PREVOST

MULTIPLEX MODULES DISCONNECTION PROCEDURE PRIOR TO WELDING

PROCEDURE NO: PR060041	REVISION 02 2013-04-08

Material: N/A

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

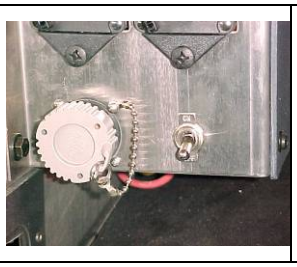
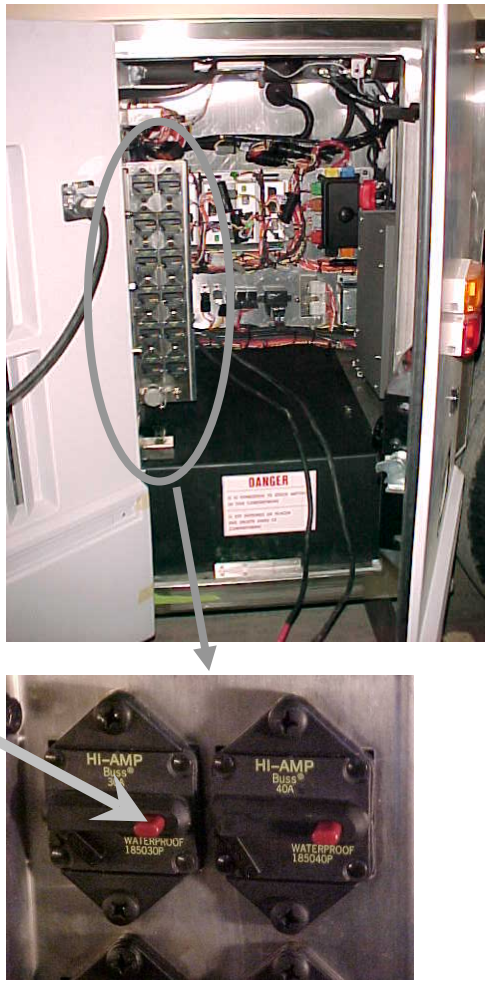
Reference schematics: N/A

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

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

	Effective
Revision 00 : New procedure for cooling 2007 **Revision 01 : Modified for EPA 2010** **Revision 02 : Added: battery equalizer data connection (PRIME).**	

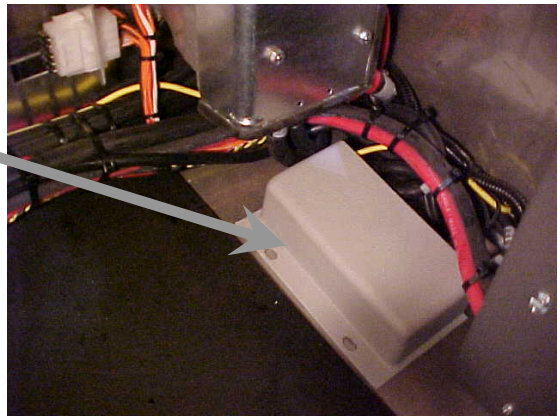
SECTION 1 H3 Coaches & VIP

1.00	**Location: Main power compartment and dashboard.** Set the battery master switch to the OFF position. Place the ignition switch to the OFF position.		
1.05	**Location: Main power compartment** Trip rear junction box circuit breakers CB2, CB4, CB6 Push the red button to open the circuit		

1.10

Location: Main power compartment

Remove the protective cover

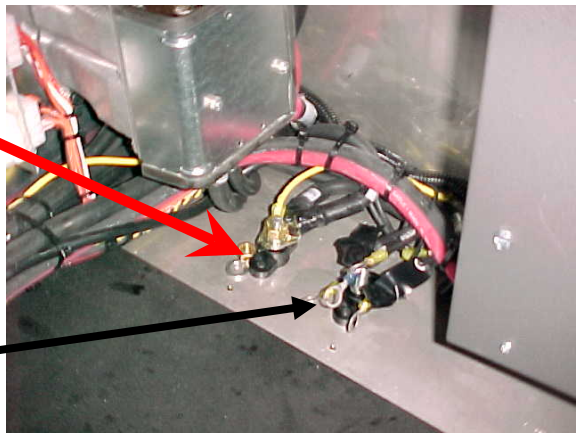


⚠ WARNING ⚠

LIVE WIRE

This 12-volt terminal remains energized

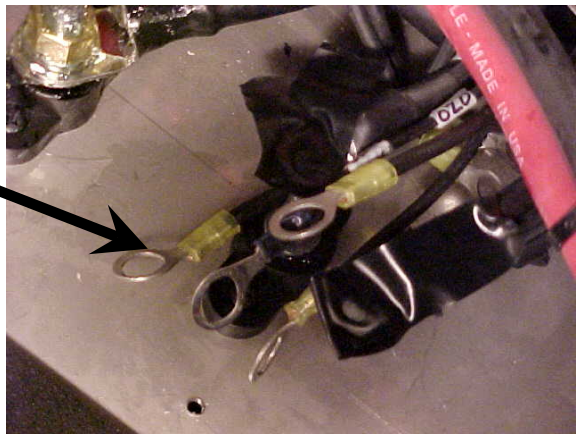
Disconnect the electronic ground terminals from the stud.

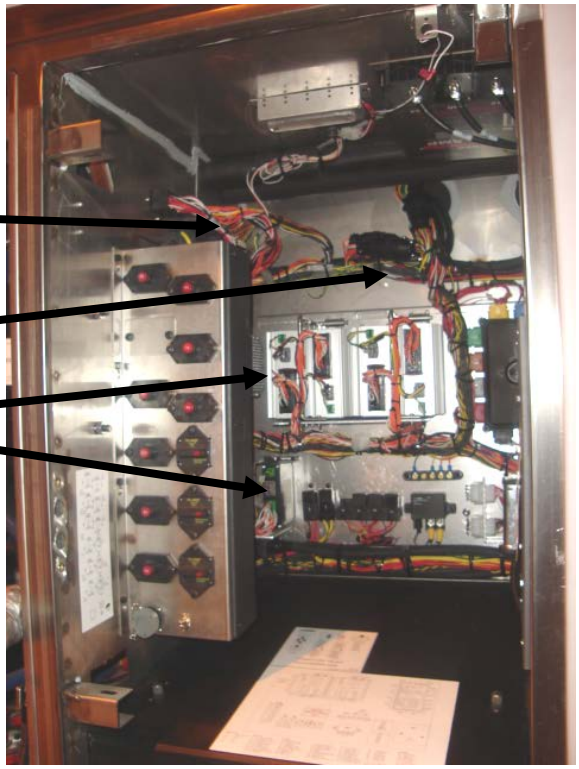


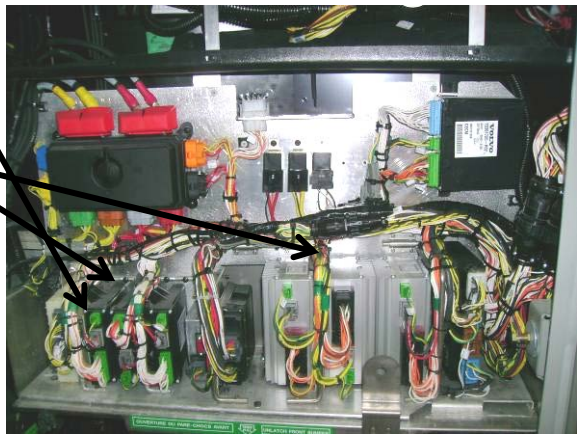
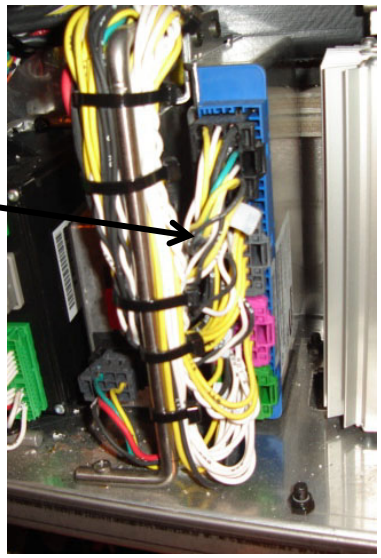
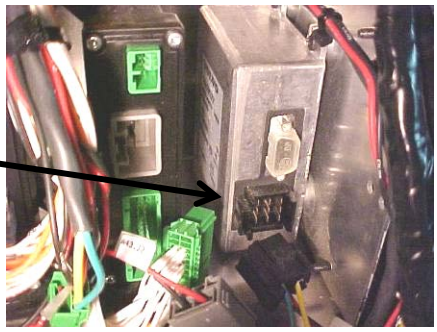
Using electric tape, insulate the 2 largest gage wires. Make sure the ring terminals do not touch each others and the vehicle body.

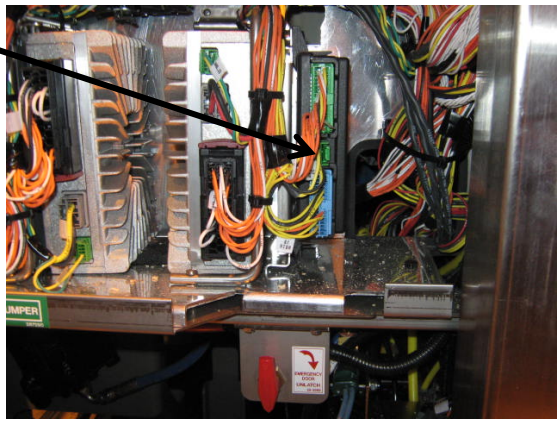
Note :

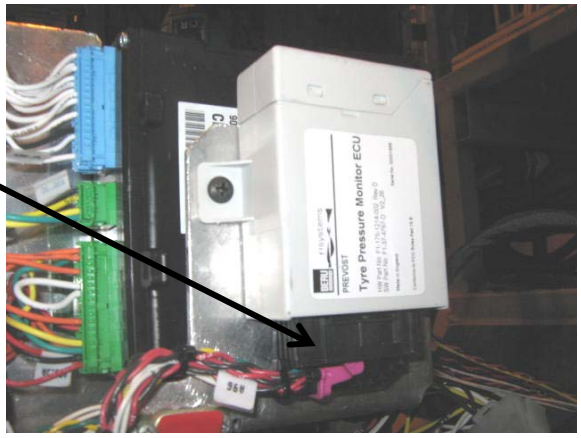
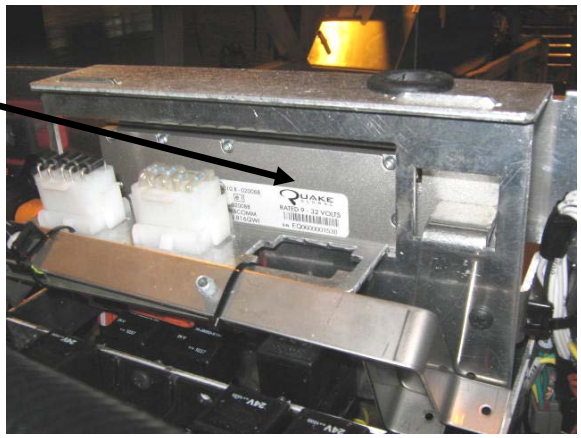
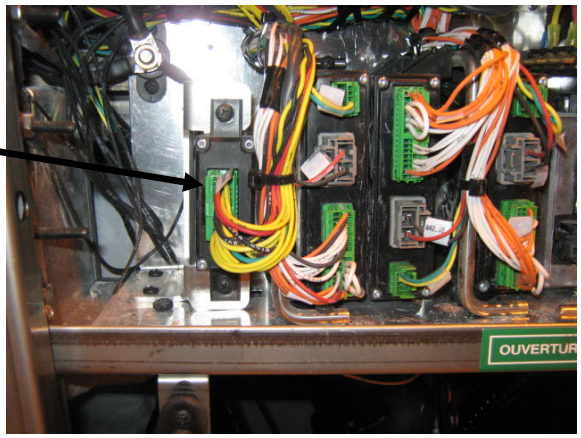
With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head …) is not required.

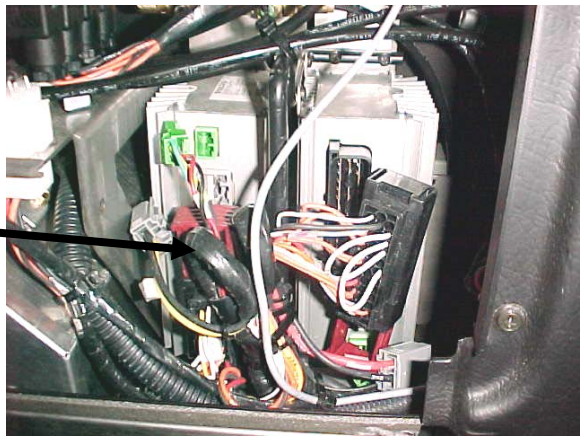


1.15	**Location: Main power compartment** Disconnect the electronic modules : Disconnect I/O A, I/O B modules Disconnect C397 Disconnect connector C717 Disconnect 3 connectors from I/O B and I/O A modules. Disconnect data connector on equalizer	 
1.20 *	**Location: Front electrical compartment** **VIP + COACH:** Disconnect the I/O A, I/O B, ABS, master ID, VECU, CECM, BERU, Volvo Link, Gsecu modules.	

	VIP: Disconnect all keyless module connectors. Disconnect 3 connectors from I/O B and I/O A modules	
	Disconnect 4 connectors from the ABS module	
	Disconnect connector from master ID	

	Disconnect 3 connectors from VECU	
	Disconnect 3 connectors from CECM	

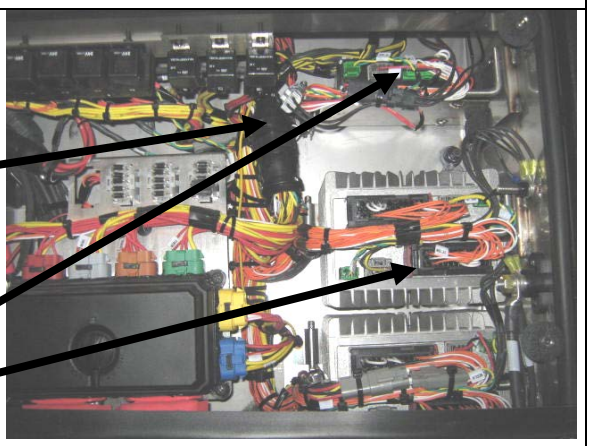
	Disconnect connector A 96 from BERU (OPTION)	
	Disconnect connector A 83 under Volvo Link module	
	I shift Disconnect connector A 108 from Gsecu module (OPTION)	

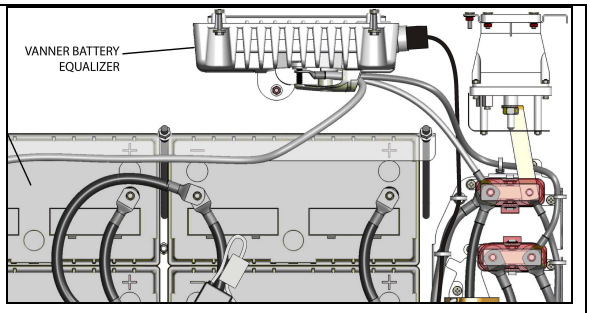
1.25	**Location: Pneumatic accessory panel inside right console** Remove the access panel on the right console (R.H. side of dashboard) Disconnect both I/O B modules	
1.30 *	**Location: Condenser Compartment** Disconnect connector A 137	
1.35	**Location: Evaporator compartment** Remove the protective cover and disconnect I/O B module	

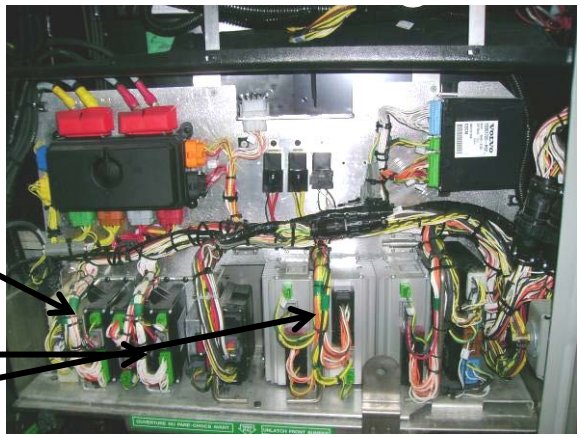
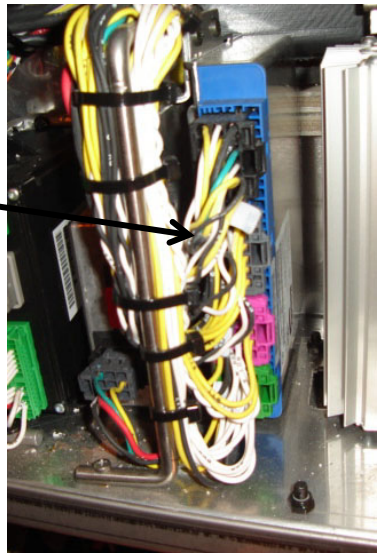
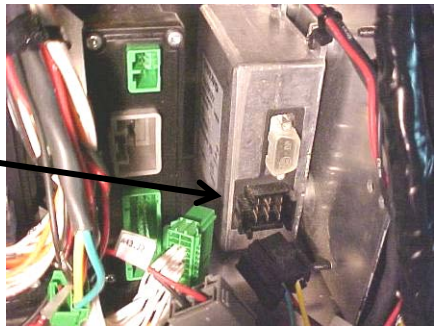
1.40	**Kidde Automatic Fire Detection and Suppression System (optional)**	
	Disconnect C466 Kidde AFSS module is located on the lateral control panel.	
1.45	When all the previous steps are done, you can do welding on the vehicle.	**ENSURE THAT THE WELDING GROUND RETURN CLAMP IS WELL SECURED AND MAKES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

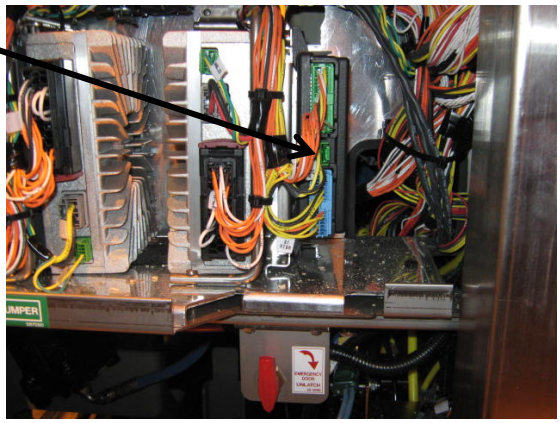
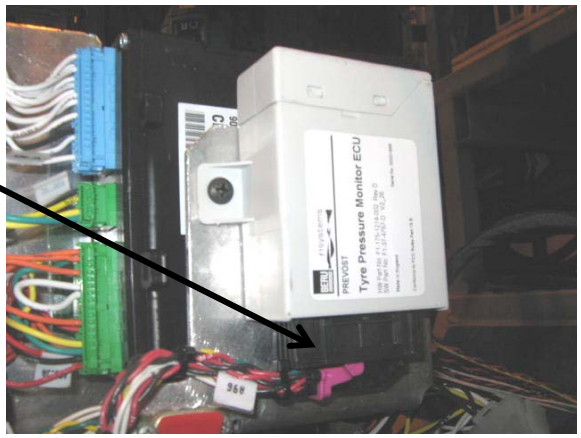
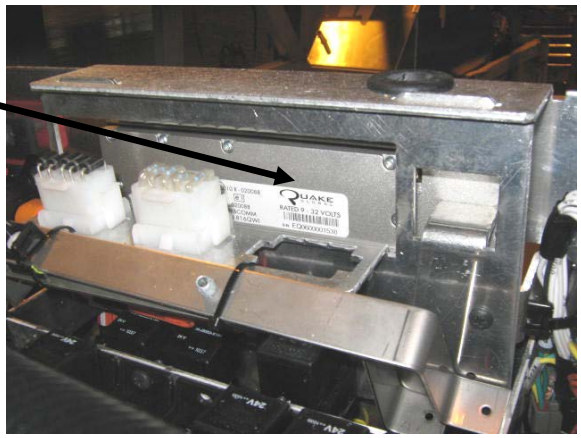
SECTION 2 X3 Coaches, X3-45 VIP & XLII Bus Shells

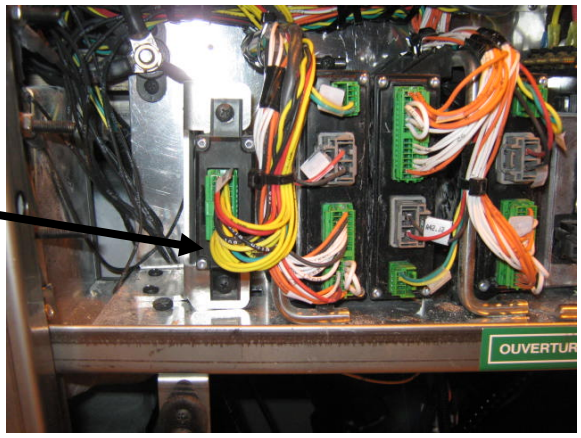
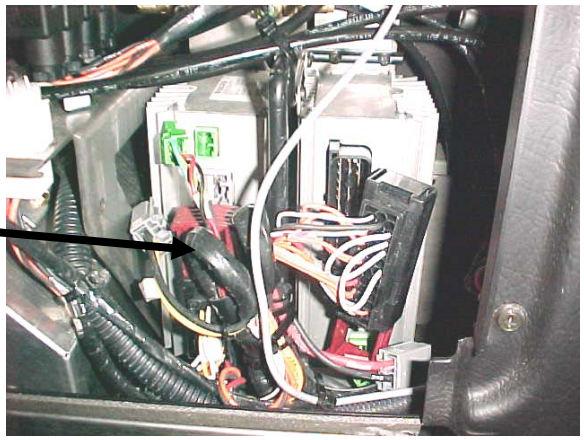
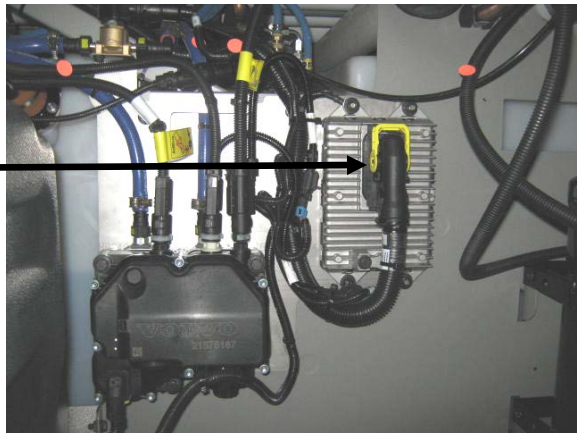
2.00*	**Location: Rear Electrical Panel and Dashboard** Set the battery master switch to the OFF position **(X3 Coaches only)** Place the ignition switch to the OFF position.	 
2.05*	**Location: Rear Junction Panel** Lift cover, trip circuit breakers CB2-CB4-CB6 located on junction panel. Push the red button to open the circuit	 

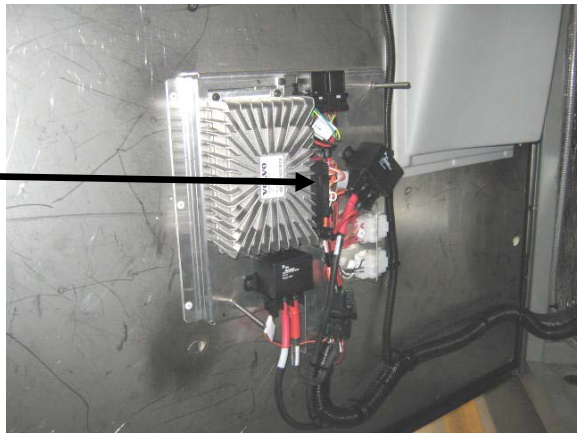
2.10*	**Location: Rear Electrical Panel** Disconnect the electronic ground terminals from this stud. Use electric tape; make sure that cables do not touch each others and the vehicle body. ***Note :*** ***With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission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

2.15.2	**Location: battery compartment:** Disconnect data connector on equalizer	 

2.20 *	**Location: Front Electrical Compartment** **VIP + BUS:** Disconnect the I/O A, I/O B, ABS, master ID, VECU, CECM, BERU, Volvo Link, Gsecu modules. **VIP :** Disconnect all keyless module connectors Disconnect 3 connectors from I/O B and I/O A modules	
	Disconnect 4 connectors from the ABS module	
	Disconnect connector from master ID	

	Disconnect 3 connectors from VECU	
	Disconnect 3 connectors from CECM	
	Disconnect connector A 96 from BERU (option)	
	Disconnect connector A 83 under Volvo Link module	

	Location: Front Electrical Compartment **I shift** Disconnect connector A 108 from Gsecu module (OPTION)	
2.30	**Location: Pneumatic accessory panel inside right console** Remove the access panel on the right console (R.H. side of dashboard) Disconnect both I/O B modules	
2.40	**Location: Condenser Compartment** Disconnect connector A 137	

2.50	**Location: Evaporator Compartment** Disconnect A 54 module located inside the evaporator compartment, on the door.	
2.60	When all the previous steps are done, you can do welding on the vehicle.	**ENSURE THAT THE WELDING GROUND RETURN CLAMP IS WELL SECURED AND MAKES A GOOD ELECTRICAL CONTACT WITH A LARGE METALLIC AREA OF THE CHASSIS LOCATED NEAR THE WELDING POINT AS MUCH AS POSSIBLE.**
2.70	**When welding is completed, reconnect all the modules.** Make sure that the connectors locking tab are well engaged!	**BE CAREFUL TO MAKE THE PROPER CONNECTIONS, IF NOT, SOME SYSTEMS OR COMPONENTS MAY NOT BE USABLE**.