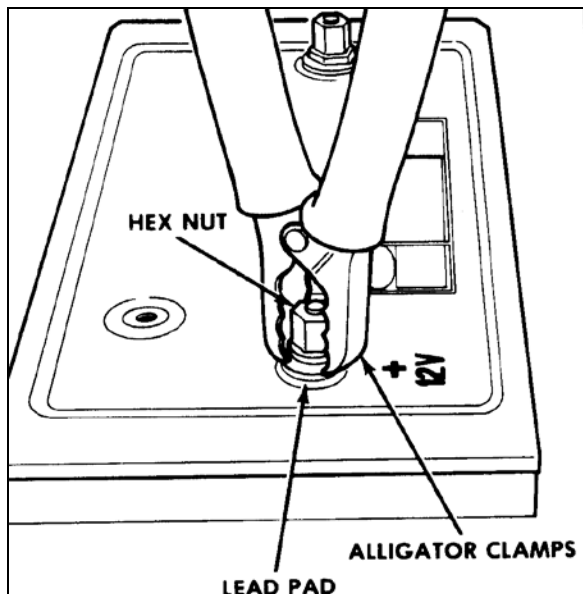



FIGURE 20: ALLIGATOR CLAMPS AND BATTERY 06065

A charge rate between 3 and 50 amperes is generally satisfactory for any maintenance-free flooded battery as long as spewing of electrolyte does not occur or the battery does not feel excessively hot (over 125°F (52°C)). If spewing or violent gassing of electrolyte occurs or battery temperature exceeds 125°F (52°C), 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. No further charging is required. Shake or tilt the battery at hourly intervals during charging to mix the electrolyte.

	<p>WARNING</p>
<p>Always turn off the charger before connecting or disconnecting to a battery.</p>	

<p><i>NOTE</i></p> <p><i>The charge rate must be doubled when the batteries are charged by the booster block, because of the series-parallel circuit.</i></p>
--

3.9.1 Battery Charging Guide

<p><i>NOTE</i></p> <p>AGM (Absorbed Glass Mat) batteries require a voltage-limited charger, ideally fitted with a battery temperature sensor for temperature correction of charging parameters. <i>Do not manually charge AGM batteries. Look for the following voltage values on your voltage-limited charger.</i></p> <p>Charge voltage: 13.8-14.6 Volt @77°F (25°C) Float voltage: 13.4-13.6 Volt @77°F (25°C)</p> <p>Charging AGM battery on a typical constant current or taper current charger – even one time – may greatly shorten its life.</p>
--

The following guidelines are for maintenance-free flooded batteries.

Fast Charging Rate

- 20 amps @ 3-¾ hours
- 30 amps @ 2-½ hours
- 40 amps @ 2 hours
- 50 amps @ 1-½ hours

Slow Charging Rate

- 5 amps @ 15 hours
- 10 amps @ 7-½ hours

The time required for a charge will vary according to the following factors:

Size of Battery

A completely discharged large heavy-duty battery requires more than twice the recharging time of a completely discharged small passenger car battery.

Temperature

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

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content to increase, the charging current will likewise increase.

Charger Capacity

A charger supplying only 5 amperes will require a much longer period of charging than a charger that can supply 30 amperes or more.

3.9.2 Emergency Jump Starting With Auxiliary (Booster) Battery.

DANGER

Off-board battery charger with a start boost facility must not be used to jump start the vehicle. This could damage the electrical system.

Booster Block

On X3-45 coaches, booster block is located near the batteries in the engine compartment on the R.H. side and is accessible through engine R.H. side door (Fig. 21).

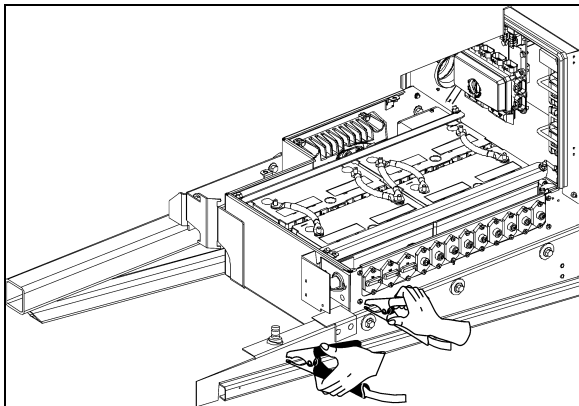


FIGURE 21: BOOSTER BLOCK

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.

DANGER

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.

DANGER

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.

The following procedure should be used only when the batteries are discharged.

Do not attempt jump starting if you suspect the batteries are charged. Inspect the engine starting system prior to using this procedure.

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 on the R.H. side of the engine compartment (refer to fig. 21).
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.

DANGER

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.

3.10 AGM BATTERY CHARGING PRECAUTIONS

AGM (Absorbed Glass Mat) batteries require a voltage-limited, temperature corrected charger.

Make sure your charger is multi-staged and minimally provides the following voltage values:

Charge stage voltage:

13.8-14.6 V @77°F (25°C)

Float stage voltage:

13.4-13.6 V @77°F (25°C)

Charging AGM battery on a typical constant current or taper current charger – even one time – may greatly shorten its life.

3.11 BATTERY EQUALIZATION AND AGM BATTERIES

Equalization is a controlled over charge. Conventional batteries may benefit from this procedure, stirring the chemistry of the entire battery it counters stratification (layers of different concentration of electrolyte), and also counters sulfation that may have accumulated on the battery plates.

AGM battery design prevents chemical unbalance of the electrolyte. Manufacturers of this type of battery generally do not recommend performing equalization.

3.12 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.

3.13 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. The dashboard ALTERNATOR telltale light illuminates if one of the alternators is defective.



ALTERNATOR telltale

2. A malfunction within the 12 volts 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.

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3.14 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 a 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.

3.15 "BATTERY VOLTAGE WARNING" PICTOGRAM



If the "BATTERY VOLTAGE WARNING" (battery voltage incorrect) pictogram shows up in the DID (Driver Information Display), check the voltmeter gauge to determine if the battery voltage is too high or too low.

3.15.1 Voltage Gauge Definitions

Voltmeter drops below 24.4 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.

Checking 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. PRIME ENERGY MANAGEMENT SYSTEM

4.1 DESCRIPTION

PRIME stands for Power Recovery by Intelligent Management of Energy.

This system focuses on eliminating parasitic loads on the engine by intelligent management of the alternators and air compressor duty cycle.

Instead of constantly charging, the alternator uses engine negative torque (braking, deceleration) to generate "Free" electricity.

Depending on the air requirement, PRIME will also trigger the production of compressed air on negative torque.

PRIME also introduces maintenance-free Absorbed Glass Mat (AGM) batteries and a new Vanner 80 series battery equalizer that monitors battery State of Charge (SOC).

Battery temperature, voltage and current are also monitored to prevent overcharging and overheating.

Maximum fuel economy is obtained on a ride when the mix of hilly and flat portions allows the batteries to be charged when the vehicle is in free wheel. It basically means that batteries are charged with free energy and that no fuel consumption is dedicated to charge the batteries.

4.2 COMPONENTS

New components includes AGM batteries, a Vanner Battery equalizer, a temperature sensor located on the battery post and two voltage and current sensors monitoring 12V and 24 V circuits.

Refer to Figure 24 below.

The compressor duty cycle control is achieved by an electric air dryer. This is covered in section 12 of this manual.

4.3 DID DISPLAY

In the DID you will find the percentage of trip made with regenerated electricity displayed along with the instantaneous fuel consumption.

This value is reset each time the engine is restarted.

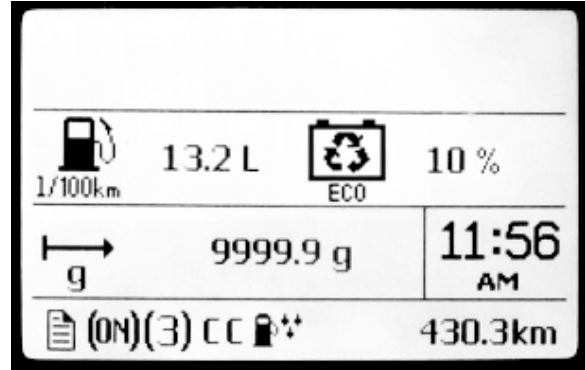


FIGURE 22: PRIME DID DISPLAY

In addition to the standard voltage gage, the DID also includes a state of charge gage for the batteries:

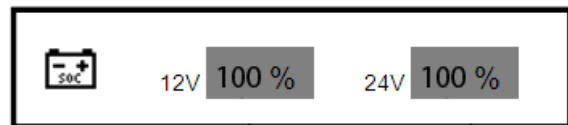


FIGURE 23: Battery state of charge

This gage displays the level of charge for the 12V and 24V battery banks in percentage.

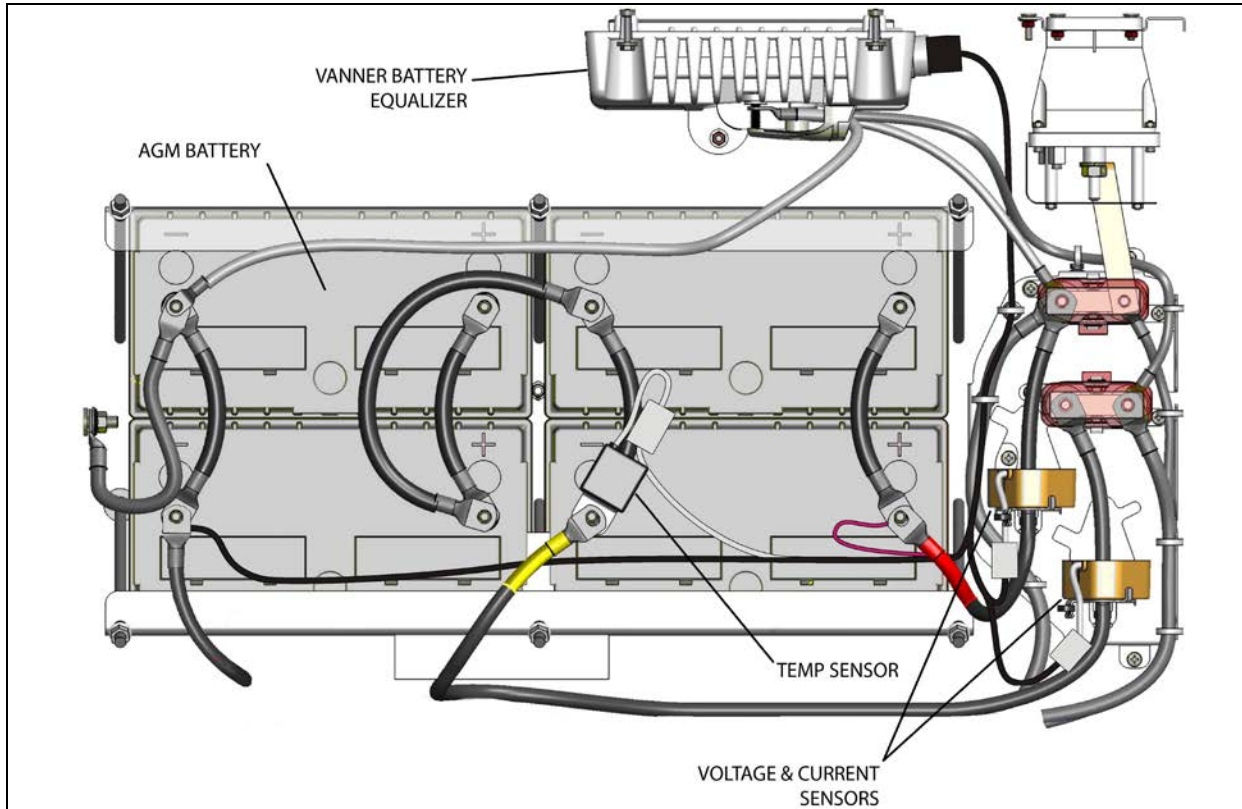


FIGURE 24 PRIME ELECTRICAL COMPONENTS

5. TROUBLESHOOTING AND TESTING THE MULTIPLEX VEHICLES

5.1 ELECTRICAL SYSTEM DIAGNOSTIC

Using the Driver's Info Display (DID), 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 MCM. Press the enter key. If applicable, the DID 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 DID 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 MCM. The DID should display the fault as being inactive. The MCM 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 MCM memory.

NOTE

It is of the utmost importance to have a DID (Driver's info display) in working condition because it is the most important tool to achieve troubleshooting on a multiplex vehicle.

5.2 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.

5.3 CAN NETWORK

The CAN network 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 network, this affects all the modules and they all act as "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 entrance door & wiper control panel. Connector C3 (rear electrical panel) disconnects all the modules at the rear of the vehicle from the network.

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.

5.3.1 CAN Connection On The Telltale Panel And The Hvac Control Unit

The telltale panel module and HVAC module are linked to the MCM 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 MCM from a computer, the CAN network is temporarily interrupted and therefore a CAN reference appears in the telltale panel LCD display.

5.3.2 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 section 4.6 for more information.

5.4 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.

5.4.1 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
Windshield wipers backup switch
Windshield washer switch

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,

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- 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.

5.5 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 24.4 volts,
- B. Engine not running,
- C. Parking brake applied,



DANGER

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.

5.5.1 Test Sequence

Go to the condenser compartment.

- The condenser fans runs for 3 seconds at speed 1.
- 1 second delay.
- Speed 2 activates for 3 seconds.
- 3 seconds delay.
- Passenger's unit refrigerant solenoid valve activates 3 times at 1 second interval.

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment (15 SECONDS DELAY).

In the engine compartment, the sequence is as follows:

- Toilet fan motor runs for 3 seconds.
- 1 second delay.
- A/C compressor clutch activates 3 times at 1 second interval.
- 1 second delay.
- Left compressor unloader activates 3 times at 1 second interval.
- 1 second delay.
- Right compressor unloader activates 3 times at 1 second interval.

5 beeps from the back-up alarm indicate to go to the engine radiator fan (5 SECONDS DELAY).

- Fan clutch is disengaged for 3 seconds (fan can be turned freely by hand).

- Fan clutch engages for 3 seconds in speed 1 (fan can be turned by hand but with a certain resistance).
- 3 seconds delay.
- Fan clutch engages for 3 seconds in speed 2 (cannot be turned but hand).
- 10 seconds delay.
- Auxiliary A/C clutch (parcel rack cooling system) activates 3 times at 1 second interval.

5 beeps from the back-up alarm indicate to go to the evaporator compartment (10 SECONDS DELAY).

In the evaporator compartment:

- Evaporator fan motor runs at speed 1 for 3 seconds then runs at speed 2 for 3 seconds.
- Hot water pump starts running for 5 seconds and hot water pneumatic valve activates 3 times at 1 second interval.

5 beeps from the back-up alarm indicate to go to the spare wheel compartment (20 SECONDS DELAY).

Inside the compartment:

- Driver's refrigerant solenoid valve activates 3 times at 1 second interval.
- 1 second delay.
- Driver's water solenoid valve activates 3 times at 1 second interval.

5 beeps from the back-up alarm indicate to go to inside the vehicle (10 SECONDS DELAY).

Inside the vehicle:

- Upper section defroster fan motor runs for 5 seconds.
- 10 seconds delay.
- Left and right overhead compartment fans start running one after the other for 5 seconds.
- 1 second delay.
- Overhead storage compartment refrigerant solenoid valve activates 3 times at 1 second interval.

This ends the test. Activate the dashboard Telltale Light Test switch one time to leave the motor test mode.

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5.6 CAN NETWORK LAYOUT AND TROUBLESHOOTING

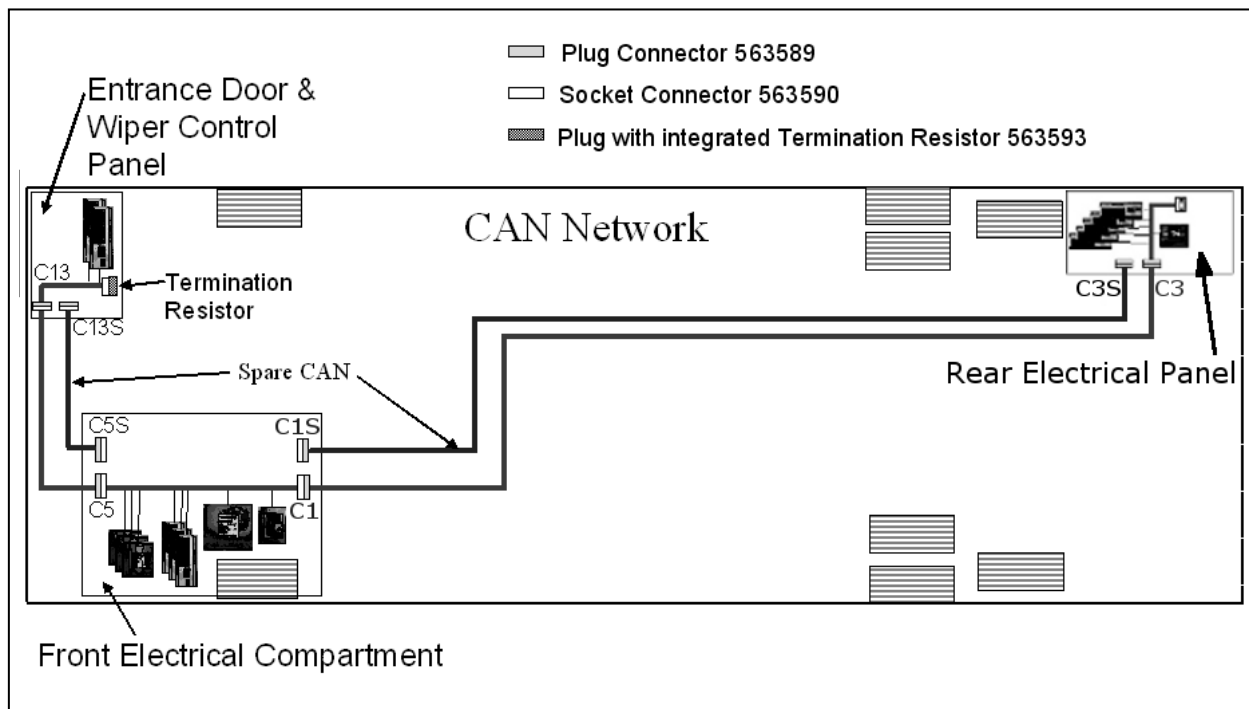


FIGURE 25: X3-45 COACHES CAN NETWORK LAYOUT

06637

5.7 TROUBLESHOOTING

Problem/Symptom	Probable Causes	Actions
Vehicle does not Start	Rear Start selector switch is not in the NORMAL position	<ol style="list-style-type: none"> 1. Check that the rear start selector switch is flipped up to NORMAL start position and master cut-out 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
	Master cut-out switch on the rear electrical panel is in the OFF position (down)	
Vehicle does not Start	CAN network problem (Multiplex)	If the vehicle does not start from the rear: <ol style="list-style-type: none"> 1. Verify that module A53 is powered: <ol style="list-style-type: none"> a) Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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
	Module A53 not powered or is defective	
	Engine ECM does not receive the ignition signal	

Problem/Symptom	Probable Causes	Actions
	Engine ECM is not powered	<ul style="list-style-type: none"> d) Probe gray connector on module to see if it is powered. 2. Verify that the engine ECM is powered and get the ignition signal <ul style="list-style-type: none"> a) Check / reset circuit breaker CB8 Check / replace fuse F74 b) Check / reset circuit breaker CB2 Check / replace fuse F78
<p>None of the Multiplexed functions are operating, including the basic limp-home functions (door opening, flashers, wipers in speed 1)</p> <p><i>Note: The sunshades are still functioning since these are not multiplexed</i></p>	The program version in the MCM is different than the program in the I/O modules and the MCM is forcing all I/O modules to stay inactive	<ul style="list-style-type: none"> 1. Engage the auto-programming of the I/O modules: Turn the ignition switch to the OFF position, flip the master cut-out switch on the rear electrical panel to OFF and ON and then turn the ignition switch back 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 MCM and reconnect 3. Try disconnecting the MCM completely, leave it disconnected and see if the limp-home functions (start of the vehicle from the engine compartment, wipers speed 1, flashers, etc) are functioning
<p>Many secondary functions (not essential for driving) not functioning (interior lighting, driver's area lighting, wiper speed 2 and intermittent).</p> <p>Outside temperature display in the telltale LCD panel displays three dashes "---"</p> <p>Marker lights and clearance lights are turned ON when setting ignition to the ON position.</p>	<p>The MCM module does not receive 24 V power.</p> <p>The CAN network is not working. It could be caused by a short on the network, an open circuit, a problem with the MCM or the MCM being disconnected from the network.</p>	<ul style="list-style-type: none"> 1. Check / reset circuit breaker CB6 (3rd from the left on the junction panel) 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 <p>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</p>

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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 evaporator compartment air intake or the sensor wiring	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 Windshield wipers not functioning in speed 1 or intermittent	Module A47 is not powered or is faulty	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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
Windshield wipers not functioning in speed 1 or intermittent	No power on R23	Check / replace fuse F82
HVAC condenser fans not functioning in speed 1	Circuit breaker CB7 was manually tripped and not reset	Check / reset circuit breaker CB7
HVAC condenser fans not functioning in speed 2	Circuit breaker CB7 was manually tripped and not reset	Check / reset circuit breaker CB7
Windshield washer not functioning Windshield upper section de-icing system not functioning Defroster fan is functioning but no heat or cooling available in the driver area.	Module A46 is not powered or is faulty	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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 or F13 4. Probe gray connector on module to see if it is powered.
Low beam headlights and	Module A45 is not powered	1. Check the SYSTEM DIAGNOSTIC

Problem/Symptom	Probable Causes	Actions
<p>front flasher on left side not functioning</p> <p>Electric horn not functioning</p>	<p>or is faulty</p>	<p>menu of Driver Information Display (DID). 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).</p> <ol style="list-style-type: none"> 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.
<p>Low beam headlights and flasher on right side not functioning</p>	<p>Module A48 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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 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.
<p>Rear flashers not functioning</p> <p>Stoptlights and center stoptlights not functioning</p>	<p>Module A51 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA51, 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 F80 4. Probe gray connector on module to see if it is powered.
<p>Engine is overheating and radiator fan clutch does not engage</p> <p>The A/C compressor clutch does not engage</p>	<p>Module A52 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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).

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Problem/Symptom	Probable Causes	Actions
		<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Check / reset circuit breaker CB3 2. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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	<ol style="list-style-type: none"> 1. Check the SYSTEM DIAGNOSTIC menu of Driver Information Display (DID). 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.
Sound system not functioning	Circuit breaker CB4 or CB11 was manually tripped and not reset	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	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	Short-circuited fire sensor or defective sensor	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

Problem/Symptom	Probable Causes	Actions
but there is no fire		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	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		<ol style="list-style-type: none"> 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. <p>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.</p> <ol style="list-style-type: none"> 4. Press the push-button one time to engage the clutch in 1st speed, press a second time to engage in 2nd speed, press a third time to stop the fan, press once again to return to 1st speed. <p>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 manual.</p>

5.8 ESSENTIAL FUNCTIONS TO OPERATE THE VEHICLE

Even with a defective MCM (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.

- o 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,

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- 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.

5.8.1 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,
- 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.

5.9 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.

5.10 MULTIPLEX MODULES

5.10.1 MCM

The MCM plays the role of interface between the engine ECM, the transmission ECU, the telltale panel module and other IO-A, IO-B modules. When a multiplex module is being replaced, the MCM will inform the new module of its role and function accordingly to the vehicle options.

5.10.2 IO-A

IO-A modules receive inputs and control outputs. IO-A's are used for all outputs of 1 amp or less.

5.10.3 IO-B

IO-B modules receive inputs and control outputs. IO-B's are used for outputs up to 30 amps.

5.11 MULTIPLEX MODULES REPLACEMENT

IO-A, IO-B and MCM multiplex modules can be replaced and reprogrammed without having to connect a computer to the vehicle.

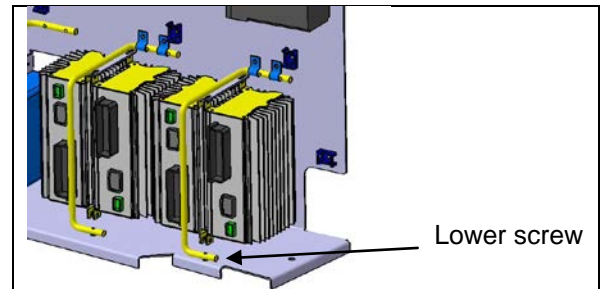


FIGURE 26: IO-B MODULE REMOVAL

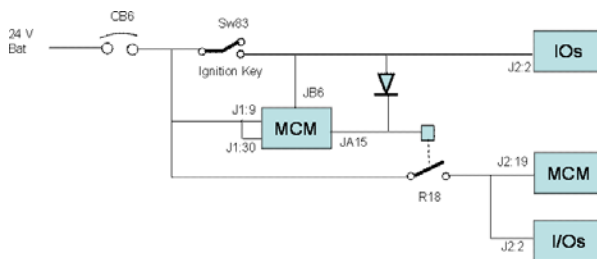
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5.11.1 Replacing IO-A Or IO-B Modules

- Set the ignition switch to the ON position and leave it in that position at all time while performing this procedure.
- On rear electrical junction panel, 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. 26).
- Reset circuit breaker CB6. This engages the i/o autoprogramming.
- The DID indicates "MUX AUTOPROGRAMMING I/O MODULE PLEASE WAIT" until the reprogramming is

complete unless a higher priority message must be displayed. If this is the case, press ESCape button repeatedly to acknowledge the higher priority messages.

- Check the **Diagnostics** menu of the Driver Information Display (DID). Select **Fault Diagnostics** 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).



JB6 is a wake-up pin

JA15 output remains active for 15 minutes after JB6 is inactive

To initiate reprogramming:

- Switch SW83 (ignition key) closed, providing 24-volt on JB6, I/O modules and R18. All modules get power.
- CB6 is tripped and reset which is forcing MCM reboot.
- When resetting CB6, all modules gets power, MCM goes into Start Mode. I/O modules needing new program will request reprogramming to MCM while in Start Mode.

5.11.2 Replacing the MCM Module

- Set the ignition key to the ON position and leave it in that position at all time while performing this procedure.
- On rear electrical junction panel, trip circuit breaker CB6.
- Replace the module.
- Reset circuit breaker CB6.
- The vehicle specific program needs to be uploaded in the MCM. A laptop computer equipped with VPG (Vehicle Program Generator) software must be connected to the DB9 (9-pin) connector (identified C226) found in the electrical harness near the MCM.

Please contact your Prevest Service Representative

6. BOSCH ALTERNATORS

Two 28 volt 120A, 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 27 for installation and to figure 28 for tightening specifications:

1. If necessary, tighten screws (6) fixing alternators support assembly onto engine (1, figure 28). Torque tighten to 43 Lb-Ft, use some Loctite 243 blue (680038) onto the threads. Also tighten screw (1) fixing belt tensioner onto alternators support assembly (1, figure 28). Torque tighten to 43 Lb-Ft, use some Loctite 243 blue (680038) onto the threads.
2. If removed, reinstall screw (1) fixing alternators support assembly onto engine (2, figure 28). Torque tighten to 22 Lb-Ft, use some Loctite 243 blue (680038) onto the threads.
3. Mount the A/C compressor idler pulley onto alternators support assembly (3, figure 28). Torque tighten to 150 Lb-Ft, use some Loctite 243 blue (680038) onto the threads.



MAINTENANCE

On-highway applications

Replace Bosch HD10 alternator brushes after every 125,000 miles (200 000 km).

Other than on-highway applications

Check Bosch HD10 alternator brushes condition once a year and replace if necessary.

Brush length when new= 9/16 in (15 mm)

4. Install alternators arched support (1) onto engine (4, figure 28), torque tighten to 43 Lb-Ft. If removed, install alternators idler pulley (1) (4, figure 28) onto alternators arched support, torque tighten to 43 Lb-Ft. Also, mount the lower alternator and upper alternator onto alternators arched support, torque tighten to 43 Lb-Ft. If removed install stone guard below lower alternator.
5. Fix lower and upper alternators to alternators support assembly using bolts (2) (5, figure 28), torque tighten to 80 Lb-Ft.

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6. Mount pulleys (6, figure 28) onto alternators.
Torque tighten to 58 Lb-Ft.
7. Install alternators belt (figure 27).

NOTE

Final tightening of the pulleys can be performed once the belt is installed. This will help keep the pulley from turning when tightening.

6.1 ALTERNATOR DRIVE BELT

Removal

1. Insert a 3/4" socket drive into the automatic belt tensioner opening (Fig. 27).
2. Twist the tensioning arm 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.

6.2 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.

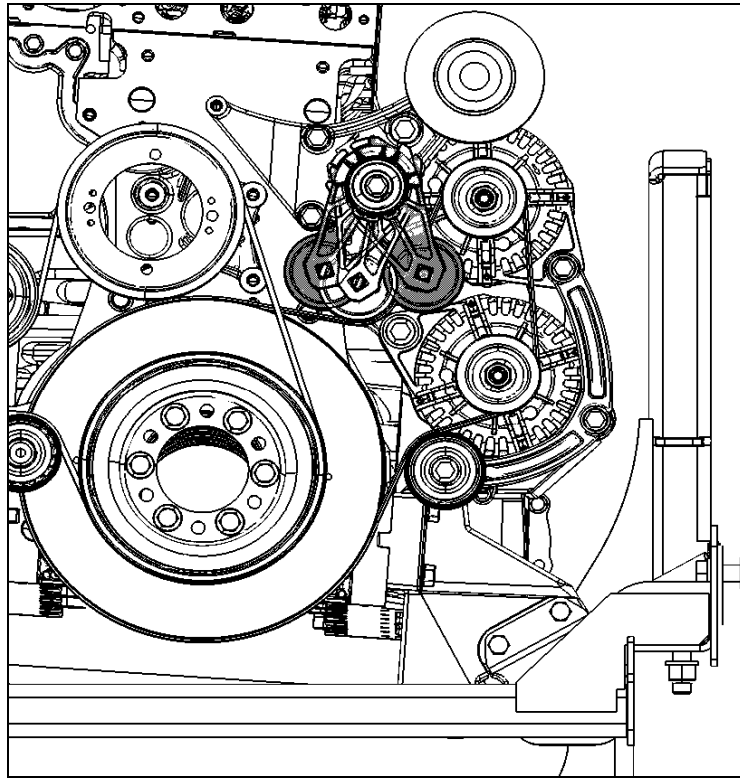


FIGURE 27: ALTERNATOR DRIVE BELT

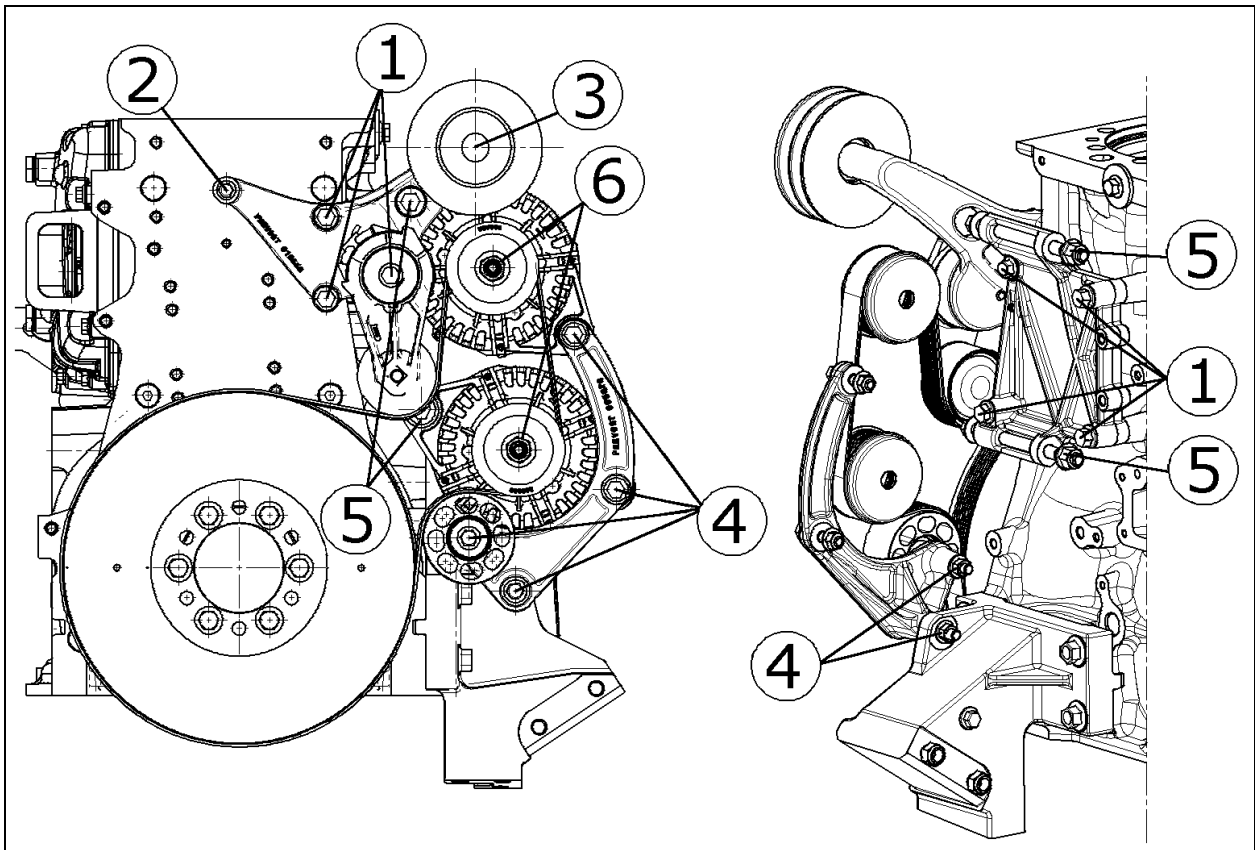
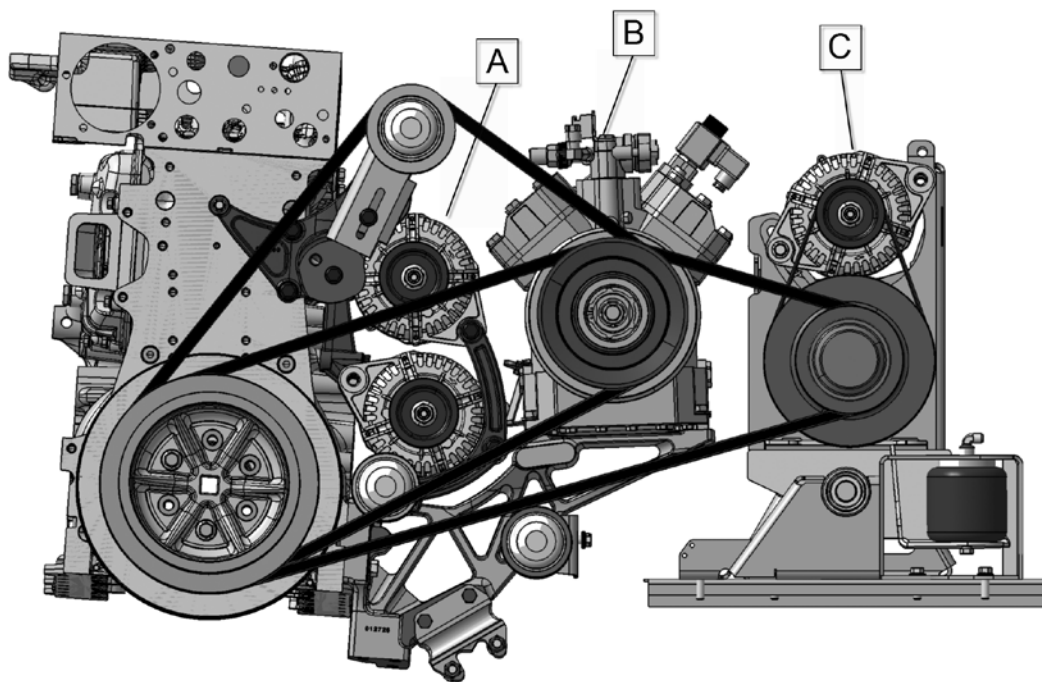


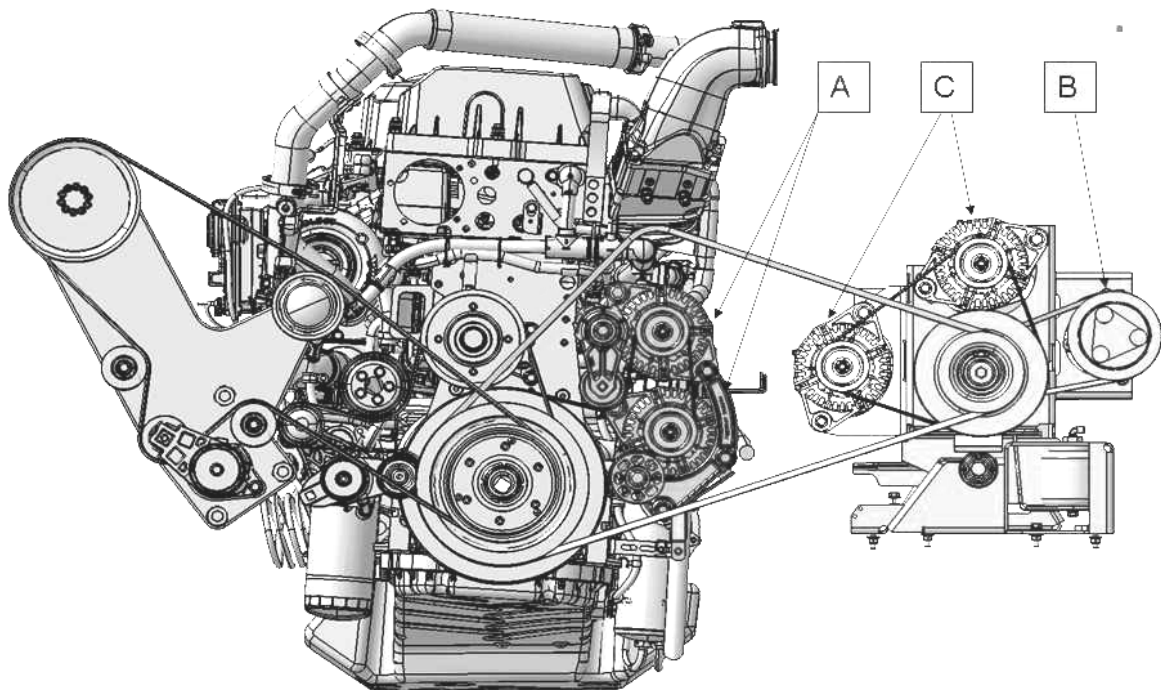
FIGURE 28: TWIN BOSCH ALTERNATORS INSTALLATION (X3-45 COACH)

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EPA 2010 ALTERNATORS AND COMPRESSORS LAYOUT		
X3-45 COACH		
	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119	LOCATION A
	1 X : CENTRAL A/C SYSTEM BITZER COMPRESSOR	LOCATION B
X3-45 VIP & XLII BUS SHELL WITH CENTRAL A/C SYSTEM		
1 ST OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119	LOCATION A
	1 X : CENTRAL A/C SYSTEM BITZER COMPRESSOR	LOCATION B
2 ND OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119	LOCATION A
	1 X : CENTRAL A/C SYSTEM BITZER COMPRESSOR	LOCATION B
	1 X : HD-10 BOSCH ALTERNATOR 28V – 120 A - PART # 564119	LOCATION C
3 RD OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119	LOCATION A
	1 X : CENTRAL A/C SYSTEM BITZER COMPRESSOR	LOCATION B
	1 X : HD 10E BOSCH ALTERNATOR 14V – 200 A – PART # 564492	LOCATION C



X3-45 VIP & XLII BUS SHELL WITH SMALL AUXILIARY A/C SYSTEM		
1 ST OPTION	1 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119	LOCATION A
	1 X : SMALL A/C SYSTEM ICE COMPRESSOR TM-16HD – PART # 950436	LOCATION B
2 ND OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119 (ONLY TOP ALTERNATOR CONNECTED)	LOCATION A
	1 X : SMALL A/C SYSTEM ICE COMPRESSOR TM-16HD – PART # 950436	LOCATION B
3 RD OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119 (ONLY TOP ALTERNATOR CONNECTED)	LOCATION A
	1 X : SMALL A/C SYSTEM ICE COMPRESSOR TM-16HD – PART # 950436	LOCATION B
	1 X : HD 10 BOSCH ALTERNATOR 28V – 120 A - PART # 564119	LOCATION C
4 TH OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119 (ONLY TOP ALTERNATOR CONNECTED)	LOCATION A
	1 X : SMALL A/C SYSTEM ICE COMPRESSOR TM-16HD – PART # 950436	LOCATION B
	2 X : HD 10 BOSCH ALTERNATOR 28V – 120 A - PART # 950436	LOCATION C
5 TH OPTION	2 X : HD-10 BOSCH ALTERNATOR 28V – 120 A – PART # 564119 (ONLY TOP ALTERNATOR CONNECTED)	LOCATION A
	1 X : SMALL A/C SYSTEM ICE COMPRESSOR TM-16HD – PART # 950436	LOCATION B
	1 X : HD 10E BOSCH ALTERNATOR 14V – 200 A	LOCATION C



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7. BATTERY EQUALIZER

Vanner "Vann-Guard 70-Series" Battery equalizer is located beside the batteries in battery compartment. Battery Equalizer Owner's Manual (100 amps) is annexed at the end of this section.

For vehicles with PRIME energy management system, a Vanner "Vann-Bus 80 Series" 100amp Battery equalizer with Smart Monitor is installed beside the batteries in the battery compartment. Owner's Manual is annexed at the end of this section.

8. STARTER

Refer to Mitsubishi Electric Corporation (MELCO) Service bulletin ME003-P annexed at the end of this section for information and maintenance instruction on MELCO 105P70 starter.



CAUTION

Do not engage starter for more than 15 seconds at a time. If engine does not start within 15 seconds, release ignition key and let starter cool for one minute before attempting to restart.

9. 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 easily accessible through the engine compartment R.H. side door (Fig. 29). To use it, connect the female plug of an electrical extension cord to the heater plug. 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.

9.1 MAINTENANCE

This heater is non-serviceable except for the cord, and if faulty, must be replaced as a unit.

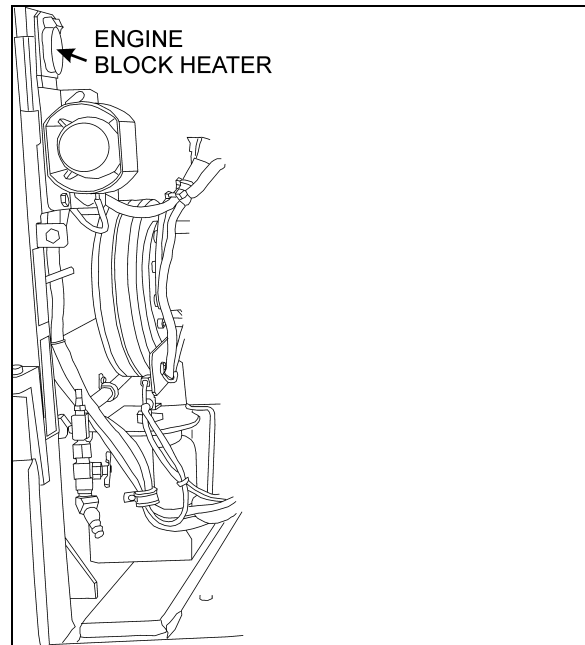


FIGURE 29: ELECTRIC HEATER PLUG LOCATION 06639

10. 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.

10.1 HEADLIGHTS

Each headlight assembly consists of two headlamp module 90 mm (3½ inch) equipped with a 12-volt halogen bulb and one 100 mm (4 inch) 12-volt LED turn/signal lamp. Outer lamps have a double function (both low and high beam). Inner lamps are used for high beam or daytime running light. The inner or outer lamp uses the same single filament halogen bulb part number.

NOTE

If vehicle is equipped with optional Xenon headlamps, refer to paragraph 9.1.6.

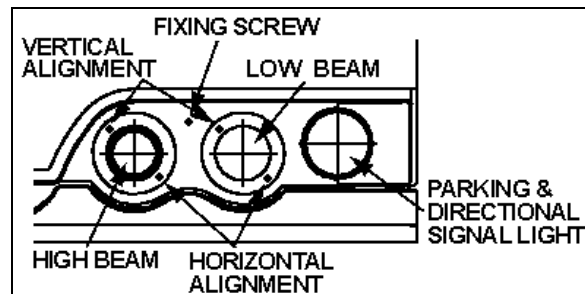


FIGURE 30: HEADLIGHT ASSEMBLY

06546

10.1.1 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.

10.1.2 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. When a headlight burns out, a new bulb must be installed. Headlights must be properly aimed to provide maximum allowable road illumination. When using mechanical aiming devices, follow manufacturer's instructions.

Headlight aim should be checked after installing a new bulb. Aiming can be performed without opening headlight assembly. Horizontal and vertical aiming of each module is provided by two adjusting screws that pivot the module in the housing for proper alignment (fig. 30). There is no adjustment for focus since the module is set for proper focus during manufacturing assembly.

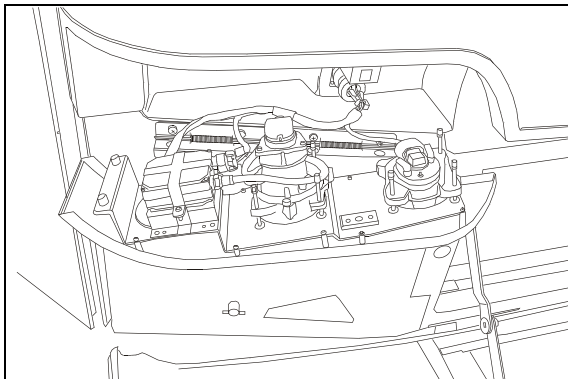


FIGURE 31: OPENING HEADLIGHT ASSEMBLY 06547

NOTE

Make sure headlight assembly is properly positioned into its housing before securing using fixing screw.



CAUTION

Use a soft cloth to clean the parking and front turn signal lamp.

10.1.3 Headlight Adjustment

1. Headlight aiming and inspection can be accomplished by visual means. This is done on a screen located at a distance of 25 feet (7,6 m) of the headlights. It should be of adequate size with a matte-white surface well shaded from extraneous light and properly adjusted to the floor area on which the vehicle stands. Provisions should be made for moving the screen or its vertical centerline so that it can be aligned with the vehicle axis. In addition to the vertical centerline, the screen should be provided with four laterally adjustable vertical tapes and two vertically adjustable horizontal tapes.
2. The four movable vertical tapes should be located on the screen at the left and right limits called for in the specification with reference to centerlines ahead of each headlight assembly.
3. The headlight centerlines shall be spaced either side of the fixed centerline on the screen by ½ the lateral distance between the light source centers of the pertinent headlights. The horizontal tapes should be located on the screen at the upper and lower limits called for in the specification with reference to the height of beam centers and the plane on which the vehicle rests, not the floor on which the screen rests (Fig. 32).

TABLE 1 – VERTICAL BEAM AIM GUIDELINES

Headlight (centerline) Mounting Height	Nominal Vertical Aim	Aim Inspection Limits for Vertical Aim
56 to 90 cm (22 to 36 inch)	0 Vertical	10 cm (4 inch) up to 10 cm (4 inch) down
90 to 120 cm (36 to 48 inch)	5 cm (2 inch) down	5 cm (2 inch) up to 15 cm (6 inch) down
120 to 140 cm (48 to 54 inch)	6.4 cm (4 inch) down	4 cm (1.5 inch) up to 16.5 cm (6.5 inch) down

4. The nominal vertical aim position on lower beam headlights shall be adjusted based on the headlight mounting height, from the

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ground to the light source center of the headlight, according to table 1.

5. High beam headlights are aimed so that the center of the high-intensity zone is located at the horizontal and straight ahead vertically (Fig. 33).
6. Low beam headlights are aimed so that the top edge (the cutoff) of the high-intensity zone is at the vertical location as per Table 1 and the left edge of the high-intensity zone is at the vertical centerline of the headlight (Fig. 34).
7. The inspection limits for high-beam headlights shall be with the center of the high-intensity zone from 10 cm (4 in) up to 10 cm (4 in) down; and, from 10 cm (4 in) left to 10 cm (4 in) right on a screen at 7.6 m (25 ft) (Fig. 35).

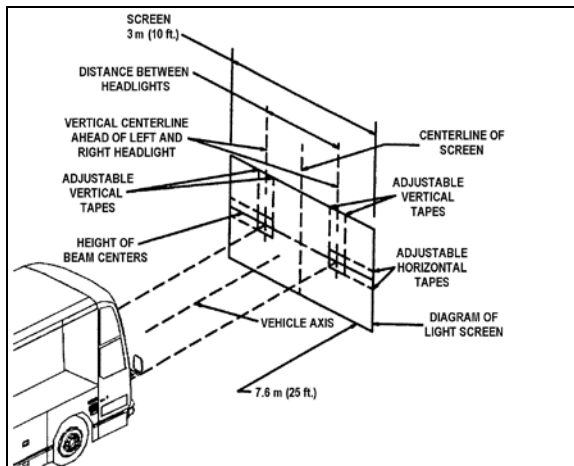


FIGURE 32: ALIGNMENT OF HEADLIGHT AIMING SCREEN 06502

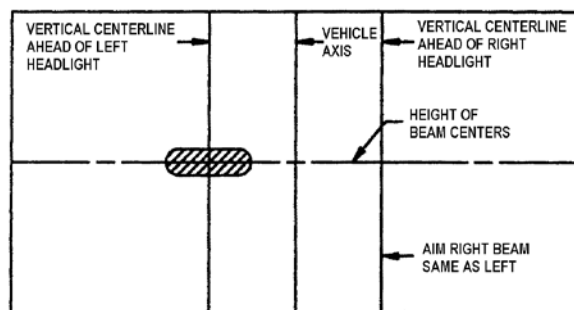


FIGURE 33: UPPER BEAM HIGH-INTENSITY ZONE PROPER LOCATION ON SCREEN 06503

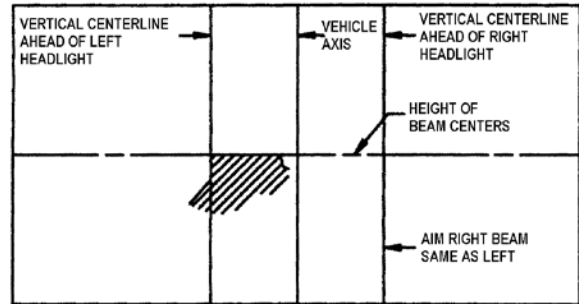
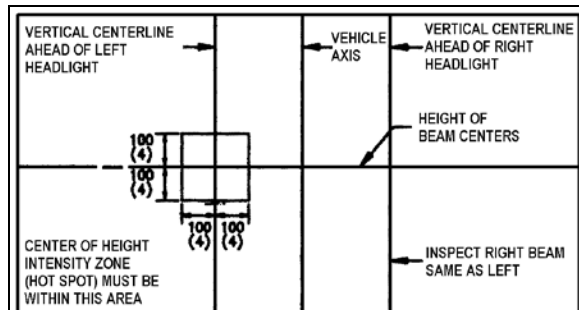
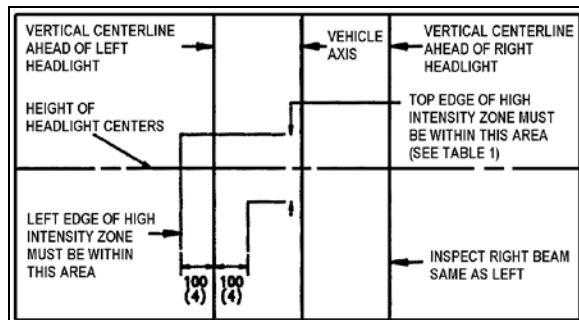


FIGURE 34: LOWER BEAM HIGH-INTENSITY ZONE PROPER LOCATION ON SCREEN 06504



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
FIGURE 35: AIM INSPECTION LIMITS FOR UPPER-BEAM HEADLIGHTS 06505

7. The inspection limits in the vertical direction for low-beam headlights or the low beam of a dual-beam headlight, shall be as described in Table 1. In the horizontal direction, the left edge of the high-intensity zone shall be located from 10 cm (4 in) left to 10 cm (4 in) right of the vertical centerline of the beam. The viewing screen shall be located 7.6 m (25 ft) in front of the vehicle (Fig. 32).



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
FIGURE 36: AIM INSPECTION LIMITS FOR LOWER-BEAM HEADLIGHTS 06506

10.1.4 Sealed-Beam Unit

Bulb Removal and Replacement

1. Pull the release handle located inside the front service compartment to tilt down the entire bumper assembly.
2. Remove the headlight screw fixing the headlight assembly, then tilt headlight assembly down (Fig. 30 and 31).
3. Remove connector from headlight bulb.
4. Remove the bulb by pushing and rotating it out of the socket.
5. Install the new bulb by reversing the previous procedure.

**CAUTION**

During this step, avoid contacting the bulb with the fingers not to alter the bulb life.

NOTE

Do not disrupt headlight adjustment screws.

Module Replacement

1. Pull the release handle located inside the front service compartment to tilt down the entire bumper assembly.
2. Remove the headlight screw fixing the headlight assembly, then tilt headlight assembly down (Fig. 30 and 31).
3. Remove connector from headlight bulb.
4. Unfasten three metal clips attaching headlight unit to support.
5. Install new module and fasten metal clips.
6. Install wiring connector on back of new sealed beam unit.
7. Tilt headlight assembly up into its housing then secure using fixing screw.

NOTE

Make sure headlight assembly is properly positioned into its housing before securing using fixing screw.

8. Perform alignment procedure.

NOTE

The headlight aim must be checked and adjusted even if it was properly adjusted before the sealed beam unit was replaced.

10.1.5 Front Turn Signal

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. Pull the release handle located inside the front service compartment to tilt down the entire bumper assembly.
2. Remove the headlight screw fixing the headlight assembly, then tilt headlight assembly down (Fig. 30 and 31).
3. Partially unfasten back plate fixing screws, then remove signal lamp.
4. Remove socket from signal lamp.
5. Install wiring connector on back of new signal lamp then install signal lamp.
6. Fasten back plate fixing screws then tilt headlight assembly up into its housing then secure using fixing screw.

NOTE

Make sure headlight assembly is properly positioned into its housing before securing using fixing screw.

10.1.6 Optional Xenon Headlamp

The outer lamps of each headlight assembly may be equipped with the optional Xenon lamps. These lamps improve visibility and provide better lifespan.

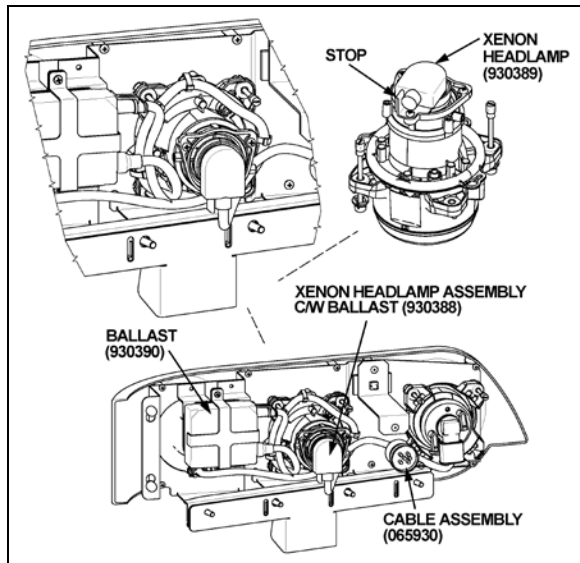




FIGURE 37: XENON HEADLAMP LOCATION 06549

Bulb Removal and Replacement

1. Pull the release handle located inside the front service compartment to tilt down the entire bumper assembly.
2. Remove the headlight screw fixing the headlight assembly, then tilt headlight assembly down (Fig. 30 and 31).
3. Remove main cable connector (066011).
4. Remove connector from headlamp bulb by turning counterclockwise.
5. Unscrew the three Phillips head screws, pull the retainer and bulb out.

	CAUTION
To avoid breaking the bulb, make sure the socket is in proper position against the stop.	

6. Install the new bulb by reversing the previous procedure.

	CAUTION
During this step, avoid contacting the bulb with the fingers not to alter the bulb life.	

NOTE
<i>Do not disrupt headlight adjustment screws.</i>



CAUTION

Never connect a voltmeter or V.O.M. to measure bulb voltage as instrument will be destroyed.

Troubleshooting and Safety

When switching on the Xenon headlamp using the rocker switch, a lamp 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 30 mA 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 state (< 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 1.58 A after one minute for the 24V ballast.

10.2 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, two center stoplights (LED) and a cyclops light (LED) will illuminate simultaneously with the stoplights on the sides for increased safety. The L.H. and R.H. side center stop lights are also used as directional signal and marker lights.

The stop, tail, directional signal and back-up 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 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.

10.2.1 Lamp Removal and Replacement

1. Open engine compartment rear door.
2. Remove 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.

10.2.2 Center Stoplights and Cyclops Light Removal and Replacement

These (LED) lights are sealed unit and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both "Phillips" light screws then remove the light assembly.
2. Install new light assembly and secure using screws.

10.3 LICENSE 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.

10.4 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.

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, and then remove the light assembly.
2. Position the new light assembly and install the "Phillips" screws.

10.4.1 Clearance and Identification Light Removal and Replacement

The clearance and identification light are sealed units (LED) and can be replaced 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 then install the "Phillips" screws.

10.5 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.

10.5.1 Bulb Removal and Replacement

1. Pull on the release handle located in the front service compartment, near the door lower hinge. The bumper will lower gradually.
2. Unscrew the wing nut and pivot assembly upwards.
3. Unscrew the outer ring. Disconnect the light unit connection and remove the bulb.

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4. Install the new bulb, reconnect the light unit and replace in its proper position.



CAUTION

During this step, avoid contacting the bulb with your fingers. This could alter the bulb life.

5. Reinstall the outer ring, pivot the assembly downwards.

Fasten the wing nut and securely close the bumper.

11. INTERIOR LIGHTING EQUIPEMENT

11.1 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.

11.1.1 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. 38).

NOTE

Switches are lighted by the use of LED. When lighting on a switch fails, replace defective switch as a unit.

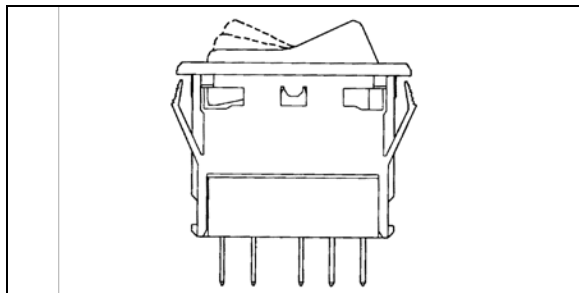


FIGURE 38: SWITCH

06321

11.1.2 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.

11.1.3 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.

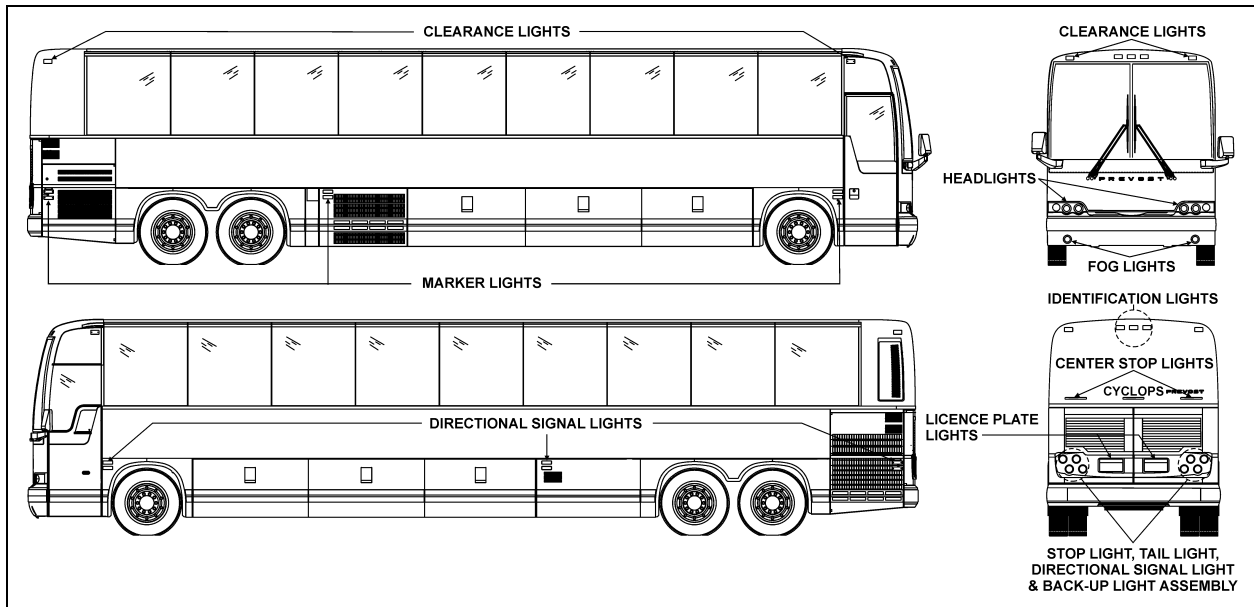


FIGURE 39: VARIOUS LIGHTS LOCATION

06640

11.2 STEPWELL LIGHTS

Two Stepwell lights are illuminated when the door opening system is activated.

11.2.1 Bulb Removal and Replacement

Proceed as follows to replace a 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.

11.3 LAVATORY NIGHT-LIGHT

The lavatory night-light is illuminated as soon as the ignition switch is set to the "ON" position.

11.3.1 Bulb Removal and Replacement

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.

11.4 DRIVER'S AREA LIGHTS

Two halogen ceiling lights are installed over the stepwell and the driver's area. These lights are frequently used for night-time operation when passengers board or leave coach.

11.4.1 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.

11.5 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

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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.

11.5.1 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.
3. Install a new fluorescent tube.
4. Lift the hinged cover and replace the two retaining screws (Fig. 40).

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.

11.5.2 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.

11.5.3 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.

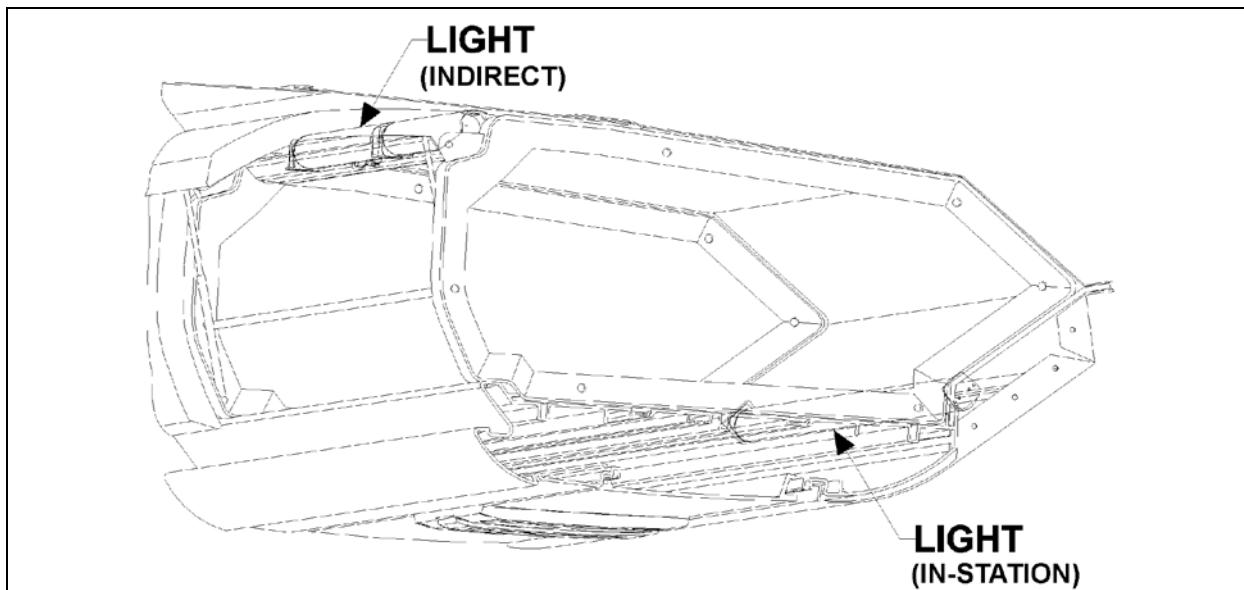


FIGURE 40: PARCEL RACK LIGHTING

06419

11.6 ENGINE COMPARTMENT LIGHTING

Two 24-volts LED module illuminate the engine compartment when the following conditions are met:

1. The engine compartment rear door or curbside door is open.
2. Ignition switch in ON or ACC position.
3. Engine compartment lighting switch on rear engine start panel in ON position.



FIGURE 41: ENGINE COMPARTMENT LIGHT

Each light is sealed and can be replaced as follows:

4. Disconnect the light unit connection.
5. Remove the lamp.
6. Position new lamp.
7. Connect the light unit.

8. Make sure the retaining ring is installed properly.

11.7 LAVATORY LIGHT

The halogen lavatory light is 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.

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 into 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.

12. LIGHT BULB DATA

When replacing a light bulb, special attention must be paid to the voltage rating (refer to light bulb data hereafter).

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LIGHT BULB DATA					
APPLICATION	PREVOST PART NO.	TRADE OR SAE NUMBER	WATTS OR CANDLE POWER	VOLTS	QTY
EXTERIOR LIGHTING					
Hi/Lo-beam	930291	9004	65/45 W	12	2
Lo-Beam Xenon (optional)	930388	D2S	35 W	12	2
Docking & cornering	930319	9415	37.5W	12	4
Fog	930361	H3	55 W	12	2
License plate (sealed)	930266	TL 15206	---	12	2
Marker Light (red)	930340	Grote 47072-3	---	12	2
Marker Light (amber)	930341	Grote 47073	---	12	10
Identification (red)	930334	TL 25420R	---	12	3
Clearance (red)	930334	TL 25420R	---	12	4
Identification (amber)	930337	TL 25450Y	---	12	3
Clearance (amber)	930337	TL 25450Y	---	12	4
Front directional (hazard & marker)	562135	3057	32/3W	12	2
Rear directional	560589	1156	32 W	12	4
Stop	560589	1156	32 W	12	8
Back-up	560589	1156	32 W	12	4
Center stop	930330	HELLA 96208	---	12	2
Cyclops	930330	HELLA 96208	---	12	1
Tail	560123	67	4 W	12	4
Exterior compartment (except engine)	562278	6429	10 W	24	12
Engine compartment	930383	SEALED	25 W	12	2

LIGHT BULB DATA					
APPLICATION	PREVOST PART NO.	TRADE OR SAE NUMBER	WATTS OR CANDLE POWER	VOLTS	QTY
INTERIOR LIGHTING					
Instrument cluster lights	562838	2721 MFX	---	12	---
Telltale panel assy.	563333	---	---	---	1
Step light	562278	6429	10 W	24	2
Lavatory	830176	Q20MR16	20 W	12	1

LIGHT BULB DATA					
APPLICATION	PREVOST PART NO.	TRADE OR SAE NUMBER	WATTS OR CANDLE POWER	VOLTS	QTY
Parcel rack	560144	1820	1.6 W	12	A R
Driver's area	830176	Q20MR16	20 W	12	2
"EMERGENCY EXIT" decal	560601	456	2 W	24	A R
"LAVATORY OCCUPIED"	563108	168	3 W	12	1
"WATCH YOUR STEP"	561166	1820	1.6 cp	24	2
Aisle	560141	1251	3 W	24	A R
Reading	563349	303	6 W	24	A R
Fluorescent (In-Station)	830153	F32T8/SP41	32 W	---	A R
Destination sign fluorescent	830120	F30T8CW4	30 W	---	1
Fluorescent (Indirect)	830152	F13T5/CW	13 W	---	A R
Baggage Compartment	562411	#6424	5 W	24VDC	AR

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13. SPECIFICATIONS

Maintenance Free 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
-Width..... 6.7 / 169
-Height (including top posts)..... 9.3 / 237
-Approximate weight (lbs/kg)..... 59 / 27

* Battery tester cable clamps should be between terminal nuts and lead pads of terminals. If not possible, load value should be 210 amperes.

AGM Battery

Make..... Volvo
Model..... 21258363
Type Absorbed Glass Mat
Terminal type..... Top Stud
Group size 8A31
Volts 12
Load test amperage 400
Reserve capacity (minutes)..... 200

Cold cranking (in amps)
-At 0°F (-18°C)..... 800 (each battery)

Maximum dimensions (inches/mm)
-Length (including flange)..... 12.93/328
-Width..... 6.7/169
-Height (including top posts)..... 9.3/237
-Approximate weight (lbs/kg)..... 61.7/28

Torque specifications

Battery cable to post..... 10-15 Ft-lbs (13-20 Nm)

Alternator

Make..... BOSCH
Series HD 10
Amperes 120
Volts 28.4
Output Power 3 Kw
Ground negative
Prevost Number 564119

Battery equalizer standard

Make..... Vanner
Model..... Vann-Guard 70-Series

Amperes 100 amps

Battery equalizer (with PRIME option)

Make..... Vanner

Model..... Vann-bus 80-Series

Amperes 100 amps

Starter

Make..... Mitsubishi Electric Corporation (MELCO)

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)

Pull In Voltage 16 volts max.