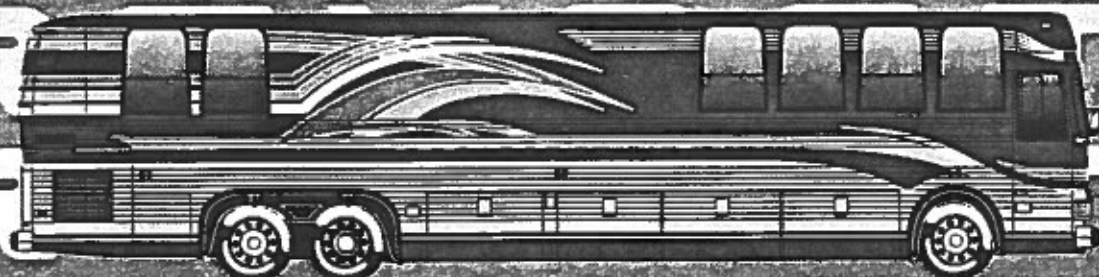
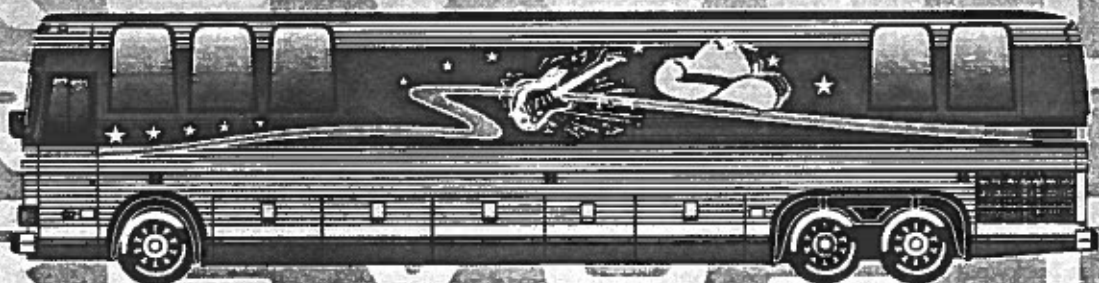
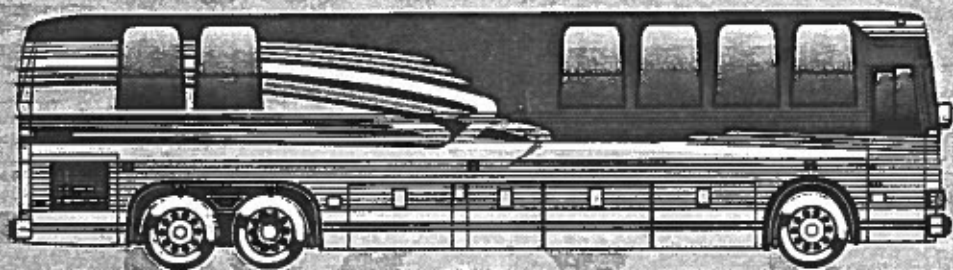


VOST OWNER'S MANUAL

Le Mirage XL

FACTORY-PREPARED
CONVERSION-READY
LUXURY MOTORCOACH





P R E V O S T

**Le Mirage XL
A WORD FROM THE PRESIDENT**

**Thank You for Making the
"Ultimate" Decision in Luxury Motorcoaching**

We are proud to have you join the growing PRÉVOST family. The world's most discriminating motorcoach enthusiasts choose the PRÉVOST Le Mirage XL time and again because of the confidence they have in our commitment to building the ultimate in factory-prepared, conversion-ready luxury motorcoaches.

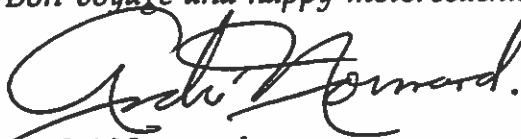
This PRÉVOST commitment to excellence goes back more than 70 years and is matched by a proven performance record that is literally hundreds of millions of miles long. On every road and in every climate imaginable, from frozen arctic through torrential rains and blazing hot desert sands, PRÉVOST coaches have been there and back in peak condition to tell the tale.

Your Owner's Manual will provide a road map to years and years of carefree motorcoaching enjoyment. Across North America you can depend on our factory owned Service and Parts Centers plus many qualified service locations. They are staffed by professionals dedicated to seeing that all your needs are met with the utmost in efficiency and courtesy.

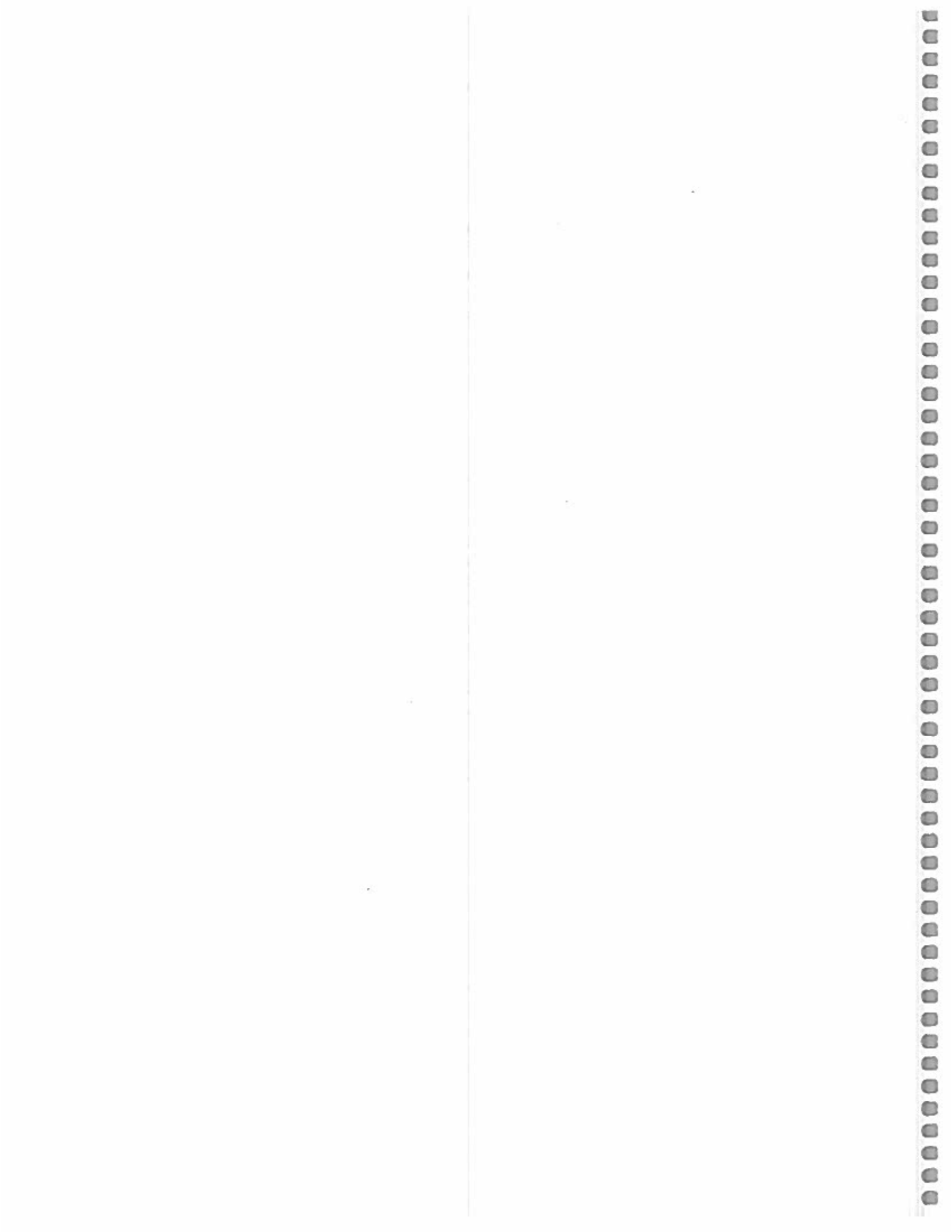
Though we are proud of our past, we are not about to forget where the emphasis must lie... it must lie in the future. The PRÉVOST R&D department is the largest and most innovative of it's kind in North America.

All the employees join me in appreciation of the trust you have placed in us. We will make sure that you are totally satisfied with your coach.

Bon voyage and happy motorcoaching!



**André Normand
President**



PREVOST

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The PRÉVOST "LE MIRAGE XL" Owner's Manual has been prepared to thoroughly acquaint you, the owner, with vehicle equipments and features in order to fully appreciate and safely enjoy your vehicle. Of course, you are anxious to drive your new private coach and test its features, but first please read this publication carefully to help ensure enjoyable and trouble free operation. This book should be kept inside the vehicle at all times for convenient reference. It is also suggested that it remain with the vehicle at the time of resale. Please notify PRÉVOST CAR INC. when the vehicle's ownership is transferred so that our records can be kept up to date. Do this by filling out the appropriate form at the back of this manual.

The specifications, descriptions and figures given are based on the latest information available at printing time. And because at PRÉVOST, we are constantly striving to better our product, we reserve the right to make changes at any time without notice and/or obligation on our part.

Please note that this publication applies to factory-prepared, conversion-ready luxury motorcoaches, manufactured by PRÉVOST CAR INC.. It describes and explains all the equipment and options available for installation in our factory. Therefore, there may be equipment described herein that are not installed on your vehicle. This publication also does not cover equipment installed by your interior designer or systems manufacturer.

This Manual encompasses all three (3) XL SHELL models, including: XL-40, XL-45 & XL-45E; Therefore, variations between them are identified as such.

This manual, or portions thereof, cannot be reproduced in any form whatsoever, in whole or in part, without the written consent of PRÉVOST CAR INC.

The following words are used to emphasize particularly important information:

WARNING: *Identifies instructions which if not followed, could result in serious personal injury or loss of life.*

CAUTION: *Denotes instructions which if not followed, could cause serious damage to vehicle components.*

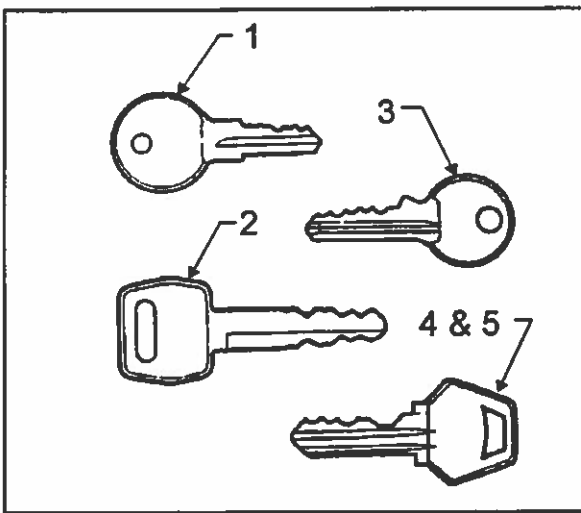
NOTE: *Indicates supplementary information needed to fully understand and complete an instruction.*

For your own safety and to ensure prolonged service life of your private coach, heed our cautions, warnings and notes; Ignoring them could result in extensive damage and/or serious personal injury.



KEYS

Depending on optional equipment, up to five (5) different key models may have been provided with the vehicle. They are used as described below;



1. Ignition switch.
2. Baggage compartment door locks.
Front electric compartment door lock.
Steering compartment door lock.
Side rear service compartment door lock (XL-45 only)
3. Engine compartment door lock.
Engine R.H. side access door lock.
Engine L.H. side access door lock.
Engine oil reserve tank access door lock.
Coolant surge tank access door lock.
Fuel tank filling access door lock.
4. Front entrance door lock.
5. Central entrance door lock.

NOTE: For your protection against theft:

a) Record the key numbers and keep this information in a safe place. Do not keep these records inside vehicle.

b) It is also advisable to deposit a duplicate of each key in a safe place, so they can be obtained without difficulty in case of an emergency or loss.

MAIN BATTERY DISCONNECT SWITCHES

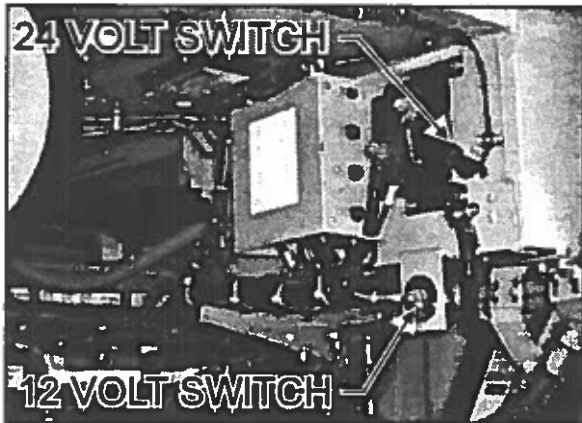
CAUTION: When vehicle is parked overnight or for an extended period of time, both battery main disconnect switches (24 V & 12 V) should be set to the "OFF" position in order to avoid battery voltage imbalance.

NOTE: When both main battery disconnect switches are 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 and the Battery Equalizer(s).

XL-40 & XL-45E

The 24 volt main battery disconnect switch is located above batteries and is accessible by the engine R.H. side access door.

The 12 volt main battery disconnect switch is located directly below the 24 volt disconnect switch.

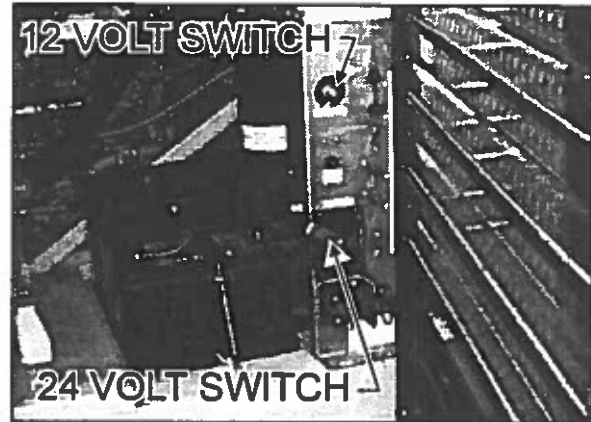


06032

XL-45

The 24 volt main battery disconnect switch is located on R.H. side of batteries and is accessible by the engine R.H. side access door. The 12 volt main battery disconnect switch is

located directly above the 24 volt disconnect switch.



06033

FUEL TANK FILLING

On XL-40 & 45E vehicles, fuel filler neck is accessible by opening a small door located amidship, on R.H. side of vehicle. On XL-45 vehicles, fuel filler necks are accessible by opening a small door located amidship, on either R.H. or L.H. side of vehicle.

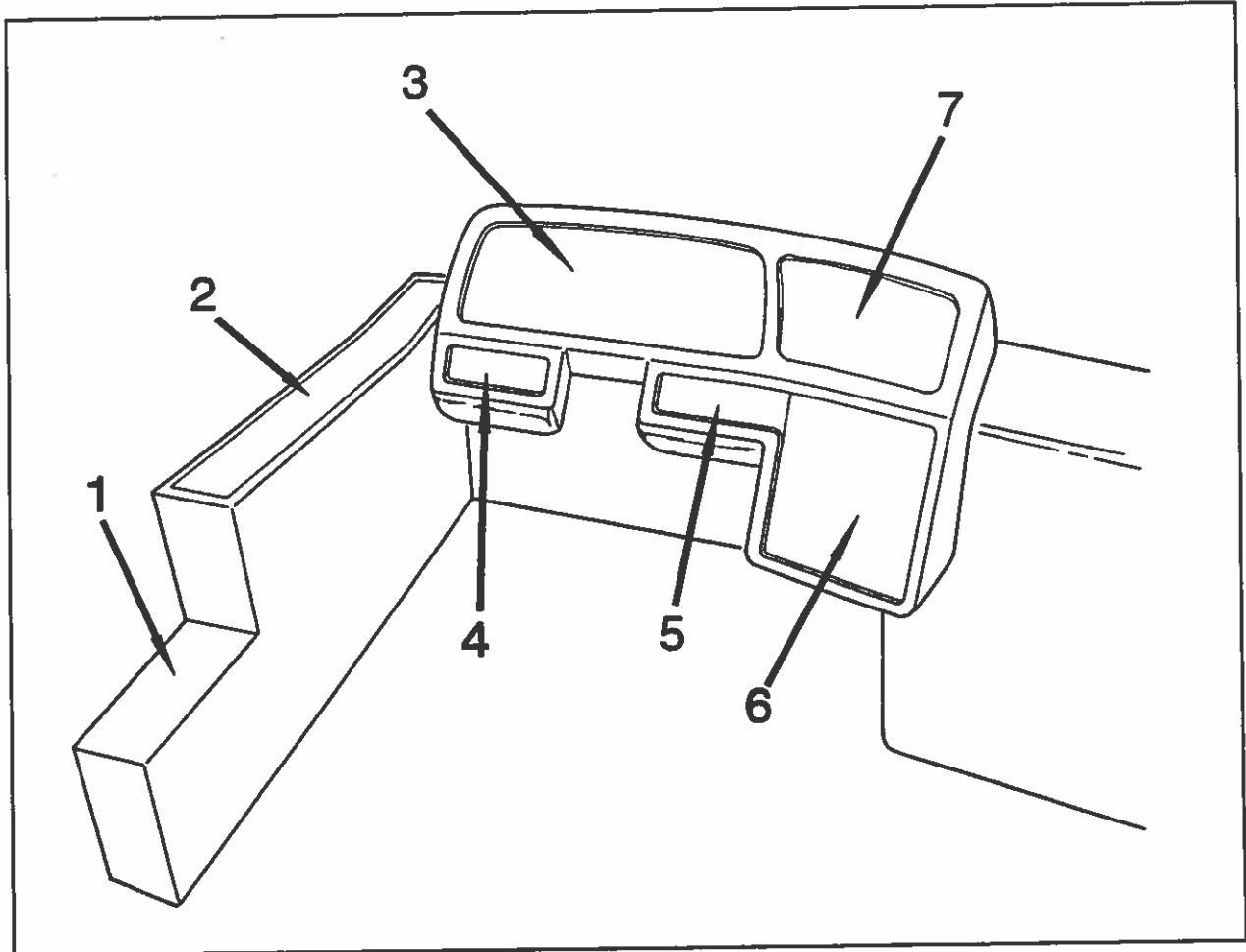


18013

NOTE: Provided vehicle is parked level, an automatic nozzle will shut off when tank is filled to approximately 95% capacity.

CAUTION: Do not fill to more than 95% of fuel tank capacity. Do not "top off" the tank; doing so may result in fuel spillage when the fuel expands.

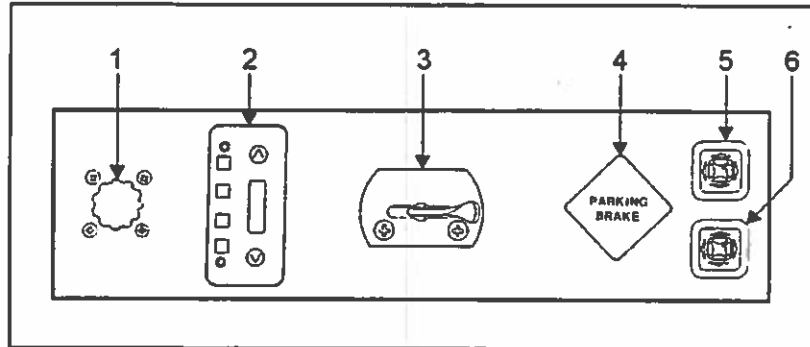
CONTROL AND INSTRUMENT PANELS



18010

No.	Panel	Pg.	No.	Panel	Pg.
1	L.H. Lateral Console	2-4	4	L.H. Lower Switch Panel	2-15
2	L.H. Side Control Panel	2-5	5	R.H. Lower Switch Panel	2-16
3	Dashboard	2-11	6	R.H. Console	2-17
			7	R.H. Upper Panel	2-18

L.H. LATERAL CONSOLE



18014

1. Diagnostic Data Reader Connector

Datalink for DDEC 3, WT World Transmission and ABS Brakes.

2. Auxillary Preheating System Timer (Optional)
(WEBASTO (shown) OR ESPAR)

See pages 2-37 & 38 for description of both heaters.

3. Tag axle valve

The tag axle is located directly behind the drive axle. Operation of the axle is controlled by a valve located on L.H. lateral console alongside parking brake control knob. The valve can be flipped to either one of the two positions, "wheels up" or "wheels down".

Axle will automatically be raised or lowered by air pressure according to valve position. Tag axle service brakes operate only when axle is in the "wheels down" position.

CAUTION: Tag axle should never be raised or lowered while vehicle is in motion, and should always remain in the "wheels down" position during normal operation.

When tag axle is raised, the corresponding indicator light will illuminate, and a beep will sound to remind you that axle is up.

There are two cases where it may be convenient to raise the tag axle; First, on slippery surfaces

such as snow, where raising the tag axle will transfer extra weight and additional traction to the drive wheels, and second, when maneuvering vehicle in tight areas such as a parking lot, where raising the tag axle shortens the wheelbase and allows tighter turning.

CAUTION: Do not raise tag axle on soft surfaces such as mud, since the drive axle will tend to sink deeper.

After either of the above uses, vehicle must be stopped, then tag axle must be lowered before resuming normal driving.

4. Parking brake control

See "Combination emergency and parking brakes" on page 2-21.

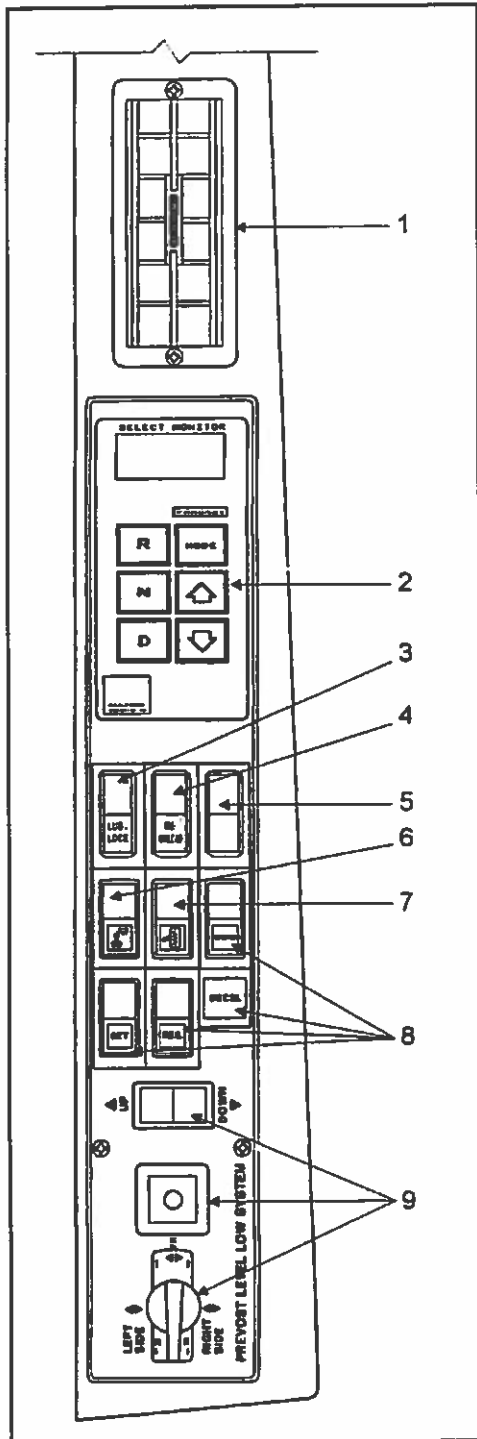
5. L.H. outside mirror control (Optional)

Turn pointer knob to the left for mirror head adjustments and to the right for convex mirror adjustments, then push down on either of the button's four (4) sides to adjust the selected mirror's viewing angle.

6. R.H. outside mirror control (Optional)

Turn pointer knob to the left for flat mirror head adjustments and to the right for convex mirror adjustments, then push down on either of the button's four (4) sides to adjust the selected mirror's viewing angle.

L.H. SIDE CONTROL PANEL



18011

1. Adjustable louver

The louver is manually adjustable, so the heated or cooled air flow can be directed towards driver or side window.

2. Transmission push-button shifter

To select forward, neutral or reverse gears of transmission. For system operations see "AUTOMATIC TRANSMISSION" page 2-6).

3. Baggage door lock (Optional)

Push up rocker switch to unlock the baggage doors and push down to lock. For additional information see page 2-31 under heading "Baggage compartment".

4.

XL-40 & XL-45E: Blank for add. switch.

XL-45: Tag unload cancellation

Cancels tag unload system operations. See "Tag axle automatic unloading system" on page 2-6.

5. Blank for additional switch.

6. Driver's light switch (overhead lights)

Driver's light electric circuit is connected to 2 three-way switches; thus, it can be actuated with this switch or by means of the toggle switch located at extreme right of dashboard. Push rocker down or up depending on toggle switch position.

7. Exterior mirror heating switch (Optional)

Push down rocker switch to heat both exterior mirrors.

8. Cruise control switches (see page 2-9)

9. Level low system controls (see page 2-10)

TAG AXLE AUTOMATIC UNLOADING SYSTEM

XL-45 ONLY

The tag unload system's function is to automatically deplete the tag axle's air bellows when vehicle is under 8 MPH (13km/h) and negotiating a tight turn. This shortens the vehicle's wheel base and decreases turning radius. To prevent excessive sagging of the rear end a passive oil pneumatic system has been employed.

Since some rear end sagging occurs during the normal operation of the "Tag axle automatic unloading system", a "Tag unload cancellation" switch has been added on the L.H. side control panel so the system can be rendered inoperative when desired.

In some cases, such as turning uphill on an uneven road surface or driving in and out of parking lots (where rear end scraping is possible), it is preferable not to have this system functional. Use the "Tag unload cancellation" switch to turn system "OFF" and keep vehicle weight on tag axle.

NOTE: The manual valve for tag "UP or DOWN", located on L.H. lateral console, is independent of the "Tag axle automatic unloading system".

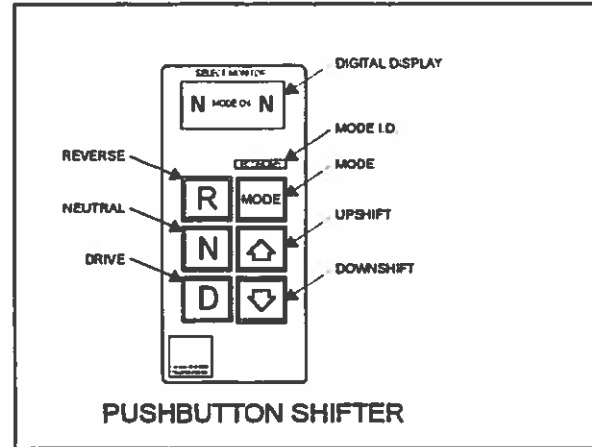
AUTOMATIC TRANSMISSION

The operation and driving of this vehicle with an automatic transmission is similar to that of an automobile equipped with an automatic transmission. Proper ranges should be selected according to driving speeds to improve vehicle performance and control. The transmission is fully automatic. Speed ratio of power converter changes automatically as vehicle speed increases and direct-drive goes in and out as necessary, modulated by vehicle speed, and accelerator position.

Range selection - Push-button shifter

The push-button shifter is used by the operator to select Neutral (N), Reverse gear (R), or a range

of forward gears. When a forward gear range has been selected, the transmission starts in the lowest gear of the range and, as conditions permit, automatically upshifts until the highest gear in the selected range is in use.



18015

The digital display indicates the readout of two (2) digits:

- SELECT** - Range of gears selected by the operator.
- MONITOR** - Current gear of transmission operation.

Each time a button is pressed on the shifter a short "beep" will be heard to identify that the ECU has received instructions to change operation. The function of each button is as follows:

Select **REVERSE** gear by pressing "R".

Select **NEUTRAL** by pressing "N". Note the raised edge around the "N" button so the driver can orient his hand to the push-buttons by touch, without looking at the display. It is not necessary to press this button prior to starting the vehicle.

Select **DRIVE** range by pressing "D". The highest forward gear will appear on the **SELECT** display and the transmission will shift to the starting gear as indicated on the **MONITOR** display.

The *UPSHIFT* and *DOWNSHIFT* (arrow) buttons are used to shift to a higher (if not in "D") or lower (if not in "1") range selected. One press changes the range selected by one range. If the button is pressed continuously, the range selected continues to change up or down until the button is released or until the highest or lowest possible range of gears is selected.

Function of the mode button

This button is used to invoke a special function that has been programmed into the ECU. This function is the "ECONOMY" mode which allows for more efficient operation of the transmission and thereby helps contribute to improved fuel economy. The mode status will be indicated on the digital display by lighting *MODE ON* when the function has been selected.

Shift schedule

PRIMARY - This shift schedule is used each time the vehicle is started. Typically, this is used for normal vehicle operation.

SECONDARY - This is an alternate shift schedule that the ECU may use upon request. Select the secondary shift schedule (*ECONOMY*) via the *MODE* button.

HOLD UPSHIFT - This shift schedule permits upshifts if an overspeed condition could occur by the transmission remaining in a lower range. These shifts occur at speeds higher than normal upshifts.

In most cases the control system logic protects the transmission from abuse. Such actions as full throttle neutral-to-range shifts and high speed direction changes are inhibited.

Operation

When a push-button pad is depressed, a beep sounds and the pad lights up indicating the transmission is ready to operate in the selected range. When the electronic control system detects a serious problem in the transmission, a buzzing tone sounds for 5 seconds, and the "DO NOT SHIFT" light on the dashboard (item #26 on

page 2-11) illuminates to warn the driver that the transmission is held-in-gear. If another pad is depressed, the buzzing sound will continue until the original range is selected.

NOTE: As a light bulb and systems check, the "DO NOT SHIFT" light will illuminate when the ignition switch is turned "ON". After about two seconds the light will turn off. If the "DO NOT SHIFT" light remains on, the self-diagnostic system has detected a problem. If the problem disappears, the light will go out, but a trouble code will remain stored in the ECU.

A) Reverse (R)

Use this position to back up vehicle. Stop completely before shifting from forward to reverse or from reverse to forward. Touch the reverse (R) pad, the pad will light up and the reverse warning signal will be activated, provided the "back up alarm cancel" switch is "ON" (see item #5 on page 2-16).

B) Neutral (N)

Use this position to start engine. Select neutral (N) when checking vehicle accessories, and for extended periods of engine idle operation; parking brake must then be applied. The pushbutton shifter will automatically select neutral when the master switch is turned on.

CAUTION: Detroit Diesel engines should not be idled for extended periods at "low" idle. For extended idling, engine should run at "fast" idle.

WARNING: Always apply parking brake before leaving driver's seat.

Do not allow your vehicle to "coast" in Neutral. This practice can result in transmission damage. Also, no engine braking is available in Neutral.

C) Drive (D)

Use this position for all normal driving conditions. After touching this pad, the vehicle will start in first or second range and will automatically upshift to a higher range as output speed increases. As the vehicle slows down, output speed decreases, and the transmission

automatically downshifts to the correct range. If a locked brake or a slick surface condition should occur, the ECU (Electronic Control Unit) will command converter operation (disconnect lockup) and inhibit downshifts for a period of time or until normal wheel speed has been restored.

NOTE: *The transmission should normally be allowed to shift itself, but manual shifting can be used as described below.*

D) Fourth (4) and Third (3) ranges

Select these ranges when driving on moderate grades, or when load and traffic conditions require the use of limited speed.

E) Second (2) range

Select this range when operating in heavy and congested traffic. The transmission will start in first and automatically upshift to second. When slowing, the transmission will automatically downshift to first range. Low ranges provide progressively greater engine(*) and retarder(*) braking power (the lower the range, the greater the engine(*) and retarder(*) braking effect).

F) First (1) range

Select this range when pulling through mud and snow, or when speed control is needed for driving up steep grades. This range also provides maximum engine(*) braking power or retarder(*) braking effect. In the lower ranges (1, 2, 3, and 4), transmission will not upshift above the highest gear selected unless recommended engine governed speed for that gear is exceeded.

CAUTION: *Service brakes (foot pedal) should not be used to control the speed of vehicle on long, steep descents. Instead, lower transmission ranges should be used (in conjunction with output retarder(*)). When descending in lower ranges, care must be taken that engine speed does not exceed 2450 rpm. This procedure keeps service brakes cool and ready for emergency stopping.*

- (*) - Refers to "JACOBS engine brake" and "Transmission output retarder" options. See pages 4-4 & 4-5 for details regarding both systems.

CRUISE CONTROL SWITCHES

Introduction

The cruise control is an automatic speed control system that allows you to maintain a constant cruising speed above 35 m.p.h. (55 km/h) without depressing the accelerator pedal. The four (4) control switches are located on the L.H. side control panel (see page 2-5, item #8).

WARNING: Do not use the cruise control system when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow covered, slippery, or with a loose driving surface.

Setting vehicle speed

To turn on the system, push down "CRUISE" rocker switch, set the vehicle speed by accelerating to the desired speed, momentarily press and release the "SET" switch, and then remove your foot from accelerator pedal. This sets the cruising speed and stores it in memory, thus maintaining speed automatically.

NOTE: Cruise control system will not accept speed settings, nor will the "RESUME" switch operate, below approximately 35 m.p.h. (55 km/h).

Increasing set speed

Vehicle speed setting may be increased by one of the following methods:

1. Press and hold the "RESUME" switch until the desired speed is obtained. Releasing the "RESUME" switch will set the new higher speed.
2. Depress accelerator pedal until the desired speed is obtained, then press and release the "SET" switch.

NOTE: When driving with cruise control in use, the speed may be increased for passing, etc., by depressing the accelerator in the usual manner. Once the foot is removed from the accelerator

pedal, the cruise control will return to the set speed.

Decreasing set speed

Vehicle speed setting may be decreased by one of the following methods:

1. Press and hold the "SET" switch until the desired lower speed is obtained. Releasing the "SET" switch will set the new speed.
2. The cruise control can be disengaged without losing the speed memory by either of two methods:
 - a) By lightly applying the brakes, or
 - b) by momentarily depressing the "DECEL" switch button.

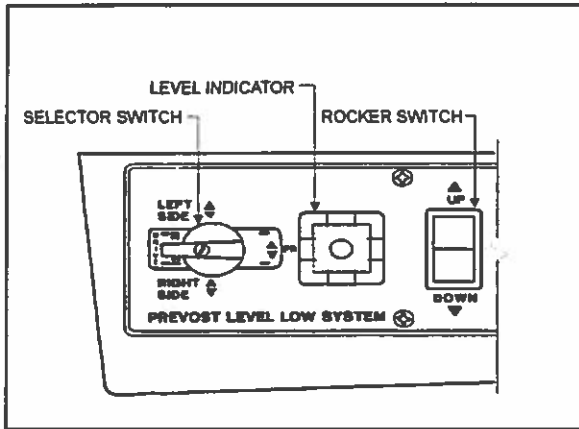
After either of these disengagements, you may return to the previously set speed by pressing and releasing the "RESUME" switch, provided the speed is higher than 35 m.p.h. (55 km/h).

The cruise control is completely shut off and the speed memory is lost when turning off the "CRUISE" rocker switch.

NOTE: Cruise control is inoperative when speed drops below 35 m.p.h. (55 km/h), therefore the setting instructions must be repeated if vehicle speed drops below this mark.

When the cruise control system is cancelled, objectionable vehicle motions are minimized by lightly depressing accelerator, before disengaging cruise control.

Level low system controls (Optional)



18012

During driving, the conventional air levelling system of the vehicle controls the height at three points: the front, the left rear and the right rear. Your vehicle is equipped with a suspension system that consists of air springs (pressurized air bellows) located near each wheel. The amount of air in each air spring (and thus the vehicle height) is controlled by automatic levelling valves that operate between the chassis and the axles of the vehicle.

The three (3) levelling valves are located as follows: one at the front which controls the amount of air in both front air springs, one at the left rear which controls the left rear corner of the vehicle and one at the right rear which controls the right rear corner of the vehicle. During normal driving, these valves work automatically to maintain the chassis at the proper level above the axles, indifferent of road conditions or vehicle weight.

When parked, and **ONLY** when parked, the level of the vehicle can be manually adjusted within the range of travel of the air springs. Thus, if the vehicle is parked on uneven ground, the manual override levelling system can be used to level the chassis of the vehicle. With the ignition "ON" (engine running or not), turn the selector switch (located on L.H. side control panel, page 2-5) to the area of the vehicle requiring levelling, then

press the rocker switch accordingly (up or down) to inflate or deflate the selected set of air springs. The front position raises or lowers the front only and does not tilt the vehicle to its sides. Each rear position raises or lowers its respective side, therefore, the rear positions can be used to tilt the vehicle to one side or the other, or they can be used to raise or lower the rear of the vehicle. When levelling vehicle, it is often necessary to run the engine in order to get an adequate air supply.

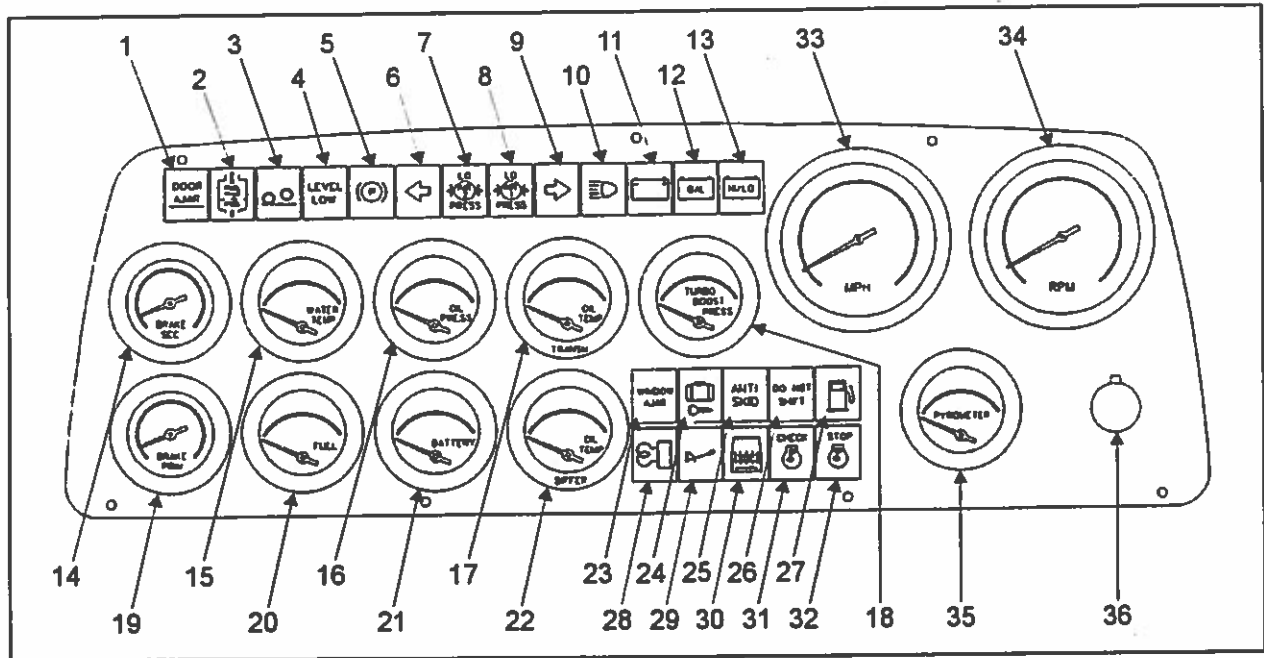
NOTE: It's always better to first, level the rear of the vehicle (right to left) before raising or lowering the front. After adjusting the rear, watch the level as you adjust the front. If the level shows that the vehicle is starting to tilt to either side, then stop adjusting the front as one of the air springs has come to the end of its travel range.

After manual levelling, turn off the engine. The vehicle will stay in the levelled position (the air is "locked" in air springs) as long as there are no air leaks. The vehicle will hold this position for several days. When engine is restarted and air pressure is adequate, the vehicle will automatically level itself for driving conditions.

WARNING: Do not drive the vehicle with the level low selector switch in any position other than "DRIVE", as this may render the vehicle unsafe and uncontrollable. If this is the case, the "LEVEL LOW" warning light in dashboard (item #4, page 2-11) will flash, reminding you that the selector is not in the "DRIVE" position.

NOTE: If, for any reason, you wish to start-up the engine without moving vehicle (to warm up engine for instance) while keeping the vehicle in the manually levelled position, place selector switch in any position except "DRIVE". When ignition switch is turned to the "OFF" position, reset the selector switch to the "DRIVE" position.

Dashboard



18019

- | | | | |
|----------|---|----------|--|
| 01. | Door ajar (Optional), or Blank | 20. | Fuel gauge |
| 02. | Water separator (Optional), or Blank | 21. | Voltmeter |
| 03. | Tag axle | 22. | Differential oil temperature gauge (Optional), or Accessory air tank pressure gauge (Optional), or Blank |
| 04. | Level low (Optional), or Blank | 23. | Window ajar (Optional), or Blank |
| 05. | Parking brake | 24. | Baggage compartment door lock (Optional), or Blank |
| 06. | L.H. turn signal - Hazard | 25. | Antilock braking system (Optional), or Blank |
| 07. | Low secondary air pressure | 26. | Transmission "DO NOT SHIFT" light |
| 08. | Low primary air pressure | 27. | Low fuel level (Optional), or Blank |
| 09. | R.H. turn signal - Hazard | 28. | Preheating system (Optional), or Blank |
| 10. | High beams | 29. | Output retarder (Optional), or Blank |
| 11. | Battery | 30. | Brake light |
| 12. | Battery balance | 31. | Check engine |
| 13. | High or low battery voltage | 32. | Stop engine |
| 14. | Secondary air pressure gauge | 33. | Speedometer-Odometer |
| 15. | Engine coolant temperature gauge | 34. | Tachometer |
| 16. | Oil pressure gauge | 35. | Pyrometer gauge (Optional), or Blank |
| 17. | Transmission oil temperature gauge (Optional), or Blank | 36. | Instrument and switch brightness control |
| 18. | Turbo boost pressure gauge (Optional), or Blank | | |
| 19. | Primary air pressure gauge | | |

Dashboard indicator/warning lights and instruments

1. Door ajar (Optional)

This indicator is provided on vehicles equipped with a central door, and will light only when this door is ajar.

2. Water separator (Optional)

Lights when the accumulated water in the diesel fuel filter/water separator should be drained (see page 6-5).

3. Tag axle

Lights when tag axle wheels are raised. Furthermore, a beep will sound to advise the driver that the wheels are raised.

4. Level low (Optional)

Flashes when vehicle manual levelling system is operating (see page 2-10).

5. Parking brake

Lights when parking brake is applied (see page 2-21).

6. L.H. turn signal - Hazard

Flashes when L.H. turn signal is selected with multifunction lever or when hazard switch is turned on. (When hazard switch is turned on both L.H. and R.H. turn signals will flash.)

7. Low secondary air pressure

Lights when air pressure in secondary system is too low. For System information, see "BRAKES" on page 3-1.

8. Low primary air pressure

Lights when air pressure in primary system is too low. For System information, see "BRAKES" on page 3-1.

9. R.H. turn signal - Hazard

Flashes when R.H. turn signal is selected with multifunction lever or when hazard switch is turned on. (When hazard switch is turned on

both L.H. and R.H. turn signals will flash.)

10. High beams

Lights when headlight high beams are selected (see page 2-20).

11. Battery

Lights when alternator is not functioning properly.

12. Battery balance

Lights when batteries are out of balance.

NOTE: Before seeking assistance, check that the 12 volt main battery disconnect switch is set to the "ON" position, that the demand for the 12 volt power is not exceeding rated amperage output of battery equalizer(s) and finally, check circuit breaker on battery equalizer(s) (for location, refer to page 2-30). Allow at least 15 minutes to balance batteries after corrective measures have been taken.

13. High or low battery voltage

Lights when battery voltage exceeds 30.3 volts or drops below 23.7 volts.

14. Secondary air pressure gauge (Brakes)

Indicates air pressure in the secondary system. Normal reading varies from 95 to 125 psi (655 to 860 Kpa).

15. Engine coolant temperature gauge

Indicates engine coolant temperature. Normal reading should vary from 190 to 215°F (88 to 102° C).

In extremely hot weather and high altitude, the coolant temperature can reach 215°F (102°C) and more when climbing a long grade at full throttle. If this situation occurs, the "check engine" light will come on (at 217°F - 103°C) and the engine overtemperature protection system (EOP) will be activated. If the cooling system is properly maintained, the temperature should stabilize below the shut back temperature of 222°F (106°C) so the vehicle can operate normally. See also item # 31 on page 2-14.

NOTE: Engine is not considered "overheating" when below 215°F (102°C).

16. Oil pressure gauge

Indicates engine oil pressure. Normal reading at operating temperature should vary from 50 to 70 psi (345 to 483 Kpa) at cruising speed.

17. Transmission oil temperature gauge (Optional)

Indicates transmission oil temperature. Normal reading can vary from 160 to 250°F (70 to 120° C).

18. Turbo boost pressure gauge (Optional)

Indicates turbo boost pressure in psi. Reading depends on engine rpm and load conditions.

NOTE: If item #22 is not a chosen option on your vehicle, then "Turbo boost pressure gauge" will be located in its position at #22.

19. Primary air pressure gauge (Brakes)

Indicates air pressure in the primary system. Normal reading varies from 95 to 125 psi (655 to 860 Kpa).

20. Fuel gauge

Indicates the amount of fuel remaining in the fuel tank. If your vehicle has an optional auxiliary tank, the gauge will show the total fuel level, as the tanks are interconnected.

CAUTION: Operating the vehicle when the reading is below 1/8 full is not recommended.

21. Voltmeter

Indicates electrical system voltage. With engine operating, normal reading should be 27.5 volts.

22. Differential oil temperature gauge (Optional)

Prior V.I.N. 2P9M33401S1001482

Indicates differential oil temperature. Normal reading should not exceed 250°F (120°C).

NOTE: If "Differential oil temperature gauge" is not a chosen option on your vehicle, then "Turbo boost pressure gauge" (normally item #18) will be located in this position.

22. Accessory air tank pressure gauge (Optional)

From V.I.N. 2P9M33401S1001482

Indicates air pressure in the Accessory air tank. Normal reading varies from 95 to 125 psi (655 to 860 kPa).

NOTE: If "Accessory air tank pressure gauge" is not a chosen option on your vehicle, then "Turbo boost pressure gauge" (normally item #18) will be located in this position.

23. Window ajar (Optional)

Will light when any one or several of the vehicle's windows are opened.

24. Baggage compartment door lock indicator (Optional)

Will light if any one or several of the baggage compartment doors are unlocked.

25. Antilock braking system (Optional)

Lights until vehicle speed reaches 4mph (7 km/h), and when the antilock braking system is malfunctioning.

26. Transmission "DO NOT SHIFT" light

See page 4-6 for description.

27. Low fuel level (Optional)

Lights when approximately 12 U.S. gallons (45 liters) of fuel remains in the tank(*). It is recommended that you do not exceed a distance of 75 miles (120 km) after light has turned on. Light will illuminate "ON" & "OFF" just before running out of fuel. Fill tank as soon as possible.

(*) - Applies to 160 U.S. gallon tank. For other optional tank volumes and distances see below:

- 250 U.S. gallons (160 + 90) = 15 U.S. gallons (57 liters), 90 miles (150 km).
- 208 U.S. gallons = 17 U.S. gallons (64 liters), 100 miles (165 km).

- 298 U.S. gallons (208 + 90) = 21 U.S. gallons (80 liters), 126 miles (210 km).

28. Preheating system (Optional)

Lights when preheating system is turned on. For systems description, see pages 2-37 & 2-38.

29. Output retarder (Optional)

Lights when transmission's output retarder is activated. For system description, see page 4-5.

30. Brake light

Lights when brakes are activated.

31. Check engine

Will light if a minor engine malfunction is detected by the DDEC (Detroit Diesel Electronic Control) system. This includes any situation where the engine coolant reaches 217°F (103°C) because of cooling system problems or because of situations described on page 2-12 (item # 15). This light will remain illuminated until malfunction is corrected. Furthermore, this indicator flashes to indicate engine malfunction codes when the required procedure outlined on page 5-7 has been performed.

NOTE: *As a light bulb and systems check, this indicator will illuminate when the ignition switch is turned "ON". After about five seconds the light will turn off.*

32. Stop engine

Will light when major engine problems occur. The engine power will automatically begin to decrease gradually and will be followed by an automatic shutdown after 30 seconds. This 30 second delay period may be repeated using the "Stop Engine Override Switch" outlined further on page 2-15 (item #5).

NOTE: *Once engine is stopped, it cannot be restarted until malfunction is corrected.*

As a light bulb and systems check, this indicator will illuminate when the ignition switch is turned "ON". After about five seconds the light will turn off.

33. Speedometer-odometer

The speedometer indicates the vehicle speed. The odometer indicates the distance driven;

U.S. vehicles: Miles/Kilometers (Miles predominant)

Canadian vehicles: Kilometers/Miles (Kilometers predominant)

34. Tachometer

Indicates engine speed in hundreds of revolutions per minute (rpm) and serves as a guide for proper gear shifting. It also helps the driver in preventing excessive engine speeds when going down steep grades, with engine serving as a brake. Maximum allowable engine rpm is 2450.

35. Pyrometer gauge

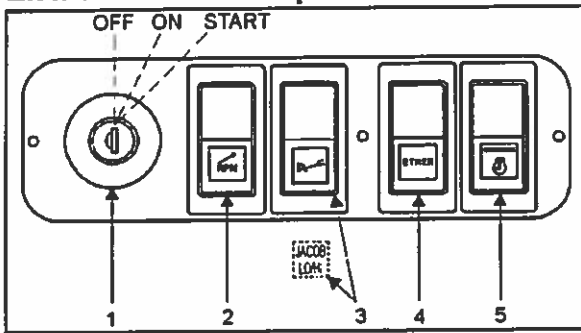
Prior V.I.N. 2P9M33401S1001482 only.

Indicates exhaust manifold temperature in hundreds of °F. Normal reading should vary between 500 and 1100 °F according to operating conditions. Temperature should not exceed 1100° F.

36. Instrument & switch brightness control

Adjust as required. Brightness is progressively dimmed as control knob is rotated clockwise.

NOTE: *Dashboard panel gauges show approximate readings and should not be relied upon for mechanical adjustments.*

L.H. lower switch panel

18020

Switches**1. Ignition**

Ignition switch has three positions:

"OFF": Ignition is "OFF" and key can be removed.

"ON": Ignition is "ON" and key cannot be removed.

"START" : Starting position; spring-loaded ignition switch returns to "ON" position after starting. Ignition key must be returned to "OFF" position before trying to restart.

WARNING: Do not engage starter for more than 15 seconds. Allow starter time to cool before engaging again. This will prevent starter from overheating and will allow the time delay relay to cool.

2. Fast idle

Push down rocker switch to engage fast idle, thus increasing engine speed to approximately 1100 rpm. Use this switch for extended stops.

NOTE: If parking brake is released and/or transmission is shifted with the engine running at fast idle, engine will reduce its speed to idle and maintain this rpm as long as parking brake is not applied and/or transmission is in the neutral position. If engine is stopped with the fast idle switch in the "ON" position, this control will

automatically be cancelled when restarting the engine; the driver must then shut off, and reset rocker switch to reactuate fast idle. Generally, fast idle should be reduced to low idle before shutting off engine.

3. Transmission retarder (Optional) or Engine retarder (Optional) or Blank

Transmission retarder: Push down rocker switch to actuate transmission retarder. For system description, see page 4-5.

Engine retarder "Jacobs": Push down rocker switch to the first position to actuate system to half engine brake and press to the second position for a full application of engine brake. For system description, see page 4-4.

4. Ether cold starting aid (Optional) or Blank

Activates ether cold starting device in engine compartment (see "Cold weather starting" page 4-8).

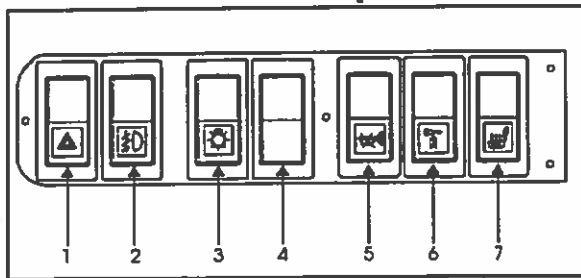
5. "Stop Engine" override

Push down rocker switch to reset the 30 second delay period and the shutdown procedure. This switch can be repeatedly depressed, i.e. one (1) pulse is sufficient for each 30 second period, for engine power in an emergency situation.

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

CAUTION: The "Stop Engine" override must be used only in emergency situations to bring vehicle to a safe stop. Excessive use of this switch could cause serious damage to the engine.

R.H. lower switch panel



18021

Switches

1. Hazard flashers

Push down rocker switch and all turn signal lights will flash simultaneously. Turn signal indicator lights in dashboard will also flash.

2. Fog lights (Optional) or Blank

Push down rocker switch to activate fog lights as well as clearance, tail and marker lights. Before using fog lights, remove protective covers by pulling on their edges.

WARNING: Before removing protective covers, stop engine and apply parking brake.

3. Exterior lighting switch

Push down rocker switch to the first position to activate clearance, tail & marker lights and to the second position for headlights.

NOTE: Daytime running lights will be automatically cancelled when this switch is pushed to second position. For system information, refer to section "Safety" under heading "Day time running lights" on page 3-4.

4. Blank for additional switch

5. Back up alarm cancel (Optional) or Blank

Push down rocker switch to cancel alarm during back up maneuvers in special situations (e.g.: parking in campground after curfew).

WARNING: Use this switch only in special situations as the alarm is designed primarily to warn bystanders of a vehicle backing up. Be sure to return rocker switch to normal position after use.

6. Air-operated door lock (Optional) or Blank

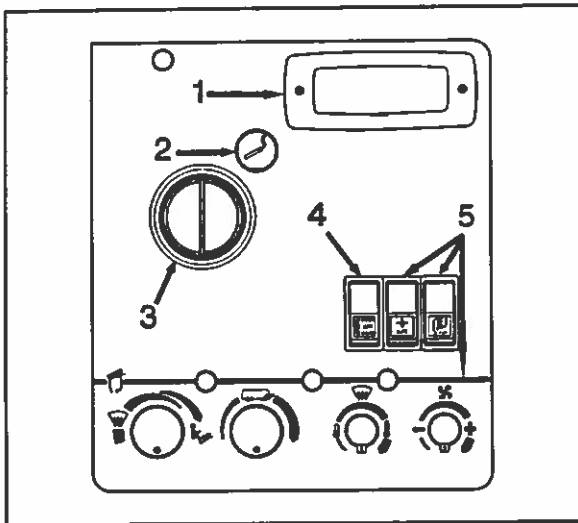
Push down rocker switch to lock the entrance door mechanism and push up to unlock.

CAUTION: Do not operate switch when door is open.

7. Driver's seat heating (Optional) or Blank

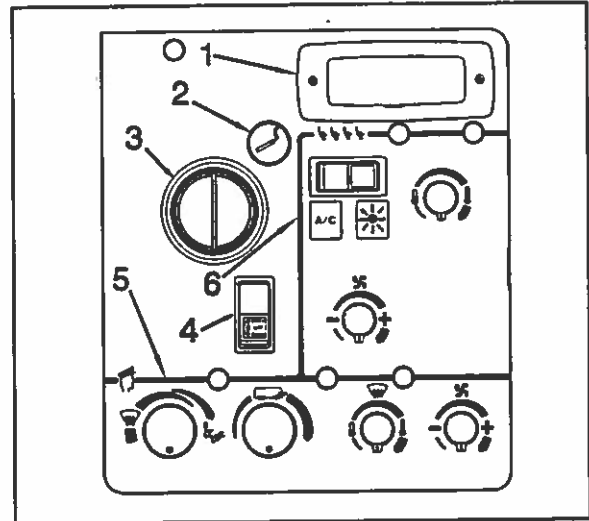
Push down rocker switch to activate heating element inside driver's seat cushions.

R.H. console



Standard console

18022



Console with central A/C system

18023

1. Ashtray (Optional)

To open, push in on left side. Remove ashtray by pressing on inner tab.

2. Cigarette lighter (12 volts) (Optional)

Push in to activate; lighter will pop out when ready for use. Return lighter to initial (non-activated) position. The lighter socket can also be used for 12 volt appliances with a maximum consumption of 130 watts (10 amps), such as a flashlight or small vacuum cleaner. Do not use appliances equipped with unsuitable plugs as they may damage socket and/or electrical circuit.

NOTE: Lighter and socket remain functional even when ignition is "OFF".

3. Adjustable louver

The louver is manually adjustable, so the heated or cooled air flow can be directed as desired.

NOTE: An additional adjustable louver is located on L.H. side control panel to defrost window. A third adjustable louver is located at extreme right of dashboard and can be used to concentrate warm air on windshield area used to view exterior R.H. side mirror. A fourth adjustable louver is located at the lower right corner of the dashboard

to direct air towards the co-pilots feet.

4. Docking and cornering lamp switch (Optional) or Blank

Push up rocker switch to activate simultaneously the four (4) docking lamps.

Push down rocker switch to actuate cornering lamp function. When selecting left or right turn signal, the corresponding cornering lamp will illuminate to increase lateral visibility (see page 3-5).

NOTE: When the rocker switch is set to the center position, the docking and cornering lamps will stay "OFF" at all times.

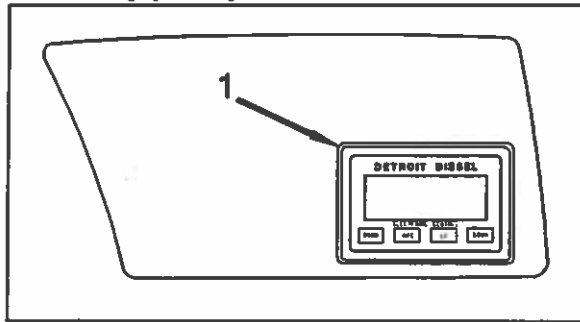
5. Driver's A/C - heating system controls

These controls are used to obtain desired temperature in driver's area. For system description see page 4-11.

6. Central A/C - heating system controls (Optional)

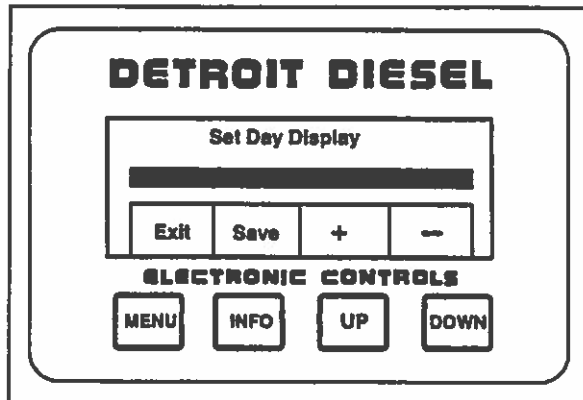
These controls are used to obtain desired temperature inside vehicle. For system description see page 4-13.

R.H. upper panel



18033

1. Engine data display & computer - ProDriver™



18034

ProDriver™ is a graphic device that displays and records operational data transmitted by the Detroit Diesel Electronic Controls (DDEC) on the diagnostic data link. It utilizes a vacuum fluorescent (VF) display for wide viewing angles and excellent visibility in all ambient light conditions.

ProDriver™ has many driver friendly features designed to provide instantaneous feedback to the driver. This allows him to understand the effect of his actions on engine and vehicle performance. There are two (2) display screens automatically shown, which offer real time feedback based on the vehicle activity. Should an alert message be sent out by the ECM, the driver will be shown what is wrong and how the engine power will change.

Data available from ProDriver™ includes:

- Instantaneous and average fuel economy
- Trip time, miles, fuel used, fuel economy, average speed
- Driving time, percentage, miles, fuel used, fuel economy
- Idle time, fuel and percentage
- Cruise time, percentage, miles, fuel used, fuel economy
- Top gear time, percentage, miles, fuel used, fuel economy
- VSG (previously PTO) time, fuel used, and percentage
- Overspeed time and percentage for two (2) speed thresholds
- Over-rev time and percentage
- Maximum vehicle speed and RPM
- Coasting time and percentage
- Automated oil change interval tracking
- Hard braking incident records
- Driver initiated incident records, and
- Stop and check engine code logs.

NOTE: Refer to Detroit Diesel ProDriver™ Operating Manual (6SE701), for a full description of how to set up and operate your ProDriver™ display.

Button functions

- "MENU" - Displays main menu or previous menu level.
- "INFO" - Displays selected menu options; saves new data.

"UP" / "DOWN" - Move selection arrow up or down, or move from screen to screen when multiple screens are available.

Button combinations

Press **"UP"** and **"DOWN"** at the same time to store an incident record.

Special button functions

Alternate labels are displayed along the bottom of the screen directly over each button when the buttons are used to perform special functions.

DISPLAY SCREENS

Idle time

Automatically displayed when engine is idling. Shows idle time for current leg of the trip and as a percentage of engine running time. A bar graph shows the idle percentage compared to the fleet goal.

Fuel economy

Automatically displayed when the vehicle is moving. Shows average fuel economy for current leg of the trip digitally and as a bar graph, with the fleet goal centered on the screen. Instantaneous economy is shown as a series of arrows. UP arrows show an improving leg average, while DOWN arrows show a decrease. The number of arrows shows the amount of change.

Warning screens

Speeding, over revving, excessive idling and oil change screens will be displayed until acknowledged by pressing any button or the condition ceases. The display will return to the screen previously shown.

Alert screens

Shown if a warning condition exists with the engine. Will be displayed until acknowledged by pressing any button.

NOTE: Menu displays are available only when the vehicle is stationary. The display may be viewed with the ignition OFF by pressing **"MENU"**.

To edit the main menu at idle:

IDLE SCREEN, **"MENU"** = MAIN MENU, **"MENU"** = IDLE SCREEN.

To review leg summary information at idle:

IDLE SCREEN, **"INFO"** = SUMMARY 1, **"INFO"** = SUMMARY 2, **"INFO"** = IDLE SCREEN.

To review trip summary information at idle:

IDLE SCREEN, **"MENU"**, → TRIP SUMMARY, **"INFO"** = view trip summary page 1, **"INFO"** or **"DOWN"** = view trip summary page 2. Continue to press **"INFO"** or **"DOWN"** to view all the trip summary pages. **"MENU"** = Main menu, or **"MENU"**, **"MENU"** = idle screen.

To review leg summary info while in motion:

ECONOMY SCREEN, **"INFO"** = SUMMARY 1, **"INFO"** = SUMMARY 2, **"INFO"** = ECONOMY SCREEN.

Display brightness

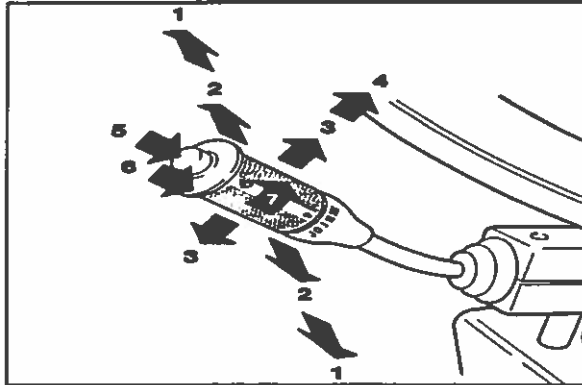
Temporary adjustments may be made while in the fuel economy, idle or leg summary screens by pressing **"UP"** or **"DOWN"**. The normal setting returns the next time the engine is started.

Entering driver ID

From the main menu screen, → Configuration **"INFO"**, → Driver ID **"INFO"**. Press **"UP"** to increment the selected digit. Press **"DOWN"** to select the next digit to the right. Press **"INFO"** to save the completed entry or press **"MENU"** to exit without saving changes.

STEERING COLUMN CONTROLS

Multifunction lever



18024

Use the "Multifunction lever" to operate the following accessories:

1. Turn signal

Move the lever up to upper position 1 to signal a right-hand turn, and down to lower position 1 to signal a left-hand turn. When the turn is completed, the signal will be cancelled and lever will automatically return to its initial position.

2. Lane change signal

Move the lever up or down, part way to either positions 1, and hold it there. The lever will return to its initial position when released.

3. Headlight beam changer

High beams or low beams can be selected by respectively pushing the lever towards the dashboard or by pulling it towards the driver.

4. Headlight flasher

High beams can be flashed momentarily by pulling the lever completely towards the driver and then releasing it.

5. Courtesy-type blinkers

Clearance lights (blinkers) can be operated by pressing the button located at the tip of lever.

6. Washer controls

Push the external ring at the end of lever towards the steering column to activate windshield washers. When the ring is released, washers stop immediately but wipers will continue to run twice over to dry windshield.

WARNING: In cold weather, windshield should first be warmed up with defroster before using washers, in order to prevent icing and serious visibility impairment.

CAUTION: To avoid damaging pump mechanism, never operate washers when windshield washer fluid level is insufficient.

7. Windshield wipers

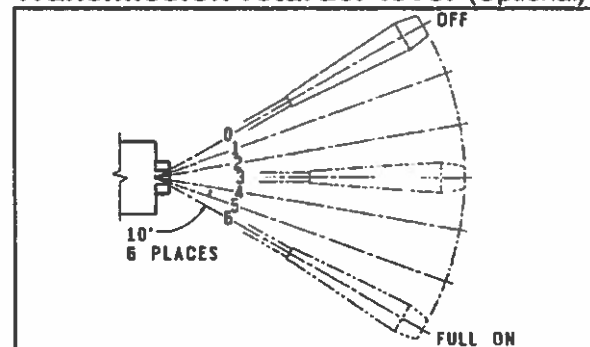
Turn lever forward to activate the two (2) elect/synchro arms; the first position corresponds to low speed and the second to high speed. Turn lever backwards to activate intermittent mode.

CAUTION: Do not run wiper blades on dry windshields as this may cause scratches. To avoid damaging wiper mechanism, always loosen frozen blades from windshield before operating wipers.

Electric horn

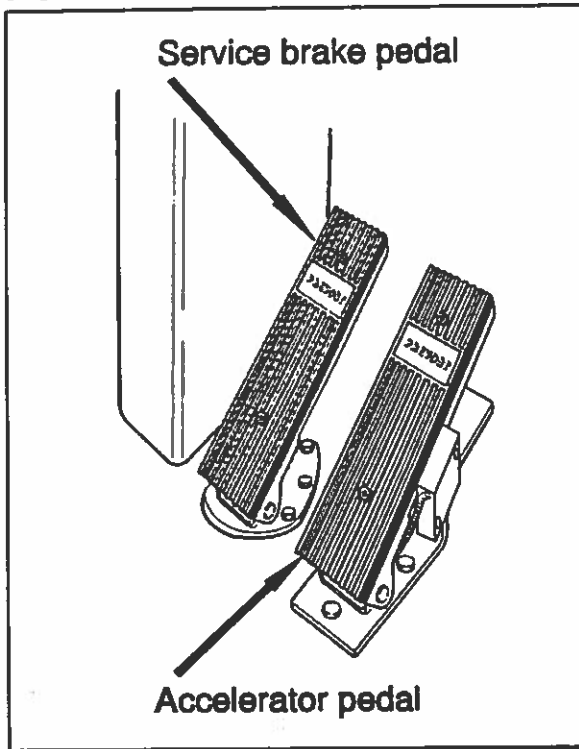
Can be activated by pressing button in center of steering wheel.

Transmission retarder lever (Optional)



18018

Located on R.H. side of steering column. Use lever to select transmission's retardation level ("OFF" or 1 to 6). For system description, see page 4-5.

FOOT-OPERATED CONTROLS

18025

BRAKES**Service brakes**

This vehicle is equipped with a dual braking system, the front brakes being independent of the rear brakes. Normally both systems are activated by the single brake pedal. This brake system becomes a modulated emergency system if a pressure drop occurs in the rear brake system.

Service brakes are applied by depressing the brake pedal, the rate of braking varying according to the gradual increase of pressure until the required rate of braking is obtained. When brake pedal is depressed, vehicle stoplights automatically light up.

For system information, see "BRAKES" on page 3-1.

ACCELERATOR PEDAL

Controls engine rpm.

NOTE: Pedal will be inoperative when the "DDEC-TEST" switch in steering compartment is in the "ON" position.

COMBINATION EMERGENCY AND PARKING BRAKES

The spring-loaded, manually operated parking brake is activated by pulling up on the control valve knob located on L.H. lateral console (see item #4 on page 2-4).

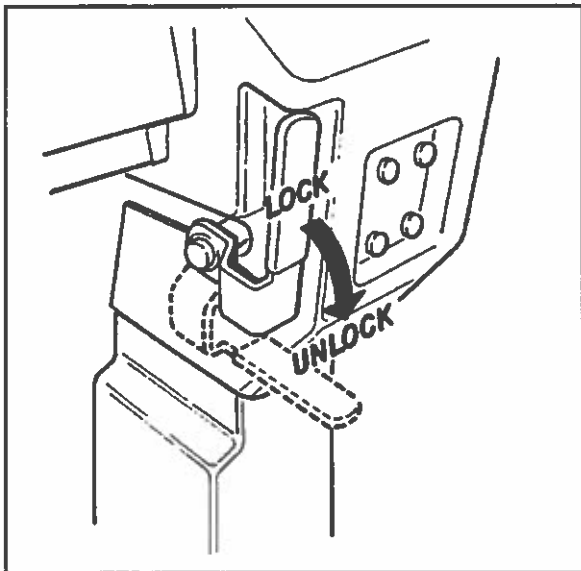
This same brake system will automatically be applied in an emergency situation, whenever the control valve supply pressure drops below 40 psi (275 kPa).

For system information, see "BRAKES" on page 3-1.

TILT STEERING WHEEL AND TELESCOPIC STEERING COLUMN

To unlock, use the handle located on the steering column's left hand side. Pull handle down to permit a maximum variation of 11° in steering wheel angle, and a telescopic wheel movement of 2" (5 cm). Push handle up to lock both mechanisms.

WARNING: Never try to adjust the steering wheel while the vehicle is in motion; wheel could move unexpectedly, making you lose control of the vehicle.



18027

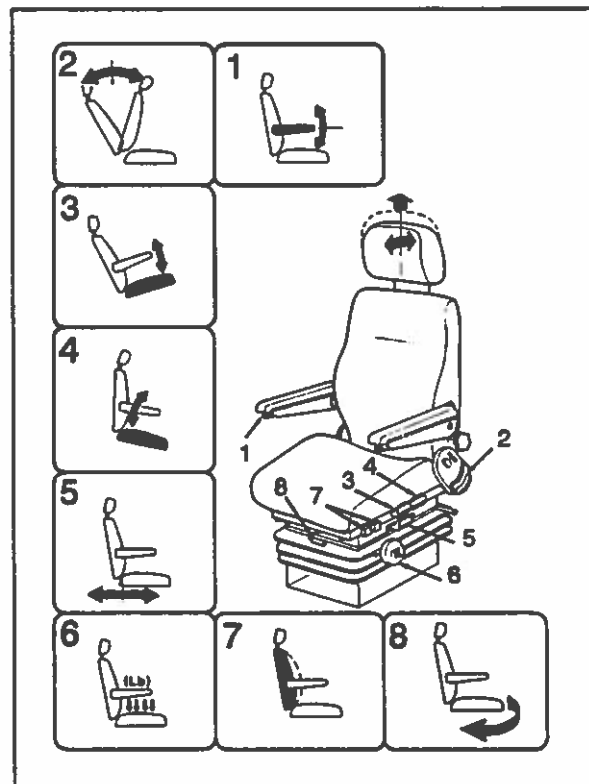
SEATS

Driver's seat - "delivery"

The driver's "delivery" seat is standard, and legal only for driving the vehicle on its initial delivery. It is a conventional van seat equipped with tracks for fore and aft adjustments.

Driver's and copilot's seats - "ISRI" (Optional)

Two distinct "ISRI" model driver's and copilot's seats may be supplied with your vehicle: one with mechanical suspension, and the other with a sophisticated air suspension system. Both seats may be equipped with lumbar supports, heated cushions and adjustable armrests. Seats can be adjusted to the desired driving position by following the instructions listed below:



18026

WARNING: Never try to adjust seat while driving vehicle as this could result in loss of vehicle control.

NOTE: Seat controls can be located either on the seat's L.H. or R.H. side.

1. Rotate control knob to select desired armresting angle. When not in use, raise armrest parallel with backrest.
2. Lift lever to select proper adjustment angle of backrest.
- 3(*). Pull handle up, and push down or pull up on front of seat cushion to raise or lower the front section of seat cushion.
- 4(*). Pull handle up, and push down or pull up on rear of seat cushion to raise or lower the rear section of seat cushion.

WARNING: Before proceeding with seat cushion adjustments, lower seat belt retractor to avoid pinching fingers between retractor and control knobs.

- 5(*). Pull handle up and slide seat forwards or backwards to adjust distance between driver and dashboard.

NOTE: This control may also be located at the front of the seat (lever no. 8).

- (*) - If your vehicle has electric "ISRI" seats, controls 3,4 & 5 will change. For description of electric controls, see "Electric "ISRI" seats" on this page.

6. For maximum suspension performance, rotate handwheel until your body weight is selected on indicator.

NOTE: On "ISRI" seat equipped with air suspension, the suspension is self-adjusting to the weight of the driver, thus deleting the suspension adjustment handwheel (6).

7. Push on upper section of rocker switches to inflate lumbar support bellows inside the seat backrest, and push on lower section of rocker switches to deflate bellows.

NOTE: Rear and front rocker switches are respectively for lower and upper lumbar support bellows.

8. Pull handle up to allow rotation of driver's seat. (Optional handle)

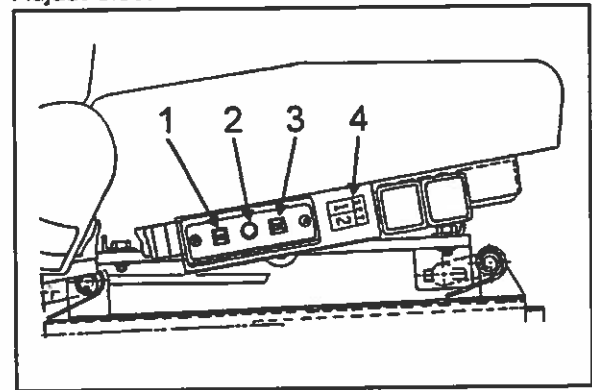
NOTE: This control may also replace control #5 on some seat models.

Heated cushions

The "ISRI" seat may also be equipped with back and seat heated cushions, operated by a switch mounted on R.H. lower switch panel (See item #7 on page 2-16).

Electric "ISRI" seats

Adjust electric seats as follows:



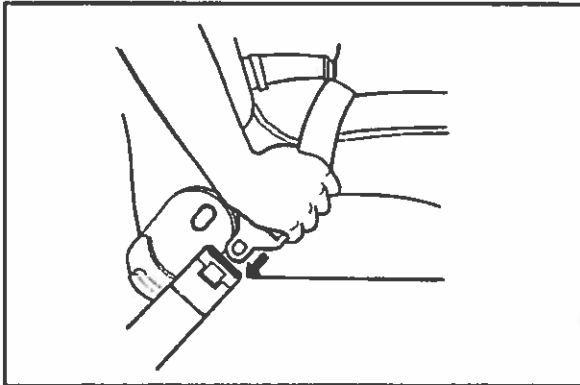
18040

1. Pull switch up to raise rear section of seat. Push switch down to lower rear section of seat.
 2. Push switch towards dashboard to move seat forwards or back to move seat backwards. Pull switch up to raise seat & push switch down to lower seat.
 3. Pull switch up to raise front section of seat. Push switch down to lower front section of seat.
 4. Memory
- Use switches (items 1,2 & 3) to adjust the seat to the position desired by driver "1".

- Press the "SET" button and then the number "1" button. Memory position "1" is now set.
- To set the seat position for driver "2", repeat steps 1 and 2 except press the number "2" button in step 2. Memory position "2" is now set.
- To move the seat to either memory position, press and hold the desired button ("1" or "2") for at least 2 seconds. If the seat does not move, the button was not held long enough or the seat is already in the desired position.
- To use the easy entry/exit feature, press and hold the number "1" and the number "2" buttons at the same time for at least 2 seconds. The seat will move to the full rear and full down position.
- To stop seat movement, push any control button (items 1 to 4).

NOTE: The seat can, at any time, be positioned using items 1,2 & 3 without affecting the two (2) memory positions.

Seat belts



18028

Each seat is equipped with a retractable seat belt as required by State, Provincial and Federal regulations. To fasten, pull seat belt out of the retractor and insert the latch plate into the buckle until it clicks. No special adjustment is required

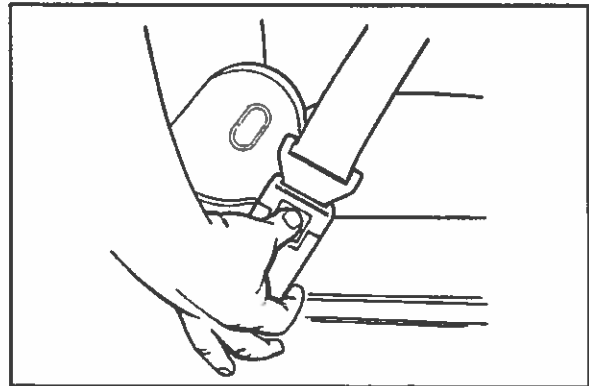
since the reel device is self-adjusting. If seat belt operation becomes defective, report to Manufacturer's Service Center.

NOTE: The seat belt must be pulled out slowly and continuously, otherwise it will lock the reel before the latch plate reaches the buckle. If this happens, allow the belt to retract completely and repeat the procedure correctly.

WARNING: A snug fit with the lap belt positioned low on the hips is necessary to ensure motorist's safety. Belt should not be worn twisted; avoid pinching belt and/or belt hardware in seat mechanism. Do not wear belt over rigid or breakable objects, such as eyeglasses, pens, or keys as these may cause injuries.

CAUTION: Never bleach or dry clean safety belt.

To unfasten belt, press red button in center of buckle and allow belt to retract. If belt does not fully retract, pull it out and check for kinks or twists. Make sure that it remains untwisted as it retracts.



18029

WARNING: Seat belts should always be worn by motorists using seats supplied with belts since this is required by most State and Provincial laws.

EXTERIOR MIRRORS



Optional "RAMCO" mirror

18036

Your vehicle is equipped with two (2) exterior mirrors that may be supplied with an optional electric heating system which serves to minimize ice and condensation in extreme weather conditions. Integral thermostats are installed in both mirrors to avoid continual heating. Use the appropriate switch on the L.H. side control panel (item #7 on page 2-5) to activate the defroster system on both mirrors simultaneously.

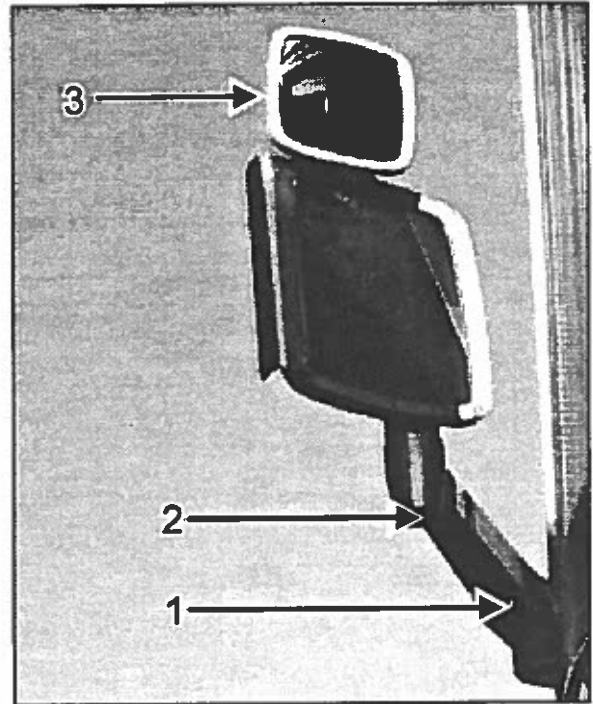
The optional "RAMCO" mirrors can easily be adjusted by using the remote controls located on L.H. lateral console (items #5 & 6 on page 2-4).

The standard mirrors can be manually adjusted as per the following method:

To obtain desired vehicle width, adjust the mirror arm angle by loosening the adjusting "Allen" screw (item #1) located at body end of mirror arm. Adjust mirror arm to desired position, then tighten adjusting screw.

CAUTION: Do not overtighten.

Mirror head can be rotated and/or tilted by loosening the



Standard mirror

18035

adjusting "Allen" screw (item #2) located at the base of mirror head. Adjust to desired position, then tighten adjusting screw.

CAUTION: Do not overtighten. Do not install a convex mirror on the heated mirror glass. This prevents even distribution of heat in the heated mirror and could cause the glass to break.

Convex mirror head can be rotated and/or tilted by loosening the adjusting nut (item #3) located at the rear of mirror. Adjust to desired position, then tighten adjusting nut.

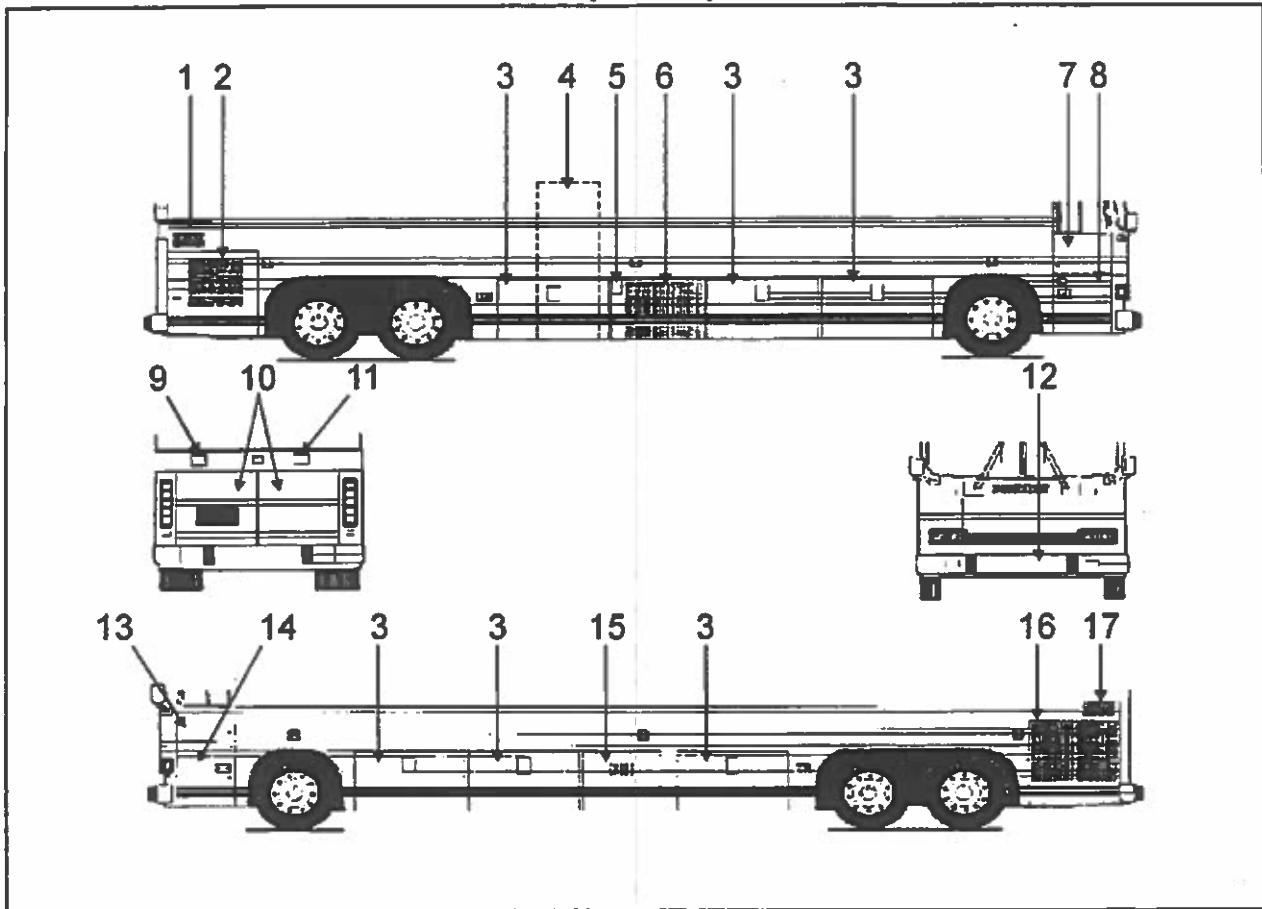
CAUTION: Do not overtighten.

WARNING: Objects in convex mirror are closer than they appear.

Mirrors should not extend beyond body of coach any more than necessary.

NOTE: It is important for safe driving that you have good rear vision on each side of the vehicle; therefore, adjust mirrors before driving and immediately after adjusting your seat.

EXTERIOR COMPARTMENTS (XL-40)



18030

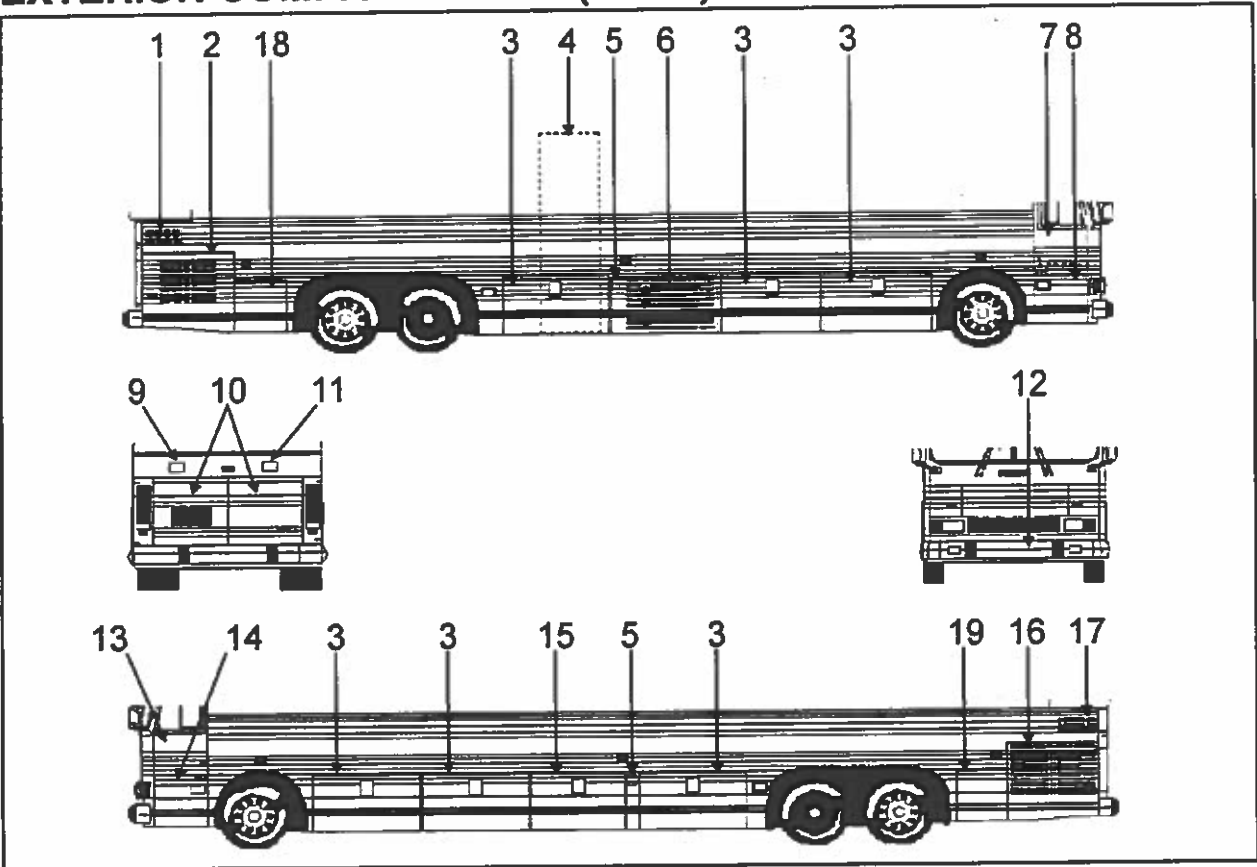
- | | | | |
|----------|----------------------------------|----------|--|
| 01 | Engine air intake duct | 10 | Engine rear doors |
| 02 | Engine R.H. side door | 11 | Engine oil reserve tank filling
(block heater plug) |
| 03 | Baggage compartment | 12 | Reclining bumper compartment |
| 04 | Central door (Optional) | 13 | Front electrical compartment |
| 05 | Fuel tank filling door | 14 | Steering compartment |
| 06 | Condenser or Baggage compartment | 15 .. | A/C & heating or Baggage compartment |
| 07 | Front entrance door | 16 | Engine L.H. side door |
| 08 | Right front storage compartment* | 17 | Engine air intake duct |
| 09 | Coolant surge tank filling door | | |

* - (Optional) - Only on vehicles equipped with a central door and no entrance door.

The above figure identifies all exterior compartments and access doors. See page 2-29 for securing and accessing procedures.

NOTE: If doors are provided with locks, refer to page 2-1 to select the appropriate key.

EXTERIOR COMPARTMENTS (XL-45)



18031

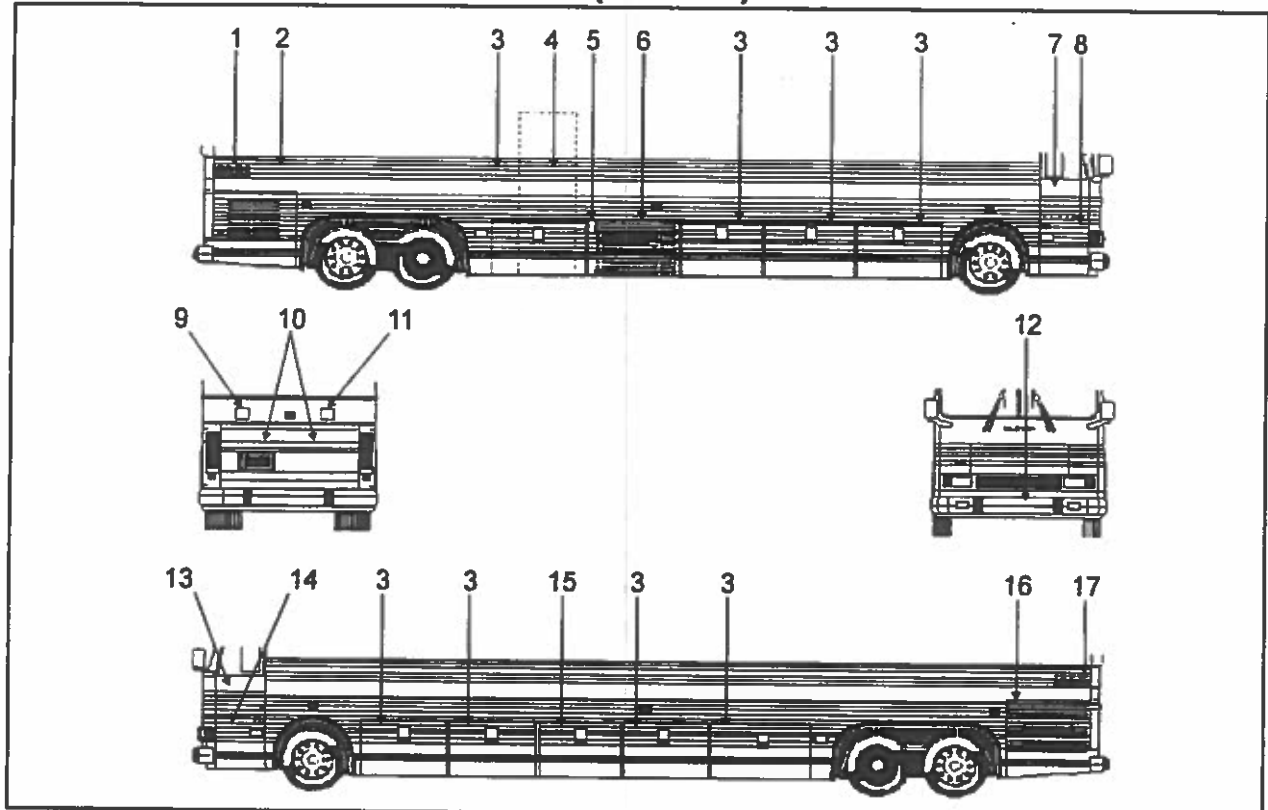
- | | | | |
|----------|----------------------------------|----------|---|
| 01 | Engine air intake duct | 11 | Engine oil reserve tank filling (block heater plug) |
| 02 | Engine R.H. side door | 12 | Reclining bumper compartment |
| 03 | Baggage compartment | 13 | Front electrical compartment |
| 04 | Central door (Optional) | 14 | Steering compartment |
| 05 | Fuel tank filling door | 15 .. | A/C & heating or Baggage compartment |
| 06 | Condenser or Baggage compartment | 16 | Engine L.H. side door |
| 07 | Front entrance door | 17 | Engine air intake duct |
| 08 | Right front storage compartment* | 18 | R.H. side rear service compartment |
| 09 | Coolant surge tank filling door | 19 | L.H. side rear service compartment |
| 10 | Engine rear doors | | |

* - (Optional) - Only on vehicles equipped with a central door and no entrance door.

The above figure identifies all exterior compartments and access doors. See page 2-29 for securing and accessing procedures.

NOTE: If doors are provided with locks, refer to page 2-1 to select the appropriate key.

EXTERIOR COMPARTMENTS (XL-45E)



18032

- | | | | |
|----------|----------------------------------|----------|--|
| 01 | Engine air intake duct | 10 | Engine rear doors |
| 02 | Engine R.H. side door | 11 | Engine oil reserve tank filling
(block heater plug) |
| 03 | Baggage compartment | 12 | Reclining bumper compartment |
| 04 | Central door (Optional) | 13 | Front electrical compartment |
| 05 | Fuel tank filling door | 14 | Steering compartment |
| 06 | Condenser or Baggage compartment | 15 .. | A/C & heating or Baggage compartment |
| 07 | Front entrance door | 16 | Engine L.H. side door |
| 08 | Right front storage compartment* | 17 | Engine air intake duct |
| 09 | Coolant surge tank filling door | | |

* - (Optional) - Only on vehicles equipped with a central door and no entrance door.

The above figure identifies all exterior compartments and access doors. See page 2-29 for securing and accessing procedures.

NOTE: If doors are provided with locks, refer to page 2-1 to select the appropriate key.

Engine compartment doors

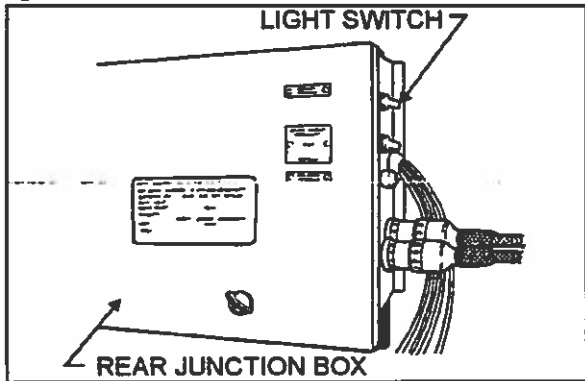
(doors #2,10 & 11)

For access to the engine compartment, two rear doors and one R.H. side door are provided. To open rear doors, turn lock release handle counterclockwise and pull open doors. Doors are held in open position by a mechanical locking device located at top of each door.



01009

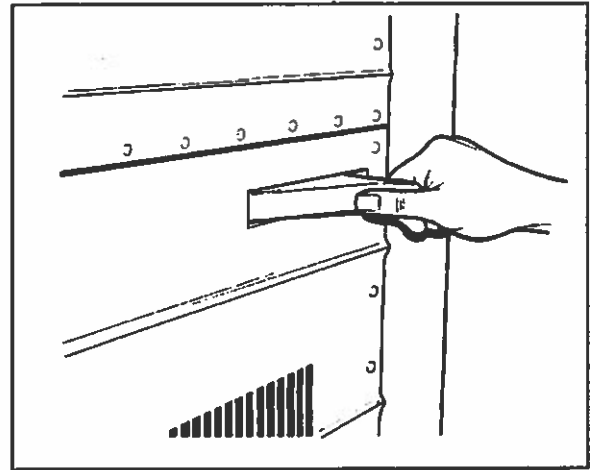
A switch located on R.H. side of rear junction box can be used to actuate the engine compartment lights.



01010

To close doors, first release mechanical locking device by pushing in with fingers, then return doors to closed position; always starting with left (driver's side) door.

The side door can be opened by pulling the release handle and then pulling on the door.



18037

The engine L.H. side compartment door, which opens similarly to the R.H. side compartment door, is designed to provide access to the radiator.

Engine air intake ducts

(items #1 & 17)

Engine air intake ducts are not accessible; they are designed only for engine compartment air circulation.

Fuel tank filling door

(door #5)

Fuel filler neck is accessible by simply pulling out door's R.H. side finger notch.

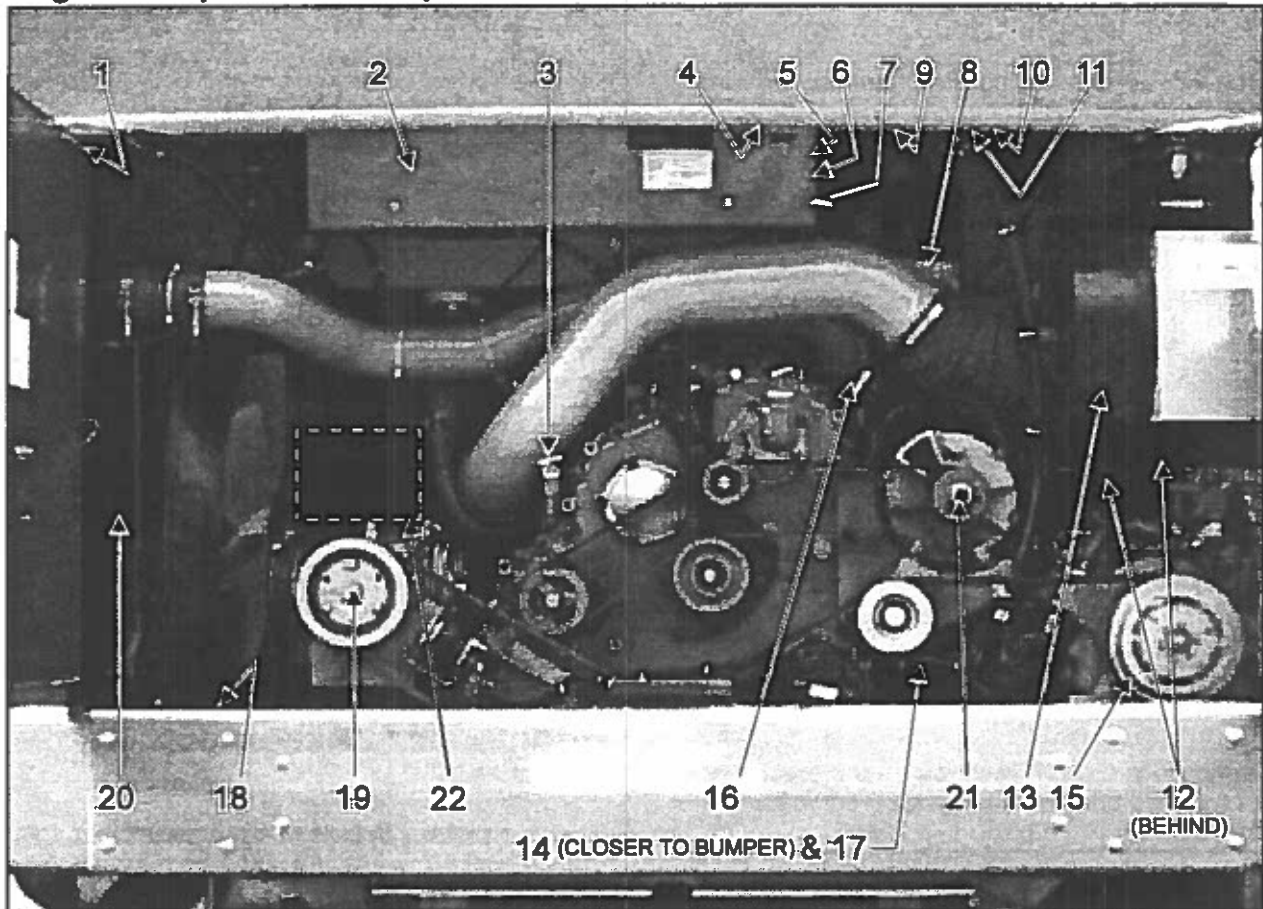
Note: XL-45's have filler necks on both sides of vehicle.

Central & front entrance doors

(doors #4 & 7)

To open doors from the outside, simply pull out door handle. To open doors from the inside, simply pull up door handle. To secure doors, push in from the outside or pull in from the inside.

Engine compartment components



01014

Component identification:

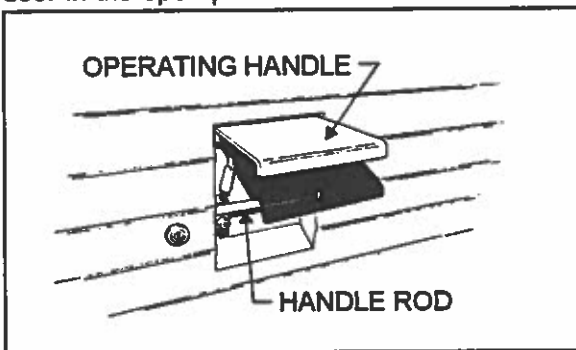
- | | | | |
|----------|--|----------|---|
| 01 | Coolant surge tank | 14 | Engine primary fuel filter |
| 02 | Rear junction box | 15 | A/C compressor (central system) or
Alternator 24V 75A or
Alternators 12V 145A & 24V 75A |
| 03 | Transmission oil dipstick | 16 | Engine oil dipstick |
| 04 | Belt tensioning pressure control valve | 17 | Engine secondary fuel filter |
| 05 | Engine compartment light switch | 18 | Muffler |
| 06 | Starter selector switch | 19 | Radiator fan gearbox |
| 07 | Rear start push-button switch | 20 | Radiator |
| 08 | Power steering oil tank | 21 | Alternator 24V 270A or
Alternator 12V 300A |
| 09 | Engine oil pressure gauge | 22 | A/C compressor (driver's system) or
Alternator 12V 145A |
| 10 | Engine oil temperature gauge | | |
| 11 | Engine oil reserve tank | | |
| 12 | Battery equalizers "VANNER" | | |
| 13 | Engine air cleaner | | |

Baggage compartment
(doors #3 - Also #6 & 15 if applicable)

An optional elect. door locking system may be installed on all baggage compartment doors. The switch is located on the L.H. side control panel (see item # 3 on page 2-5). Push up rocker switch to unlock the doors and push down to lock. An indicator light will illuminate on dashboard if one (1) or several baggage compartment doors are unlocked.

The baggage compartment doors may also be locked or unlocked from outside using the key provided (see "KEYS" on page 2-1)

To open a baggage compartment door, insert fingers under lower edge of operating handle, pull out and up to unlatch door, grab handle rod and pull up compartment door. The opening action is assisted by gas cylinders which also hold the door in the open position.



18043

Opening of baggage door will actuate a microswitch that will turn on the compartment lights.

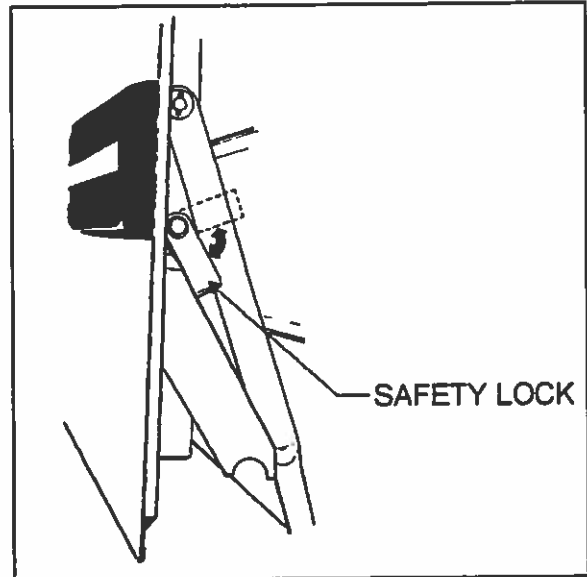
NOTE: In case of malfunction or special conditions, use the safety lock to keep the door securely opened.

To close a baggage compartment door, first release safety lock, then pull handle rod out and down as far as door will allow, then push down handle to complete procedure and latch door.

WARNING: Always open and close baggage compartment doors using the handle rod ONLY. Keep hands off all door edges.

CAUTION: Do not slam baggage compartment doors. This can only damage door weather stripping and/or locking mechanism.

NOTE: To prevent theft and/or vandalism, always lock baggage doors before leaving vehicle.



18038

Reclining bumper compartment
(door #12)

The front bumper is of the "reclining-type". To open, carefully remove the large bolt at each end using the wheel nut wrench, then slowly lower the bumper.

WARNING: This compartment has not been designed for storage. Never leave any loose objects in this area since they may interfere with steering linkage mechanism.

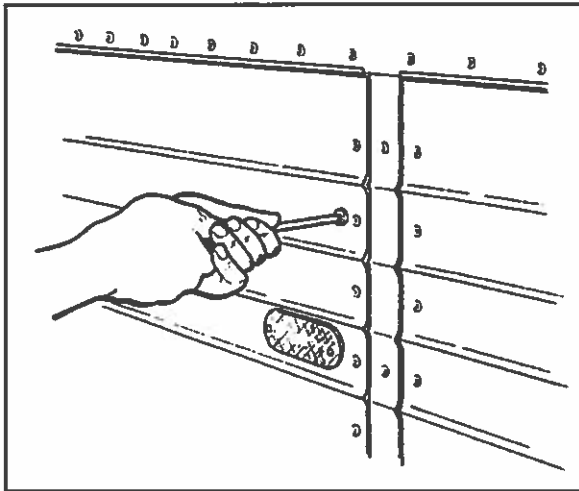
Additional care should be taken when opening this compartment since bumper weighs 100lbs (45kg).

CAUTION: After compartment panel has been secured, the two (2) bumper retaining bolts should be checked to make sure they are tightly fastened.

A/C & heating and Condenser compartment doors

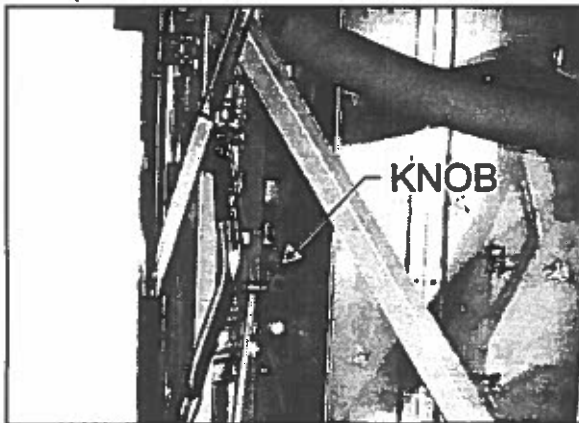
(doors # 15 & 6)

The A/C & heating and Condenser compartment doors can be opened manually or mechanically, depending on options. Open the door manually by first, removing the "Phillips" retaining screws (qty = 2) and then pulling on side of door where screws are located.



18038

Open the door mechanically by first opening the Baggage Compartment aft of A/C or Condenser Compartment, then pull on door knob (see fig. below).

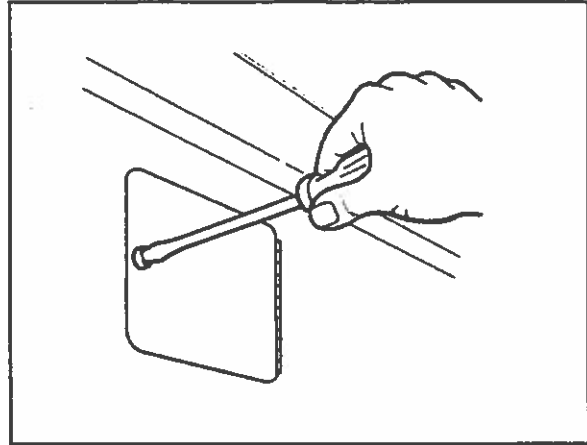


18056

Service doors

(doors #8,9,11,13 & 14)

Service doors can be opened by turning the slotted head "Dzus" fasteners 1/4 turn counterclockwise and then pulling on the door.



18044

Doors #8,13 & 14 are each provided with a microswitch which when actuated, will turn on compartment light.

CAUTION: Special care must be taken not to damage the paint around the "Dzus" fasteners when using a screwdriver or a coin.

L.H. side rear service compartment (XL-45) (door #19)

To access this compartment, use key provided (see "KEYS" on page 2-1). To secure, simply push in door.

WARNING: This compartment is designed to give access to engine compartment components and cannot be used for storage.

R.H. side rear service compartment (XL-45) (door #18)

To access this compartment, open engine R.H. side door (see page #29, door #2), and pull on service compartment switch handle located on R.H. side of 24V battery disconnect switch, next to door hinge. To secure, simply push in door.

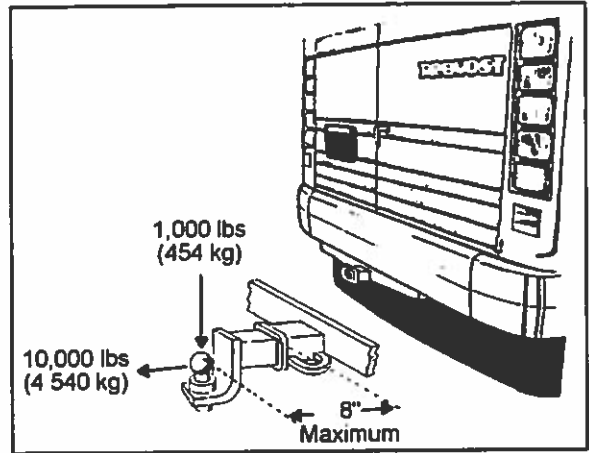


WARNING: This compartment is designed to give access to engine compartment components and cannot be used for storage.

ACCESSORIES (Optional)

Trailer hitch

Your vehicle may be equipped with a factory installed trailer hitch which has been designed to meet SAE, class 4 specifications.



- Maximum gross trailer weight: 10,000 lbs (4 540 kg)
- Maximum tongue weight at 8 inches (200 mm) or less from coupling receiver: 1,000 lbs (454 kg)

WARNING: Pulling a trailer weighing more than the recommended maximum gross weight may cause engine and transmission overheating, and also possible hitch failure.

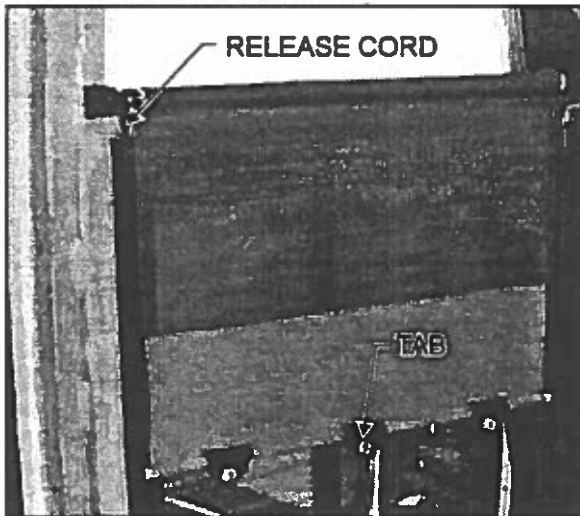
NOTE: Pulling a trailer over long distances is considered as a "severe operating condition" for the vehicle and therefore, power plant requires more frequent servicing.

Mud flaps & splash guards

Mud flaps are installed behind each wheel of front and tag axles in order to minimize dirt on the lower panels of vehicle and to reduce stone projections on vehicles behind you. Splash guards may also have been installed behind each dual wheel of the drive axle in order to reduce stone projections on tag axle wheels.

Blinds

Your vehicle may be supplied with three blinds: one (1) on driver's side window and two (2) on windshield. To operate blind, pull down tab to the required position and then release; the blind will remain in position. To raise blind, pull on release cord on it's L.H. side.



18048

Spare Parts Kit (Optional)

A Spare Parts Kit may be supplied with your vehicle. Parts are stored in a cardboard box located inside the forward baggage compartment.

Kit contents depend on certain vehicle options as shown below:

- 1 = Series 60 Engine + Driver's A/C System + 24V-75A Alternator.
- 2 = Series 60 Engine + Driver's A/C System + 24V-75A Alternator + 12V-145A Alternator.
- 3 = Series 60 Engine + Driver's A/C System + 24V-270A Alternator.
- 4 = Series 60 Engine + Driver's A/C System + 12V-145A Alternator + 24V-270A Alternator.
- 5 = Series 60 Engine + Full A/C System + 24V-270A Alternator.
- 6 = Series 60 Engine + Full A/C System + 12V-145A Alternator + 24V-270A Alternator.
- 7 = Series 60 Engine + Driver's A/C System + 12V-300A Alternator + 24V-75A Alternator.

Part No.	Description	QTY	Option No.						
			1	2	3	4	5	6	7
561122	Light Bulb, 24V	2	X	X	X	X	X	X	X
561166	Light Bulb #464, 24V, 3W	2	X	X	X	X	X	X	X
562278	Light Bulb, 24V, 10W	4	X	X	X	X	X	X	X
561707	Relay, 24V	1	X	X	X	X	X	X	X
561797	Circuit Breaker, 3 Amp	1	X	X	X	X	X	X	X
561790	Circuit Breaker, 6 Amp	1	X	X	X	X	X	X	X
561791	Circuit Breaker, 8 Amp	1	X	X	X	X	X	X	X
561792	Circuit Breaker, 10 Amp	1	X	X	X	X	X	X	X
561793	Circuit Breaker, 15 Amp	1	X	X	X	X	X	X	X
561794	Circuit Breaker, 20 Amp	1	X	X	X	X	X	X	X
561795	Circuit Breaker, 25 Amp	1	X	X	X	X	X	X	X
561880	Light Bulb, 12V, 21W	3	X	X	X	X	X	X	X
561881	Light Bulb, 12V, 10W	2	X	X	X	X	X	X	X
561882	Light Bulb, 12V	1	X	X	X	X	X	X	X
451144	Gauge, Oil	1	X	X	X	X			X
506680	V-Belt, BX-80	1	X	X					
506685	V-Belt, A35	1	X	X	X	X			X
506690	V-Belt, AX-74	3	X	X	X	X	X	X	X

CONTROLS/INSTRUMENTS

Part No.	Description	QTY	Option No.						
			1	2	3	4	5	6	7
506688	Belt, Multi-V	1	X	X	X	X	X	X	X
506681	V-Belt, BX-100	1		X		X			
506669	Belt, Poly V12	1			X	X	X	X	
506664	Belt, BX-97	2					X	X	
506683	V-Belt, BX-31	2						X	
506708	V-Belt, BX-77	1							X
500445	Washer, flat, zink plated (Copilot Seat)	6	X	X	X	X	X	X	X
500480	Washer, lock, split (Copilot Seat)	6	X	X	X	X	X	X	X
500709	Nut, Hex, zink plated (Copilot Seat)	6	X	X	X	X	X	X	X
363107	Bracket (Copilot Seat)	2	X	X	X	X	X	X	X
362056	Plate, Anchoring (Copilot Seat)	2	X	X	X	X	X	X	X
362521	Plate, Anchoring (Copilot Seat)	2	X	X	X	X	X	X	X
363108	Bracket (Copilot Seat)	2	X	X	X	X	X	X	X
363109	Plate, Anchoring (Copilot Seat)	2	X	X	X	X	X	X	X

PREHEATING SYSTEM TIMERS (AUXILIARY) (Optional)

The timer, located on L.H. lateral console (see page 2-4), is used to program the starting and stopping time of the preheating system. One of two optional Timers may be installed in your vehicle, Espar (40 000 BTU) or Webasto (80 000 BTU). The system indicator light, located on dashboard (see item #28 on page 2-11) illuminates when system is functional. The following offers system descriptions for both Timers.

CAUTION: The preheating system should not operate for more than one hour before starting engine as this could discharge batteries.

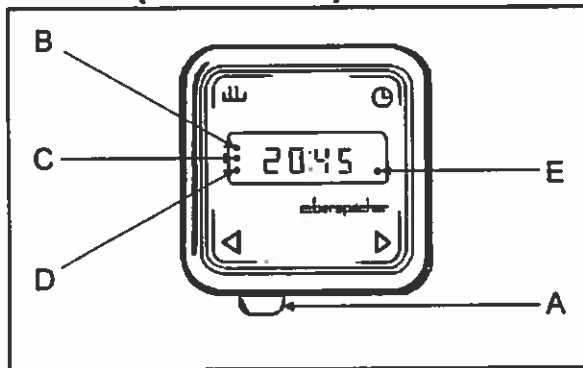
WARNING: Preheating system must not operate when vehicle is parked inside or during fuel fill stops.

NOTE: Preheating system uses the same fuel as the engine.

In case of failure:

1. Shut off and turn on again.
2. Check main circuit breaker and overheating switch (Espar) or overheat fuse (Webasto).
3. Have system repaired in a specialized shop.

ESPAR (40 000 BTU)



18045

Time display

Pull lever "A" forward*.

Time setting

Pull lever "A" forward and press on < or on >.


Heating startup

(possible regardless of preselection)

Press on .

Display of heating time in minutes, operation indicator light "E" is flashing.

Heating startup, continuous operation

Pull lever "A" forward and press simultaneously on .

Heating shutoff

Press on . Fan has automatic delay to allow cooling.

Preselection of heating startup time

Memorization of three (3) startup times.


Display of memorized times

NOTE: Heating will turn on automatically at preselected time.

Press once on  : Heating is set for the 1st startup time**, indicator light "B" is on.

Press twice on  : Heating is set for the 2nd startup time**, indicator light "C" is on.

Press three times in  : Heating is set for the 3rd startup time**, indicator light "D" is on.

Neutral position: Press four times on  : No display or display of time*. No preselected startup time.


Setting of startup times:**

1st memory: Press momentarily on , "B" is on.

2nd memory: Press momentarily on , "C" is on.

3rd memory: Press momentarily on , "D" is on.

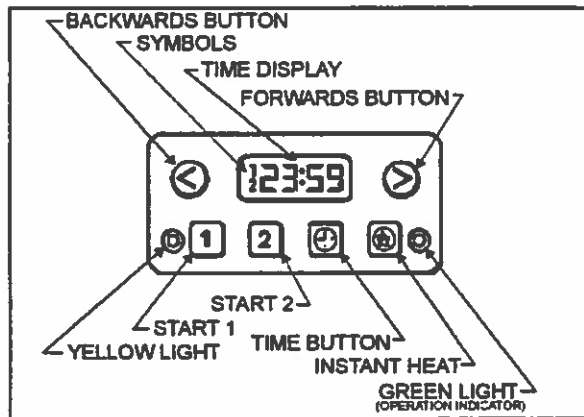
Setting of time by pressing on < or on >

Neutral position: Press once again on : No display or display of time*, the preset times are still in memory.




- * - Eventually permanent display of time with the vehicle ignition switch on.
- ** - Display of heating startup time turns out after approximately 20 seconds, or time delay*.

WEBASTO (80 000 BTU)

OPERATION WITH DIGITAL TIMER



1. To set the clock


If the time display e.g. 18:33 is wrong, or if it flashes 8:88, press button  and at the same time press either  (backwards) or  (forwards). The longer you hold the button down, the quicker the display changes. The last few minutes are set accurately by quick pushes.

Adjust to get exact time, e.g. 23:59. The display fades after 20 secs.




2. Do you want to know the time?

Just press  at any time. The display appears again.


3. You can get instant heat...

with the button , which switches your heater on (or off) immediately. The green light is on while the heater is switched on.

4. ... or you can program the heater to come on up to 24 hours ahead.



Press button  - and the display shows the time at which the heater will start. You can alter starting time by pressing button  (backwards) or  (forwards). The longer you press the button, the faster the display changes. The last few minutes are set accurately by quick pushes. The display fades after 20 secs. The symbol 1 remains in the display, and the yellow light stays on. Your starting time is now activated.

5. Button  allows you to program a second starting time

Press button , which de-activates starting time 1. Then proceed as in (4).

The activation of the second starting time is indicated by the symbol 2.

6. Do you want to check (or activate) your starting time?

Press button  or  briefly. The display shows, for 20 secs., the programmed starting time. This activates the timer to start the heater at the time shown.

7. Do you want to cancel a programmed start?

Press button  or  briefly. The appropriate number in the display goes out, together with the yellow light.

BRAKES

There are two (2) brake systems on your vehicle, the service brakes and the combination emergency & parking brakes, both of which are described below.

Your vehicle may also be supplied with ABS brakes (antilock braking system) and an additional retardation system. ABS brakes system information is available in this section on page 3-2; for information regarding both optional retardation systems, see "ENGINE RETARDER SYSTEM (JACOB)" on page 4-4 and "AUTOMATIC TRANSMISSION OUTPUT RETARDER" on page 4-5.

Service brakes

The service brakes use air pressure from a footpedal-operated brake valve to actuate chambers which apply the brakes at each wheel. The air system is divided into two (2) independent circuits to isolate front brakes from rear brakes, thus providing safe braking if one (1) circuit fails. Front axle brakes operate from the secondary air system, while brakes on both the drive axle and tag axle operate from the primary air system.

NOTE: *The tag axle service brakes operate only when the axle is in normal ride position (loaded & down).*

Furthermore, the brake application sequence, which starts with rear brakes and then front brakes, provides uniform braking on slippery surfaces.

For safe brake effectiveness, vehicle air system pressure should reach at least 95 psi (655 kPa) in both primary and secondary air circuits. (see items #14 & 19 on page 2-11)

A warning light turns on (see Dashboard items #7

& 8, page 2-11) and a buzzer sounds when air pressure in one of the primary or secondary circuits drops below 60 psi (413 kPa). Vehicle must then be stopped and cause of pressure loss must be corrected before further operation.

WARNING: *"FANNING" or "PUMPING" brake pedal is not recommended. This practice will not increase brake system effectiveness, but will instead waste air and thereby reduce brake effectiveness.*

"RIDING" the brake by resting foot on brake pedal when not braking can cause abnormally high brake temperatures, excessive lining wear, possible damage to the brake drums, and loss of brake efficiency.

Combination emergency and parking brakes

Emergency brakes

In normal operation, if air pressure in both brake circuits drops below approximately 40 psi (276 kPa), spring-loaded emergency parking brakes will immediately be applied at full capacity on drive and tag axle wheels to stop vehicle. In an extreme condition, the emergency brakes might be applied quite rapidly. Vehicle must then be stopped and cause of pressure loss must be corrected before resuming operation.

Parking brakes

Spring-loaded parking brakes are manually applied by pulling up the control valve knob, located on L.H. lateral console (see page 2-4).

They are not designed to be used as service brakes. In normal driving conditions, control valve knob must be pushed all the way down.

NOTE: *Parking brakes can supplement service brakes to stop the vehicle in an emergency*

condition only. The stopping distance will be considerably longer than with a normal brake application.

Before releasing parking brakes by pushing down control valve knob, pressure gauges should be checked to ensure that brake system air pressure has built up to a minimum of 95 psi (655 kPa).

WARNING: Always apply parking brake before leaving driver's seat.

NOTE: Each time the parking brake is applied and ignition key is turned or left to the "ON" position, the stoplights automatically light up.

ABS BRAKES (antilock braking system)

Standard (XL-45), Optional (XL-40 & 45E)

The purpose of the antilock braking system is to preserve the stability and steerability of a vehicle during braking, and to minimize its stopping distance whatever the road conditions.

On slippery roads and in emergency situations, overbraking frequently induces wheel locking. Antilock braking system provides maximum braking performance while maintaining adequate steerability on slippery roads.

Also, on smooth or slippery surfaces, the stopping distance with locked wheels is greatly extended; on rough surfaces the problem is tire abrasion.

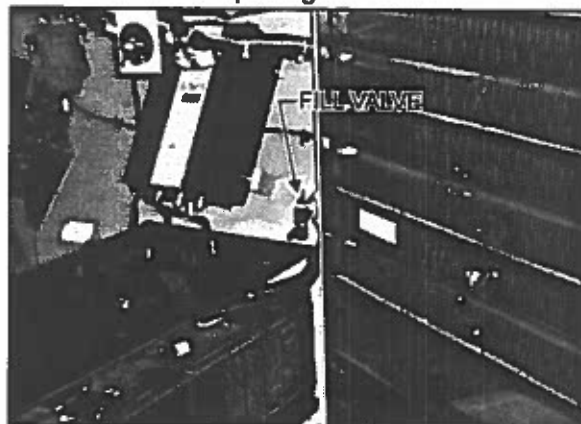
The basis of ABS is constant monitoring of the wheel behaviour during braking. Sensors on each wheel of front and drive axles continually monitor the wheel speed during braking, transmitting this information to a four-channel electronic processor which senses when a wheel is about to lock. Modulating valves quickly adjust the brake pressure (up to 5 times per second) to prevent wheel from locking. Each wheel is thereby controlled according to the grip available between its tire and the road.

In this way the vehicle is brought to a halt in the shortest possible time, while remaining stable and under driver's control.

CAUTION: On slippery roads, motorists behind you may not be able to brake as fast as you; so where possible, give a prior warning by lightly depressing brake pedal several times before braking.

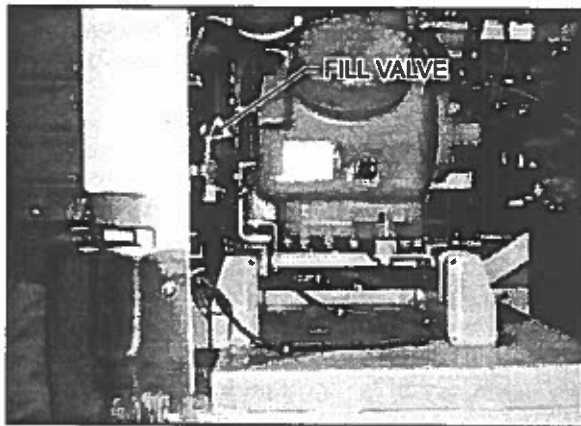
AIR SYSTEM EMERGENCY FILL VALVE

The vehicle is equipped with two air system emergency fill valves to supplement the air system when air pressure is low and engine cannot be operated. The rear valve is located in engine compartment and accessible from engine R.H. side door: On XL-40 & 45E vehicles, the valve is positioned over battery assembly, close to door hinge; on XL-45 vehicles, the valve is positioned directly under back up alarm, close to L.H. side of door opening.



XL-40 & 45E rear valve location

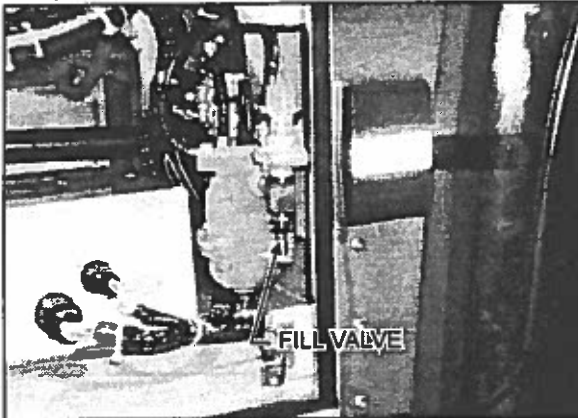
12010



XL-45 rear valve location

12011

The front valve is located in the steering compartment close to R.H. side of door frame.



Front valve location

12012

These two air system emergency fill valves are fitted with the same valve stems as standard tires, and can be filled by any standard external air supply line.

The rear air system emergency fill valve will supply air for all systems (brakes, suspension and accessories) while the front fill valve will supply air for accessories only.

CAUTION: Air filled through these two points will pass through the standard air filtering system provided by Prévost. Do not fill air through any other points.

BACK UP ALARM

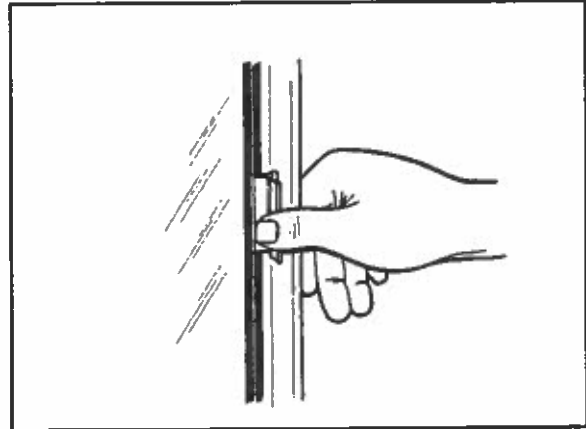
The back up alarm system serves to warn bystanders of vehicle moving in reverse range. Driver should take extra precautions when backing up. If in doubt, have someone guide you.

NOTE: Alarm should automatically operate when the reverse range is selected; if not, then "Back up alarm cancel" switch is on (see item #5 on page 2-16).

EMERGENCY EXITS

Sliding-type emergency escape window

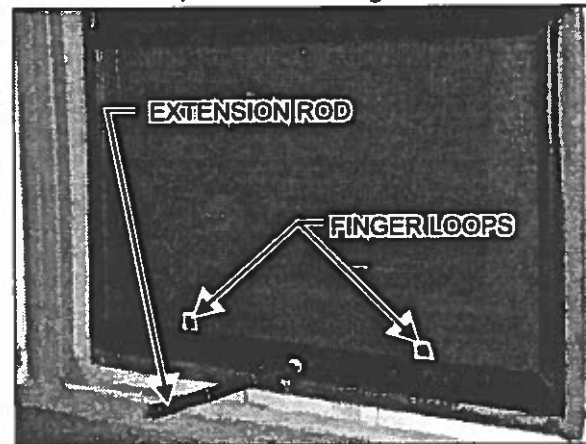
Unlatch sliding window and open completely, then slide the screen fully open and exit vehicle through window frame.



18049

Awning type emergency escape window

To exit vehicle through awning type windows, remove screen by pulling upwards on both finger loops; take extension rod out of it's seat, straighten out and push all the way through window frame, then exit through window frame.



18050

Emergency roof escape (Optional)

To exit vehicle through a Prévost installed roof escape hatch, fully push out ventilation hatch, then while depressing black tab towards rear of vehicle, push handle out in the same direction; this will release emergency hatch catch.



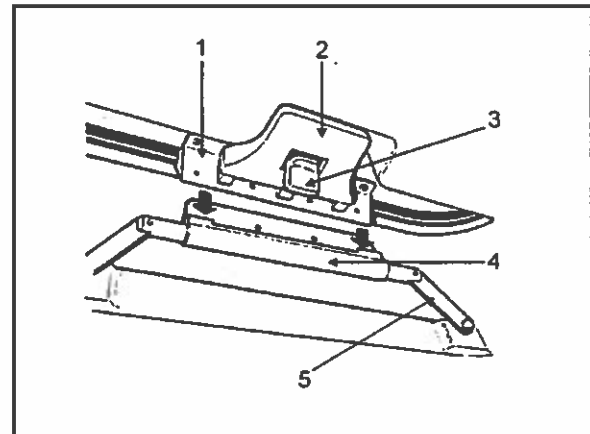
- 1 Emergency escape hatch
 2 Instructions decal
 3 Hatch handle
 4 Black tab

NOTE: These instructions are also affixed to escape hatch.

In the event of ventilation systems failure, hatch can be used to provide air circulation, by simply pushing hatch upwards.

CAUTION: If running with roof hatch(es) open, beware of low overhead clearances.

To relatch handle after use, push vent arms upright in "full open vent" position, then insert edge into bracket and pull handle in. Finally, pull hatch inward, one side at a time.



- 1 Edge
 2 Handle
 3 Black tab
 4 Bracket
 5 Vent arm

DAY TIME RUNNING LIGHTS

This system turns on automatically the low beams at a lower intensity as soon as engine is started and parking brake is released.

This system will be cancelled;

- when engine is stopped
- when parking brake is applied
- when the marker light switch is turned on.

WARNING: Never run vehicle at night with these lights only as they have a lesser intensity, and the system does not turn on the marker and clearance lights.

FOG LIGHTS (Optional)

The halogen fog lights recessed in front bumper allow the driver a better visibility in foggy weather, and improve the range of vision just ahead of vehicle. They are also a useful "active safety" factor. For location of ON/OFF switch, see page 2-16.

NOTE: Some States or Provinces may restrict the use of these lamps. Verify regulations governing each State and/or Province before using fog lights.

DOCKING AND CORNERING LIGHTS (Optional)

Two (2) halogen lights are installed on each side of vehicle: one near the front and one near the rear.

When the switch (see page 2-17) is set to the

"Docking" position, the four (4) lamps light simultaneously in order to facilitate "docking" procedure.

When the switch is set to the "Cornering" position and the left or right turn signal is selected, the corresponding cornering light will illuminate to increase lateral visibility.

ALARM SYSTEM

As an added protection to indicator lights, Prévost vehicles are equipped with audible alarms to inform the driver of the following operating conditions:

Indicator lights	Audible alarm	Condition
Air primary	Buzzer	Low air pressure
Air secondary	Buzzer	Low air pressure
Tag axle	Beep	Tag axle wheels up
N/A	Beep	Ignition "OFF", parking brake not applied and/or pressure is applied on service brake pedal.
N/A	Bell ringing	Fire in engine compartment

NOTE: The alarms for both primary and secondary low air pressure are produced by the same buzzer.

SAFETY EQUIPMENT

Extinguishers

Two fire extinguishers are provided with the vehicle and are installed behind the driver's seat along the wall. Use Fire Extinguishers as required, while carefully following instructions on Extinguishers' Labels.

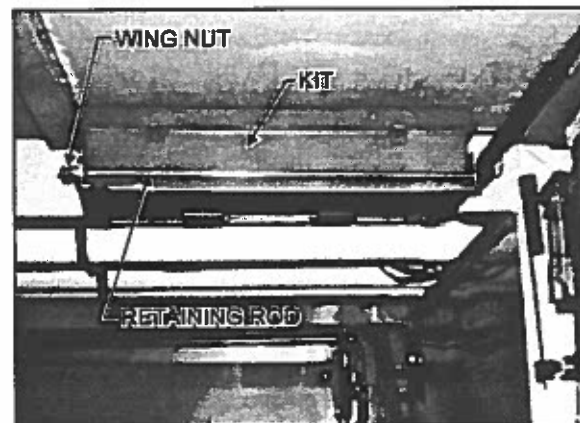
NOTE: Fire extinguishers may have been relocated following interior design and/or State or Provincial regulations.

Emergency warning reflectors

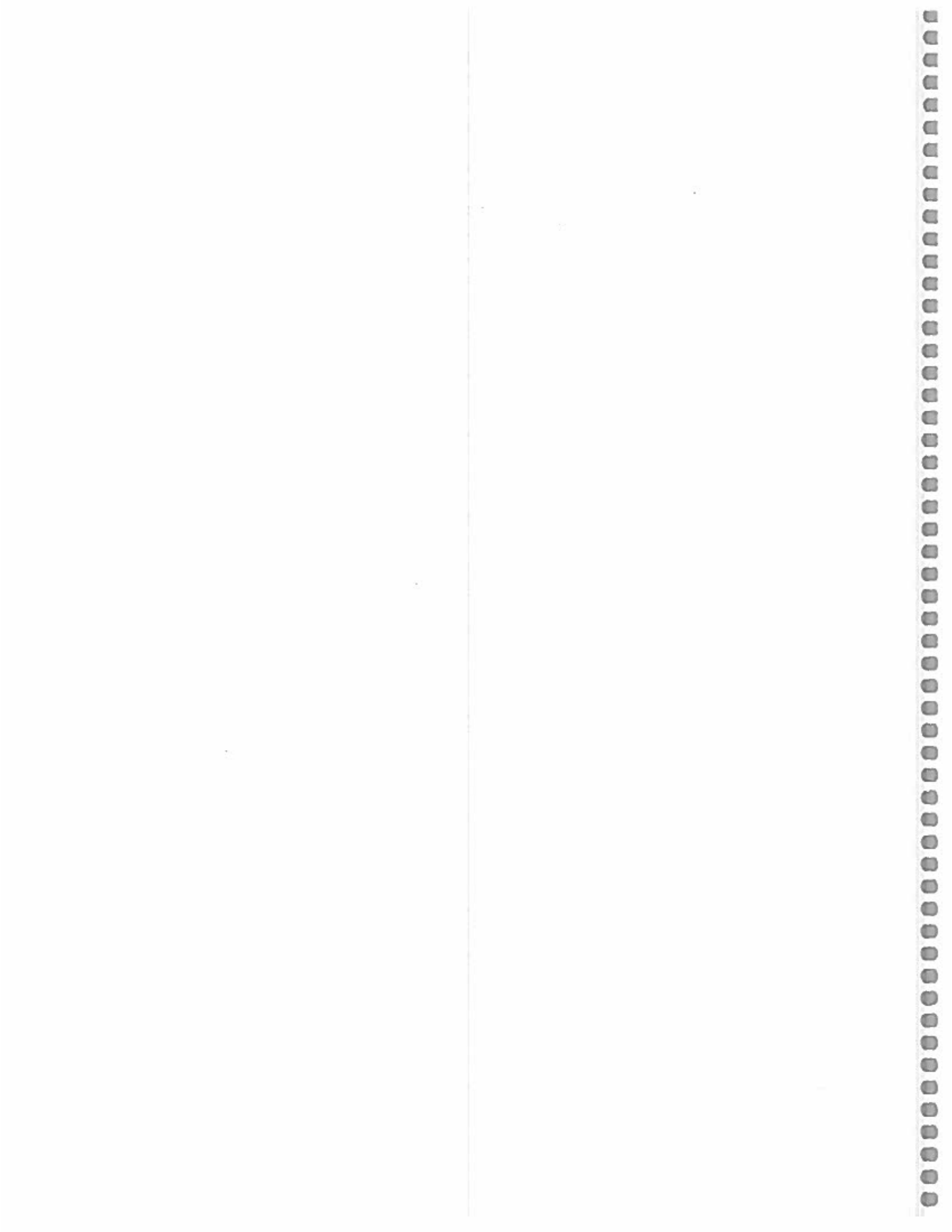
A kit of triangular reflectors (Qty=3) is provided to warn approaching motorists of an immobilized vehicle in a Breakdown Situation. This device indicates an Emergency Situation by reflecting the light emanating from a light source. The three reflectors should be placed as illustrated on inside face of box cover. This kit complies with

FMVSS 125 (Federal Motor Vehicle Safety Standards).

The Kit is located inside Forward Baggage Compartment and can be removed by simply unscrewing Wing Nut and removing Retaining Rod. (May be relocated by Converter).



23010



GENERAL INFORMATION

CAUTION: Read this section of manual before driving vehicle.

Starting engine from driver's compartment

The following procedure is used to start and stop the engine from the driver's compartment.

Starting engine

1. Make sure the starter selector switch in engine compartment is set to the "NORMAL" position and that both battery disconnect switches (12 & 24 volts) are set to the "ON" position.
2. Make sure the parking brake control valve knob, located on L.H. lateral console, is pulled all the way up, so that the spring-loaded parking brakes are applied.
3. Make sure transmission is in neutral.
4. Turn ignition key to "START" position, then release it as soon as engine starts.

NOTE: If engine does not start, ignition key must be returned to the "OFF" position prior to restarting.

CAUTION: Special precautions are necessary with turbocharged engines to avoid possible turbine damage. After starting, run the engine at low idle for two minutes to allow flowing of lubricant to the turbocharger. Afterwards, run at fast idle and check oil pressure before attempting to drive the vehicle.

Do not engage starter for more than 15 seconds at a time. If engine does not start within 15 seconds, release ignition key and allow starter to cool for one (1) minute before engaging starter again. Continuous use of the starter without

allowing a cooling period may damage the starter motor.

With DDEC engines, pressure must not be applied on accelerator pedal before starting. An application on pedal will induce a fault information to the Electronic Control Unit, thus affecting the fuel system control.

If accelerator pedal is depressed inadvertently, release it and wait approximately 30 seconds before resuming starting procedure.

Stopping engine

1. Apply parking brake then set transmission to the neutral position.
2. Allow engine to run at slow idle for at least two minutes, then shut off engine. This will ensure that the turbine speed has dropped, and the engine exhaust gas temperature is down to approximately 300°F. If engine is equipped with pyrometers, temperature can be observed.

CAUTION: Do not shut the engine down directly from high rpm.

If vehicle is parked and left unattended for an extended period of time, both main battery disconnect switches (12 & 24 volts) should be set to the "OFF" position.

STARTING AND STOPPING PROCEDURES

Starting engine from engine compartment

The following procedure is used to start and stop the engine from the engine compartment.

Starting engine

Switches for starting and stopping the engine from the engine compartment are mounted on the R.H. side of rear junction box.

WARNING: Before attempting to start engine from engine compartment, make sure parking brake is applied and transmission is in neutral.

1. Make sure the starter selector switch in engine compartment is set to the "REAR START"

position and the battery disconnect switches (12 & 24 volts) are set to the "ON" position.

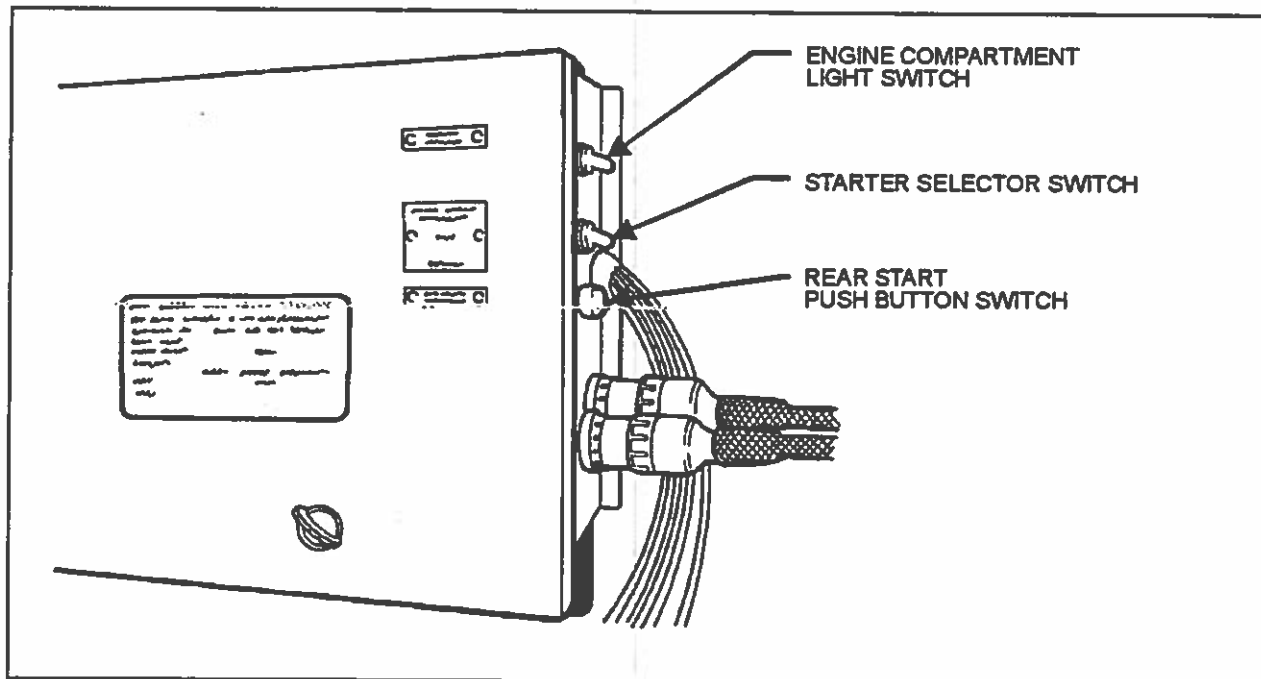
2. Press starter push button switch and release as soon as engine starts.

WARNING: Stay away from moving parts, and do not wear loose clothes (no neckties, open jackets, shirttails, etc.).

CAUTION: Steps previously explained with respect to starter use also apply in this situation.

Stopping engine

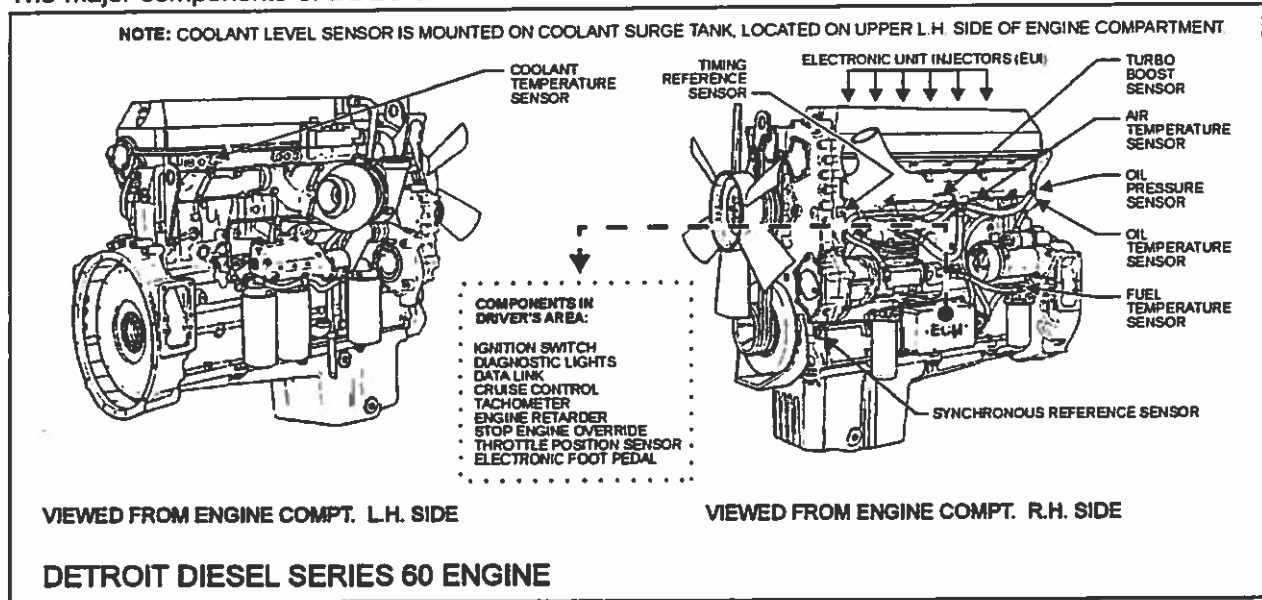
Stop only by turning the starter selector switch to the "OFF" position.



01017

DETROIT DIESEL ELECTRONIC CONTROL (DDEC)

The major components of DDEC are as follows:



01015

DDEC is an advanced technology electronic fuel injection and control system for Detroit Diesel engines. As an integral part of the engine, the DDEC system provides a number of performance features and driver benefits, including improved fuel economy and performance, reduced cold smoke, reduced maintenance and repair cost. These advantages are obtained by optimizing control of the critical engine functions which affect fuel economy, engine reliability and the performance of the injectors.

Its major components include an Electronic Control Module (ECM), Electronic Unit Injectors (EUI) and sensors. The ECM is the brain of the DDEC system and is located over the engine between both cylinder heads. Within the ECM is the Electrically Erasable, Programmable, Read Only Memory (EEPROM) that provides instructions for basic engine control functions such as rated speed and power, engine governing, cold start logic and diagnostics, plus an engine protection system.

The ECM continuously monitors and analyzes the DDEC system during engine operation with electronic sensors. The Electronic Unit Injectors (EUI) operate a similar principle to the mechanical unit injector system. However, a solenoid-operated control valve performs the injection timing and metering functions which make injector timing much simpler and more precise.

DDEC provides the capability to quickly diagnose system malfunctions by a self-diagnostic system; the self-diagnostic system monitors all engine sensors and electronic components and recognizes system faults and other engine-related problems by providing the technician with a diagnostic code. Diagnostic codes are logged into the ECM memory and can be read by performing procedure outlined in page 5-7.

ENGINE RETARDER SYSTEM (JACOBS)

The "Jacobs brake" is a diesel engine retarder that uses the engine itself to aid in slowing and controlling the vehicle. When activated, the "Jacobs brake" alters the operation of the engine's exhaust valves so that the engine works as a power-absorbing air compressor. This provides a retarding action to the wheels.

The engine brake is a vehicle-slowing device, not a vehicle-stopping device. It is not a substitute for the service braking system. The vehicle's service brakes must be used to bring the vehicle to a complete stop.

Effectiveness of the engine brake system will vary according to transmission gear in use. The engine brake system is more effective in lower gears and at higher engine speeds.

WARNING: *When descending significant grades, use service brakes as little as possible. If engine does not slow vehicle to a safe speed, apply service brakes and shift to a lower gear. Let the engine (and engine brake) retard the vehicle. Keep brakes cool and ready for emergency stopping.*

NOTE: *Engine brake is operative only when accelerator pedal is released, and when engine speed is over 900 rpm.*

Each time the engine brake system is in operation, the stoplights will automatically light up.

WORLD TRANSMISSION WT ELECTRONIC CONTROL SYSTEM

The WT Electronic Control System consists of five (5) major components connected by wiring harnesses - Electronic Control Unit (ECU), engine throttle position sensor (or direct electronic communication), three (3) speed sensors, pushbutton shifter, and control module (which contains solenoid valves and a pressure switch). The throttle position sensor, speed sensors pressure switch, and pushbutton shifter transmit

information to the ECU. The ECU processes this information and sends signals to actuate specific solenoids located on the control module in the transmission. These solenoids control both the oncoming and offgoing clutch pressure during a shift.

Another feature of the World Transmission is its ability to adapt or "learn" as it operates. Each shift is electronically measured, stored and used by the ECU to adapt and "learn" the optimum conditions for future clutch apply and release. It is important to note that if the shift quality of low mileage vehicles or vehicles with new or recalibrated ECU's is unacceptable, simply drive the vehicle through its shift ranges for awhile. After this "learning" period any rough shifting will be corrected and shift quality will be restored.

In addition to controlling the operation of the transmission, the ECU monitors the system for conditions that could result in damage to the transmission or improper vehicle operation. When one of these conditions is detected, the ECU is programmed to respond automatically in a manner which will ensure safe operation of the vehicle and the transmission.

Torque converter

The torque converter consists of three (3) elements - pump, turbine, and stator. The pump is the input element and is driven directly by the engine. The turbine is the output element and is hydraulically driven by the pump. The stator is the reaction (torque multiplying) element. When the pump turns faster than the turbine, the torque converter is multiplying torque. When the turbine approaches the speed of the pump, the stator starts to rotate with the pump and turbine. When this occurs, torque multiplication stops and the torque converter functions as a fluid coupling.

The lockup clutch is located inside the torque converter and consists of three (3) elements - piston, clutch plate/damper, and backplate. The piston and backplate are driven by the engine. The clutch plate/damper, located between the piston and backplate, is splined to the converter turbine. The lockup clutch is engaged and released in response to electronic signals from the ECU. Engagement of the lockup clutch

STARTING AND STOPPING PROCEDURES

provides a direct drive from the engine to the transmission gearing. This eliminates converter slippage to provide maximum fuel economy. The torsional damper absorbs engine torsional vibration.

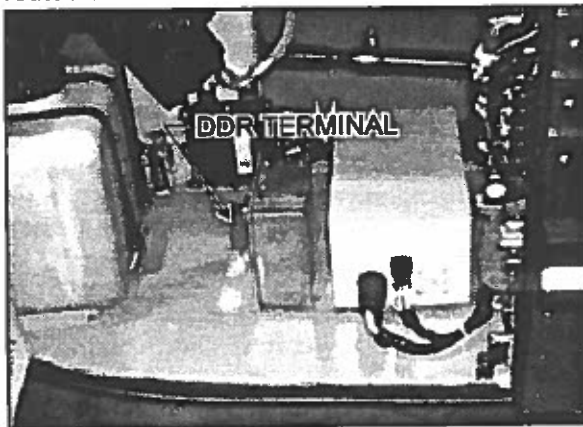
The lockup clutch releases at lower speeds and when ECU detects conditions requiring it to be released.

Planetary gears and clutches

A series of three (3) helical planetary gear sets and shafts provides the gear ratios and direction of travel for the vehicle. The planetary gear sets are controlled by five (5) multiplate clutches that work in pairs to produce six (6) speeds. The clutches are applied and released hydraulically in response to electronic signals from the ECU to the appropriate combination of solenoids.

Cooler circuit

The transmission oil is cooled by a remote-mounted oil cooler. Connections to the cooling circuit are located at the rear of the transmission to facilitate installation of remote cooler lines. Oil ports are internal requiring only coolant to be routed to and from the cooler.



Steering Compartment

07005

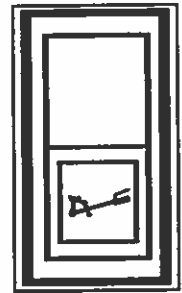
To enhance troubleshooting and to allow interrogation of the ECU for valuable service information, a DDR (diagnostic data reader) can be used. To use it, plug the appropriate connector (not furnished by the manufacturer) in the terminal located in the steering compartment

or the DDR connector located on L.H. lateral console. You can also use your pushbutton shifter to perform certain maintenance operations (see page 4-6 under "Diagnostic codes").

Output retarder (Optional)

The purpose of the retarder is to assist in stopping the vehicle during stop and go driving and to control the downhill speed of the vehicle on a grade. For both of these uses, the retarder serves to extend the life of the service brakes and to enhance vehicle control.

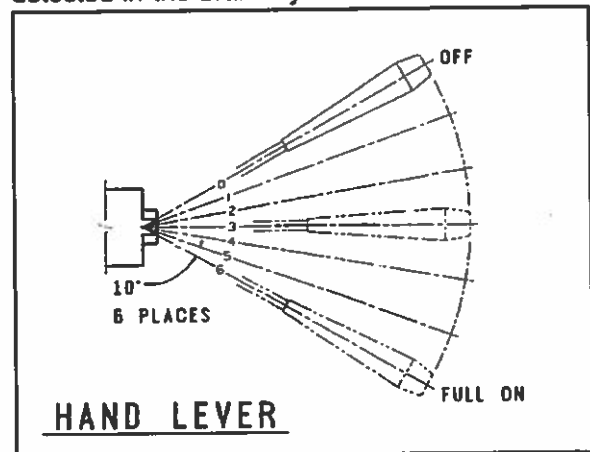
The retarder system is activated by turning "ON" the retarder enable switch (2nd from ignition on L.H. lower switch panel - see page 2-15)



18017

The retarder controls are broken down into two (2) types:

BRAKE APPLY - actuated by brake pressure; applies the retarder at three (3) distinct retardation levels (low = 1/3 - 2 psi, medium = 2/3 - 4 psi, and "full on" - 7 psi) when increasing pressures are detected in the brake system.



18018

AUTOMATIC APPLY - actuated by hand lever located on R.H. side of steering column; retarder capacity is determined by hand lever which permits the operator to select "OFF", or one of six (6) levels of automatically-commanded retardation, the highest of which is maximum

STARTING AND STOPPING PROCEDURES

retarder capacity "full on".

The controls may be used in combinations such that the retarder can be activated when either of the two (2) controls are actuated. (If both are actuated simultaneously, the level of retardation will correspond to higher input signal).

The optimum retarder control will depend on the vehicle type and retarder use. In general maximum brake savings occur with increased retarder use. In stop and go driving, retarder use can be maximized by using the "BRAKE APPLY". For downhill speed control, the "AUTOMATIC APPLY" may provide the best operator control.

When the vehicle is equipped with the anti-lock braking system (ABS) and the system is activated, the transmission controls "ABS input" is used to disengage the retarder and the transmission lockup clutch, thus enhancing performance of the ABS system.

Diagnostic telltales

Two (2) diagnostic features are available with the transmission control system to assist in troubleshooting of malfunctions and/or the monitoring of specific operating parameters. These features include a "DO NOT SHIFT" light on the dashboard, and the Diagnostic Data Reader (DDR). When a malfunction is detected in the control system, a series of "diagnostic codes" are used to identify and clarify the nature of the malfunction.

Do not shift - light

The "DO NOT SHIFT" light is located on dashboard.

Illumination of this light, accompanied by eight (8) seconds of short beeps from the shifter, indicates that shifts are being restricted. The *SELECT* digit on the display will be blank. Operation may continue in order to reach service assistance. The ECU may not respond to shifter requests, since operating limitations are being placed on the transmission, i.e. upshifts and downshifts may be restricted. Direction changes will not occur.



18016

The ECU will not respond to operator requests while *DO NOT SHIFT* is indicated.

Any time this light has been illuminated, the ECU will register a diagnostic code. It may be identified on the digital display and/or the Diagnostic Data Reader (DDR).

Diagnostic Data Reader (DDR) (Optional)

The purpose of the DDR is to assist in the installation checkout and the troubleshooting of malfunctions as detected by the ECU. The DDR is a portable microcomputerbased receiver/transmitter/display unit. The DDR transmits and receives data to/from the ECU, processes the data and displays appropriate information to the servicer. Operating instructions are supplied with each DDR.

Diagnostic codes

Illumination of the *DO NOT SHIFT* light during vehicle operation (start-up), indicates that the ECU has registered a diagnostic code. A summary of diagnostic codes with each associated transmission response is shown on pages 5-10 through 5-24.

Diagnostic codes can be displayed either by the DDR or on the digital display of the shifter. The following information describes use of the diagnostic capabilities of the system without the DDR.

Up to five (5) diagnostic codes can be registered in the ECU at one time. In addition to the code itself, additional information for each code is available: whether or not any inhibits resulting from the code are active; ignition cycle counts to indicate the frequency of the code occurrence. After a fixed number of ignition cycles, any code will automatically disappear from memory if it has not reoccurred.

The general procedure to display the codes is to first enter the diagnostic mode. This is accomplished by pressing the upshift and downshift arrow buttons simultaneously on the pushbutton shifter. Diagnostic mode will be entered only with the vehicle stopped. (The transmission should be shifted to *NEUTRAL* and

STARTING AND STOPPING PROCEDURES

the vehicle parking brake applied.) For each code stored in memory, beginning with any code that is presently inhibiting the transmission, the four (4) digits of the code and the pertinent parameters are continuously flashed on the display. Pressing the mode button once will cause the next code with pertinent information to be displayed. Dashes indicate all stored codes have been displayed.

To clear any active inhibits, the mode button must be depressed and held for an extended length of time. To clear the code from memory, The mode button must be pressed and held for a longer period of time. All active inhibits will also be cleared during a normal powerdown (ignition switched off followed by zero output and zero engine speeds).

Importance of proper oil level

1. Maintaining the proper oil level is very important. The transmission oil is used to apply clutches and to lubricate and cool the components. If the oil level is too low, the result can be poor performance because clutches will not receive adequate oil supply. If the oil level is too high, overheating results from the oil being churned and aerated.

2. Always check the oil level at least twice to ensure that an accurate check is obtained.

3. Transmission input speed and oil temperature significantly affect the oil level. An increase in input speed lowers the oil level; an increase in oil temperature raises the oil level. Thus, the oil level must always be checked with the engine running at idle (approximately 500 rpm), the parking brake applied, and the transmission in neutral. A final check of the oil level must be made when the transmission reaches normal operating temperature (160 - 250°F; 70 - 120°C).

Fill pipe protection

When adding oil or checking oil level, dirt or foreign material must not be allowed to enter the filler tube. Before removing the dipstick, clean around the end of the filler tube. Refer to "*Care & maintenance*" section for manual oil level check procedure.

Readout of the oil level sensor

The oil level sensor (OLS) is designed to measure transmission oil level only when a specific combination of operating conditions exist:

- engine must be at idle
- **NEUTRAL** must be selected
- zero output speed
- transmission oil must be within a "normal" temperature band
- once the first four (4) conditions are met, a "waiting" period must pass (approx. 2 min., to facilitate consistent oil drainback) before oil level measurement may begin.

To enter OLS readout mode (after meeting the conditions noted above), simultaneously press the *UPSHIFT* and *DOWNSHIFT* arrows on the shifter. If the five (5) conditions noted above are present, the display will immediately enter the reading mode. If the "waiting" period has not elapsed, the left digit of the display will become a "chasing" digit and the right digit will count down from (8) to (1) until the waiting period is complete.

After attaining the reading mode, the display will flash "*OL-OK*", "*LO-01*", "*HI-02*", etc., where the suffix "*01*" or "*02*" indicate the volume of oil (in quarts) low or high.

At any time in this sequence, simultaneously pressing the *UPSHIFT* and *DOWNSHIFT* arrows directs the ECU to enter the transmission diagnostic mode as described under "*Diagnostic Codes*" on page 4-6. D, N, or R may also be selected on the shifter at any time - the OLS mode will abort and normal transmission will commence. Shifts are not inhibited.

Oil level sensor (OLS) codes

<u>CODE</u>	<u>CAUSE OF CODE</u>
OL-OK	oil level is correct
LO-01	one quart low

STARTING AND STOPPING PROCEDURES

LO-02	two quarts low
HI-01	one quart high
HI-02	two quarts high
OL-50	engine speed (rpm) too low
OL-59	engine speed (rpm) too high
OL-65	neutral must be selected
OL-70	sump oil temperature too low
OL-79	sump oil temperature too high
OL-89	output shaft rotation
OL-95	sensor failure

COLD WEATHER STARTING

Cold starting aid (Ether) (Optional)

The vehicle may be equipped with an electrically-operated ether cold starting aid designed to ease engine starting when temperature is below 35°F (2°C). The control rocker switch, located near the ignition switch on the L.H. lower switch panel (see page 2-15), is provided with a locking mechanism to avoid accidental use when engine is running. To activate the ether starting aid, proceed as follows:

1. Prior to cranking engine, slide down lock tab while pressing rocker switch for three (3) seconds to fill solenoid valve.
2. Release switch to discharge shot.
3. Allow three (3) seconds for shot to discharge.
4. Start engine, use additional shots if necessary to keep engine running.

CAUTION: This practice should be performed only when absolutely necessary. Excessive use of fluid could result in serious engine damage.

Engine block heater (Optional)

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 oil reserve tank access door. To use it, connect the female plug of an electrical extension cord to the heater plug. Some converted vehicles may have the heater connected to the coach AC power system. The extension cord must be plugged into a 110-120 V AC power source only. The engine block heater should be used whenever the vehicle is parked for an extended period of time in cold weather and a suitable power source is available.

CAUTION: Use only a 110-120 V AC power source. Extension cord must be of the grounded type (three prongs) and have a minimum rated capacity of 15 amps. Be sure to disconnect cord before starting and/or moving the vehicle.

Engine warm-up

After starting the engine, run it at low idle for two (2) minutes to allow flowing of lubricant to the turbocharger, then increase speed to fast idle for warm-up period by using "FAST IDLE" switch located next to the ignition switch on L.H. lower switch panel (see page 2-15). Run the engine at fast idle and no load for about five (5) minutes to allow it to warm-up before applying a load. Parking brakes should be kept applied throughout warm-up. Gauges and indicator lights should be monitored to check that all conditions are normal. If an abnormal condition should develop, stop engine immediately and have condition corrected.

WARNING: Never let the engine run in an enclosed, non-ventilated area. Exhaust fumes from the engine contain dangerous gases which can be fatal if inhaled.

NOTE: The engine will come up to normal operating temperature shortly after you start driving; if possible, avoid going to full throttle until engine coolant temperature reaches 140°F (60°C).

STARTING AND STOPPING PROCEDURES

Transmission warm-up

When temperature is below -20°F (-29°C), the "DO NOT SHIFT" and "CHECK TRANS" will stay "ON" after the engine is started. The transmission will stay in neutral, regardless of the gear range selected until it warms past -20°F (-29°C). At that point, the "DO NOT SHIFT" light will turn off and the transmission will operate only in first gear or reverse. When the "CHECK TRANS" light goes out at 20°F (-7°C), the transmission is warm enough to safely operate in all gear ranges.

ROUTINE INSPECTION BEFORE A TRIP AND ON THE ROAD

With engine stopped

Extinguishers

Ensure that fire extinguishers are in working order and easily accessible.

Escape hatch

Check that escape hatch can be easily opened.

Driver's compartment

Adjust mirrors and seat.

Doors

Make sure that all exterior doors are closed.

Tools and spares

Check for wheel nut wrench, door keys, spare belts, reflectors, and jack.

Washer reservoir

Check that it is full. To prevent the windshield washer fluid from freezing during the winter, use antifreeze windshield washer.

General

Check general vehicle condition and verify all exterior lighting.

Tires

All tires should be inspected for cuts and correct inflation. On both aluminum alloy and steel wheels, nuts should be checked using a torque wrench to specifications given in the Maintenance Manual.

Wheel bearings

Check oil level in sight glass (see page 6-4).

CAUTION: During a fuel stop, especially if a brake job has been performed recently, apply hand on wheel bearing cover and check for overheating.

Leaks

Check thoroughly under vehicle for any leaks.

Coolant level

The cooling system is completely filled when the coolant (cold) is visible in the sight glass on the right side of the surge tank. If topping-up is necessary, fill the system with the same mixture ratio already used in the system and as instructed in the Maintenance Manual.

WARNING: Hot engine coolant is under pressure. Never remove cap until coolant has cooled.

Engine oil

Check oil level; refill directly into engine or from reserve tank (see page 6-2).

Air system

Purge accessories and wet tanks by opening drain valve (see page 6-5).

Power steering

Check oil level (see page 6-4).

STARTING AND STOPPING PROCEDURES

Belts

Check for worn belts.

Belt tensioners

Visually check belt tension and the space between tensioning bellows' brackets (see page 6-6).

With engine running

NOTE: *Vehicle must be on level ground.*

Gauges and buzzers

Gauges should be in normal position, warning lights and buzzers off.

Fuel level

Be sure level is sufficient.

Transmission

Check oil level (see page 6-3).

Leaks

Inspect around vehicle and listen for any air leak.

Water separator

Purge drain valve (see page 6-5).

Turbocharger

Look for any leaks or unusual sounds coming from the turbo compressor.

Service brakes

Check for pressure build-up. With engine stopped and no brake applied, loss should not exceed 3 psi/min. (21 kPa/min). Make a full brake application; loss should not exceed 7 psi (48 kPa).

Parking and emergency brakes

With air pressure above 65 psi (448 kPa), lower pressure with brake pedal applications, check

that buzzer works and that control button lifts up. Wait until air pressure exceeds 95 psi (655 kPa) before releasing parking brakes.

RECOMMENDATIONS

- Make sure the basic principles of operation of the vehicle are understood.
- Maintain the vehicle in good running condition.
- Do not drive your vehicle with an extremely low fuel level. This advice is very important, especially if your vehicle is equipped with an auxiliary fuel tank. Unlike a gasoline engine, if a diesel engine runs out of fuel it will not simply restart after fuel is added to the tank. The engine must be "primed" (see procedure in the Maintenance Manual).
- Allow engine to run at slow idle for at least 2 minutes before turning it off.
- Engine should always be at idle speed when shifting from neutral to reverse or forward range.
- Automatic transmission shift pattern does not include a park position. Parking brake must therefore be applied to hold vehicle when it is unattended. Gearshift should then be in neutral position. If engine is stopped without applying the parking brake, a warning buzzer will sound until the parking brake is applied and your foot is removed from the brake pedal.
- Perform procedures as detailed in this manual.
- Unless otherwise specified, engine should be turned off for all lubrication and maintenance procedures.
- Do not attempt to push-start or pull-start the vehicle.
- Do not tow vehicle without first removing the drive axle shafts or disconnecting the drive shaft. Internal lubrication of the automatic transmission is inadequate when the vehicle is towed.
- Fire extinguishers should be located in order to be accessible at all times. In case of fire, get

STARTING AND STOPPING PROCEDURES

everyone out of the vehicle, then think of your own safety before attempting to fight the fire.

- When driving on ice or snow, any acceleration or deceleration should be done gradually.

NOTE: Normal operation as well as some emergencies or abnormal conditions are covered in this booklet. Any malfunction interfering with satisfactory operation should be corrected immediately, particularly when safety may be involved.

- The Gross Vehicle Weight Rating (G.V.W.R.), and the Gross Axle Weight Ratings (G.A.W.R.), for front, drive and tag axles of your vehicle are listed on a metal certification label affixed below L.H. side control panel in driver's compartment. The G.A.W.R. is the maximum load that can be applied on each axle of the vehicle and is more than what is legally permitted on some highways.

To exceed the G.V.W.R. and/or the G.A.W.R., voids the PRÉVOST warranty.

- Do not conceal the serial numbers and certification plates (for location, refer to "Technical Information" section). Reinstall in same locations after adding any trim.

- Installation of odd type and size of windows may require cutting the vertical window post of vehicle structure. However, no more than three (3) of these posts should be cut on one side of a vehicle and two (2) adjacent posts should never be cut.

IMPORTANT: VIOLATION OF THESE INSTRUCTIONS IS NOT SAFE AND CONSTITUTES SUFFICIENT REASON FOR PRÉVOST TO VOID ITS WARRANTY ON ANY AFFECTED AREA.

HEATING AND AIR CONDITIONING

Ventilation

Driver should always try to introduce as much circulation of outside fresh air as possible without

hampering heating and air conditioning systems. Under extreme temperature conditions however, when maximum capacity is required, the adjustable intake dampers (see following pages) should be closed.

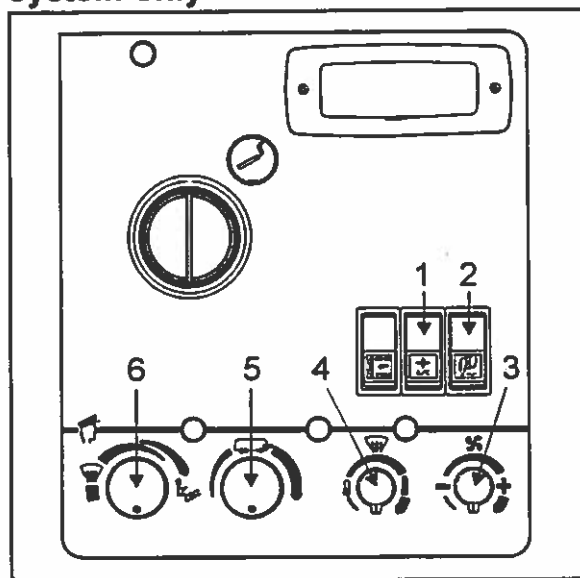
It should be remembered that the inside of vehicle should always be slightly pressurized to minimize the entrance of dust and moisture.

Vehicle heating and air conditioning systems have been designed to allow circulation of some outside fresh air, so windows should be kept closed at all times.

In case of air conditioning system failure, substitute ventilation may be provided by opening roof-mounted emergency vent(s) (if vehicle is so equipped).

Driver's compartment A/C - heating system

Vehicles equipped with driver's system only



R.H. Console

22002

1. "A/C clutch" switch

Push down rocker switch to operate the air

STARTING AND STOPPING PROCEDURES

conditioning system, and push up to turn it off.

CAUTION: *The air conditioning system should not be used when outside temperature is below 40° F (5°C).*

NOTE: *During operation of air conditioning system, windows should be kept closed and door not left open longer than necessary.*

2. "Hot water pump" switch (Optional)

Push down rocker switch to activate the hot water pump, then push up to turn it off.

The use of the hot water pump increases the hot water flow circulating through the heater core, thus delivering more heat.

3. "Fan" speed control

Turn knob clockwise at the first position to obtain minimum air flow to circulate warm, cool, or outside air, according to settings of temperature control knob and A/C clutch switch. Turn clockwise again to obtain the desired ventilation speed.

4. "Temperature" control

Once the A/C clutch switch is set to the proper position and fans are on, select the desired temperature by turning the temperature control knob clockwise to raise or counterclockwise to lower temperature. Only a slight movement of knob is generally sufficient to change temperature setting.

Temperature control knob is used to select interior temperature within the range of 65 to 78°F (18 to 26° C). Once temperature is selected, system will automatically maintain it within close limits.

At extreme clockwise position, full heat will be maintained.

WARNING: *Excessive high temperature in driver's zone could induce drowsiness, affecting driver's ability to operate the coach safely.*

5. "Recirc.-fresh air" control

This knob should normally be rotated clockwise to allow maximum fresh air admission. When outside temperature is extremely high and maximum cooling is required or when outside temperature is extremely low and maximum heating is required, the knob should be rotated counterclockwise to shut off the fresh air admission, thus recirculating the air inside vehicle. This position should also be selected when driving vehicle on dusty roads and in air polluted areas to avoid admission of contaminated air inside vehicle.

6. "Feet air outlet" control

This control is used to control the air flow delivered under the dash on the driver's side. Turn control knob clockwise to increase air flow and counterclockwise to decrease.

How to use the controls

- To ventilate without heat or air conditioning

Turn the "temperature" control knob to the maximum counterclockwise position (cool), turn the "recirc.-fresh air" control knob to the maximum clockwise position (fresh air), then set the "A/C clutch" and "hot water pump" switches to the "OFF" position.

- To defrost

To obtain the maximum defrosting efficiency, switch the "fan" speed control to the highest position, set the "hot water pump" switch to the "ON" position, turn the "recirc.-fresh air" control knob to the maximum clockwise position (fresh air), turn the "feet air outlet" control knob to the maximum counterclockwise position (defrost position), then turn the "temperature" control to the maximum clockwise position (warm).

- To dehumidify

Because an air conditioner dehumidifies as it cools, you can use it in cool weather to help defog the windows. Turn on the "fan" speed control and set the "A/C clutch" switch to the "ON" position, turn the "feet air outlet" control

STARTING AND STOPPING PROCEDURES

knob to the maximum counterclockwise position (defrost position), then adjust the "temperature" control to a comfortable setting.

CAUTION: The air conditioning system should not be used when outside temperature is below 40° F (5°C).

- To turn everything OFF

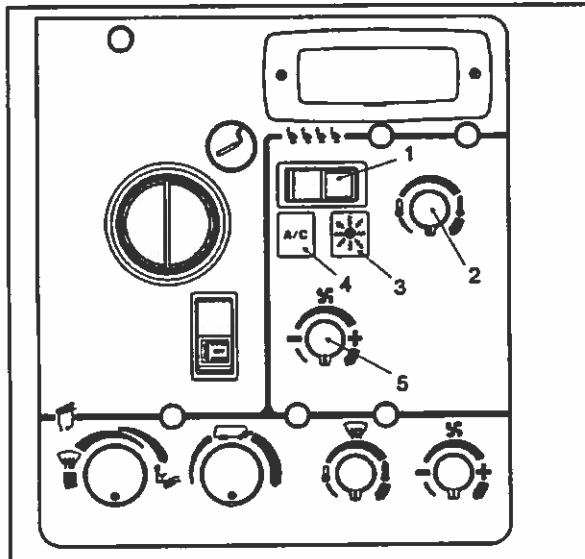
Set the "A/C clutch", "hot water pump" and "fan" speed control switches to the "OFF" position and turn the "temperature" control knob to the maximum counterclockwise position (cool).

Vehicle equipped with driver's and central systems

The controls used are the same as for vehicle equipped with a driver's system only, with the exception that there is no independent "hot water pump" and "A/C clutch" switches. Instead there is one two-way switch as described below.

NOTE: The driver's heating and defrost systems are independent from the central system.

Central A/C - heating system



R.H. Console

22003

1. "A/C - heat" switch

This switch has three positions: "A/C - OFF - HEAT". Set the switch to:

- "A/C" position (L.H. side) when the interior of the vehicle needs to be cooled or dehumidified.
- "Heat" position (R.H. side) when the interior of the vehicle needs to be warmed, or ventilated.
- "OFF" position (center) before stopping vehicle engine.

NOTE: Fuel economy is slightly reduced when "A/C" position is used.

To operate air conditioning system when vehicle is stationary, engine should run at fast idle. During operation of air conditioning system, windows should be kept closed and door not left open longer than necessary.

In order to prevent battery discharge, A/C - heating system will not operate if vehicle charging system is not working properly.

CAUTION: "A/C" position should not be used when outside temperature is below 40°F (5°C).

While the A/C system is running, make sure the vehicle is parked at least 4 feet (1,2 m) from other vehicles to allow sufficient air flow through the condenser core.

2. "Temperature" control

Once the "A/C - heat" switch is set to the proper position, select the desired temperature by turning the temperature control knob clockwise to raise or counterclockwise to lower temperature. Only a slight movement of knob is generally sufficient to change heat setting.

Temperature control knob is used to select interior temperature within the range of 65 to 78°F (18 to 26° C). Once temperature is selected, system will automatically maintain it within close limits.

STARTING AND STOPPING PROCEDURES

3. "Heat" indicator light

This indicator will be illuminated when hot water is circulating through the water valve, no matter which mode has been selected (A/C or heating).

4. "A/C" warning light

This light is designed to light up when the "A/C" system is not working properly. If this happens, first stop "A/C" system, then perform the following checks:

- Check the condenser for obstruction. Clean if necessary. (Refer to "Maintenance Manual").
- Check that the evaporator and condenser motors are operating.
- Check evaporator filter for cleanliness. Clean or replace as required. (Refer to "Care and Maintenance" section, page 6-6).
- Check the air return duct(s) for obstruction. Ducts are located on the left side or on both sides of the vehicle floor, approximately in the center. Clean if necessary.

After these checks, test the system. If the "A/C" warning light does not turn off, set the "A/C - heat" switch to "OFF" position, and seek qualified service assistance.

5. "Fan" speed control

Turn knob clockwise at the first position to obtain minimum air flow to circulate warm, cool, or outside air, according to settings of temperature control knob and A/C-heat switch. Turn clockwise again to obtain the desired ventilation speed.

How to use the controls

• To ventilate

Turn the "temperature" control knob to the maximum counterclockwise position (cool), then set the "A/C - heat" switch to the "heat" position.

• To heat

To ensure the maximum efficiency of heating system, set the "A/C - heat" switch to the "heat" position, then adjust the temperature control to a comfortable setting.

• To dehumidify

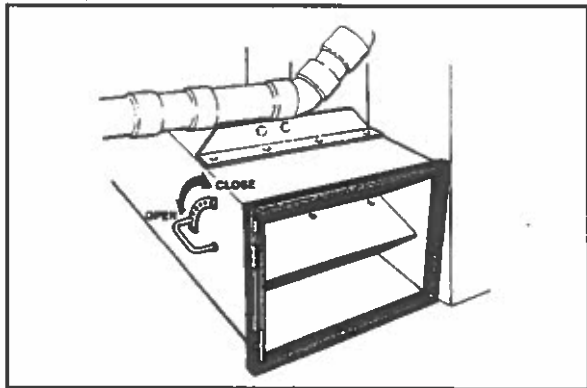
Because an air conditioner dehumidifies as it cools, you can use it in cool weather to help in drying air. Set the "A/C - heat" switch to the "A/C" position, then adjust the "temperature" control to a comfortable setting. With this set-up, the A/C and heating will run simultaneously, thus drying air as it flows through the evaporator and then heating it as it flows through the heater radiator.

CAUTION: "A/C" position should not be used when outside temperature is below 40°F (5°C).

• To turn everything OFF

Set the "A/C - heat" switch to the "OFF" position (center).

An adjustable air intake damper is located in the A/C & heating compartment (third compartment on the left side of vehicle). The damper should normally be open. Under extreme temperature conditions only, it can be closed or partially closed according to the inside temperature reached in the coach, to block the addition of ambient air and heat or cool only the air that is in the coach. As soon as extreme heating or cooling is no longer required, the damper should be reopened.



22004

PREHEATING SYSTEMS (Optional)

ESPAR (EBERSPÄCHER):

Description of operations

This Auxiliary Preheating System is used for preheating and retaining the heat of water-cooled engines. It can be used before starting the engine to ease its starting and to provide immediate inside heat upon operation of the heating system. It can also be used with engine running to maintain coolant heat and maintain the set temperature inside vehicle.

The heater operates independently of the vehicle engine. It is connected to the cooling and heating circuits, the fuel system and the electrical system of the vehicle.

The pilot lamp turns on when the heater is switched on. Combustion air flows in to flush out the combustion chamber, and the water circulation pump is put into operation. The fuel metering pump conveys fuel in precise doses to the combustion chamber, where fuel and combustion air form a combustible mixture which is ignited by the glow plug.

Once the flame sensor has signalled to the control unit that combustion has taken place correctly, the glow-spark plug and ignition coil are switched off.

The hot combustion gases are diverted at the end of the flame pipe, then pass through the indirect heating surfaces of the heat exchanger and transmit their heat to the water passing through the heat exchanger.

The heat is thermostatically controlled, and operates intermittently, i.e. the switched-on times of the burner vary depending on the heat requirement. The water temperature depends on the setting of the built-in water thermostat.

The water circulation pump remains in operation as long as the heater is operating - even in the regulation intervals and during the delayed cutout of the switched-off heater. The pump can also be operated independently of the heater by means of an appropriate circuit. The heater can be switched on at any time, i.e. during the delayed cutout period too. Ignition takes place

once this delay time is over.

When the heater is switched off, the fuel supply is interrupted. The flame goes out, and at the same time a delayed cutout of some 2.5 minutes begins. The combustion air still flowing flushes the remaining combustion gases out of the chamber and cools off the hot parts on the exhaust side of the heat exchanger, while the water circulation pump still running transmits the heat present in the heat exchanger, thus preventing local overheats. Once the delayed cutout time is over, both the combustion air blower and the water circulation pump switch off automatically. A cutout will take place in case of any failure of the preheater.

WEBASTO:

Description of operations

Switch on the heater, the operation indicator lamp comes on and the heater motor & circulating pump begin to run. After about 10-25 seconds the solenoid valve opens and fuel is sprayed into the combustion chamber. At the same time the electronic ignition unit produces high voltage (8000V) and the mixture of fuel and air in the combustion chamber is ignited by the spark on the ignition electrodes. The flame is indicated by the flame detector, then the electronic ignition unit stops producing high voltage and combustion continues by itself (spark on electrodes is required only to ignite the flame). At this moment the heater is working and produces heat.

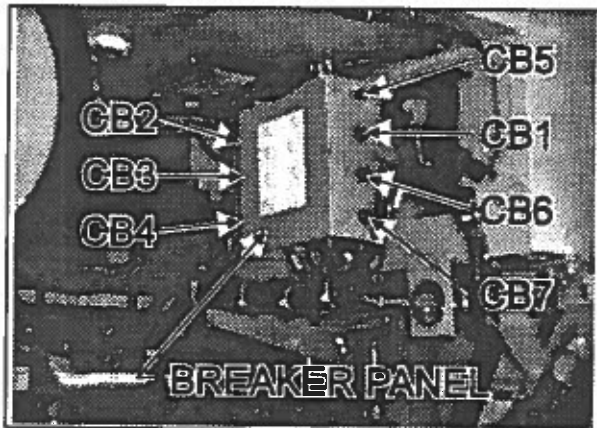
If the heater is switched off by the on/off switch, the solenoid valve interrupts fuel supply, combustion stops and indicator lamp turns off. Combustion air fan still blows air, cleaning the combustion chamber of any fumes and cooling down the combustion chamber. Coolant circulation pump pumps coolant, making a purge cycle for approximately 2-3 minutes, thus protecting the heater against overheating.

If the heater is not switched off by the on/off switch, the control thermostat will switch off the heater when coolant temperature reaches $165^{\circ} \pm 6^{\circ} \text{ F}$ ($75^{\circ} \pm 3^{\circ} \text{ C}$) and turns it on at $154^{\circ} \pm 9^{\circ} \text{ F}$ ($68^{\circ} \pm 5^{\circ} \text{ C}$). During this time the heater (combustion) is off, the indication lamp and coolant pump are on. Combustion air fan blows air for 2-3 minutes and then turns off.

MAIN BREAKERS

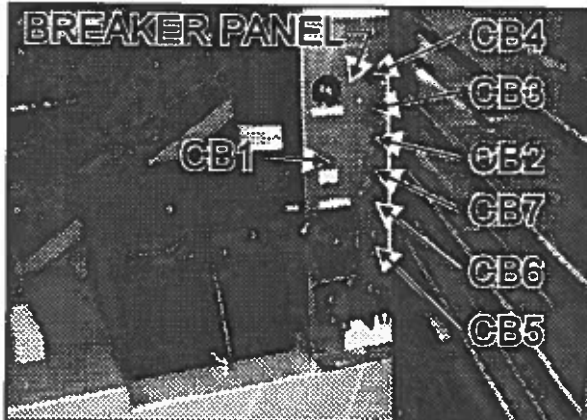
Nine (9) main breakers may be installed on your vehicle; six (6) of which are standard and three (3) supplied only on vehicles with central A/C system. Breakers CB2 to CB7 are standard and breakers CB1, CB8 & CB9 are optional. Breakers are located as follows:

On XL-40 & 45E, breakers CB1 to CB7 are installed on breaker panel located in Engine Compartment. They are accessible through engine R.H. side door.



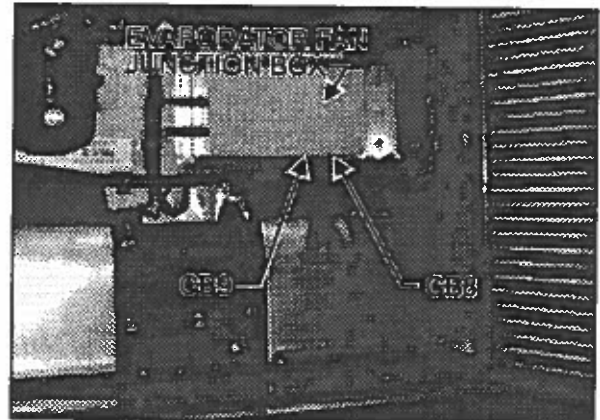
06042

On XL-45, breakers CB1 to CB7 are installed on breaker panel located in Engine Compartment. They are accessible through engine R.H. side door.



06043

On all vehicles, optional breakers CB8 & CB9 are installed on Evaporator Fan Junction Box located in Condenser Compartment.



06044

WINDSHIELD WASHER RESERVOIR

Windshield washer reservoir is located in front left compartment (steering compartment) below driver's floor. This reservoir has a capacity of approximately 3 U.S. gallons (12 litres). Its spin-on type cover is provided with a removable cap to ease windshield washer reservoir filling. Reservoir supply should be checked regularly.

Spray jets are mounted under windshield wiper arms. The reservoir's fluid is forced by air pressure through rubber tubes into spray jets and onto windshield.



23011

JUMP STARTING

Whenever it becomes necessary to start the engine while batteries are discharged, use another power source of the same voltage (24 volt DC), negative grounded and proper jumper cables.

WARNING: Procedures other than the one outlined could cause injury or damage from battery acid spray, explosion, or charging system overload.

- Never connect to the negative post of the discharged battery.
- Never allow the two vehicles or the jumper cable clamps to touch each other.
- Never attempt to jump start a vehicle if the discharged battery fluid is frozen or if the battery fluid level is low, as the battery may rupture or explode.
- Do not jump start vehicles equipped with maintenance-free batteries if the test indicator is light yellow.
- Turn off all lights, heaters and other electrical accessories. Make sure the parking brake is applied and the transmission is set to "NEUTRAL" before attempting to jump start the engine.

Wear eye protection and remove rings, watches with metal bands and other metal jewelry.

1. Connect one end of the red jumper cable to the positive (+) post of the booster power source.
2. On XL-40 & 45E vehicles, remove the grey protective sealant from the 24 volt battery disconnect switch post, then connect the other end of the red jumper cable to this post according to the illustration on page 4-18 (it may be necessary to also remove the insulating varnish on the battery switch disconnect post).

2. On XL-45 vehicles, remove the red protective cap from Booster Block's Positive Stud, then connect the other end of the red jumper cable to this stud (see illustration on this page).

3. Connect one end of the black jumper cable to the negative (-) post of the booster power source.

4. On XL-40 & 45E vehicles, remove the grey protective sealant from the engine ground stud fixed on frame, then connect the other end of the black jumper cable to this stud as shown on illustration (page 4-18).

4. On XL-45 vehicles, remove the black protective cap from Booster Block's Negative Stud, then connect the other end of the black jumper cable to this stud (see illustration on this page).



06045

5. 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.

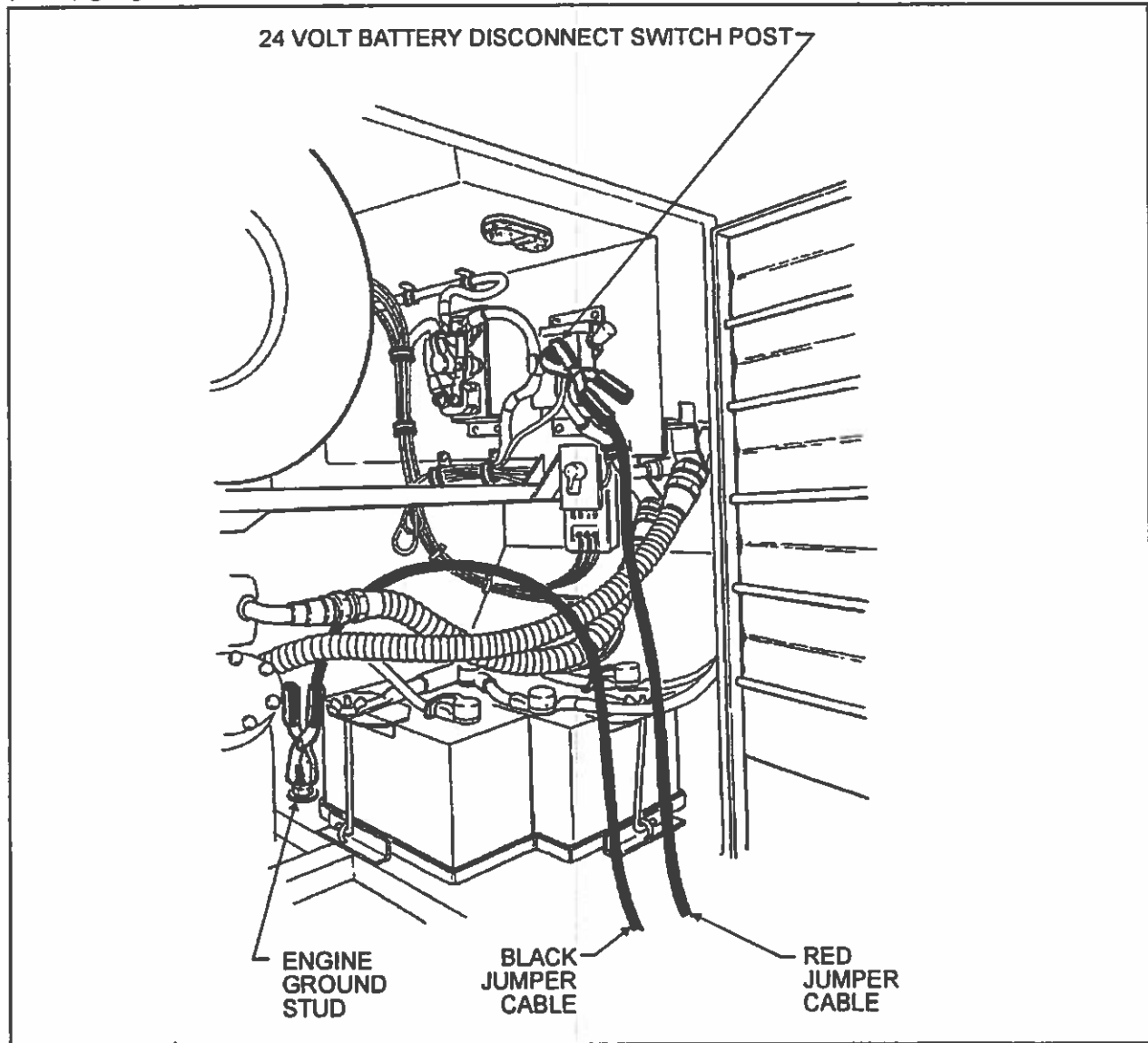
WARNING: Do not engage starter for more than 15 seconds. Allow starter time to cool before engaging again. This will prevent starter from overheating and will allow time delay relay to cool.

STARTING AND STOPPING PROCEDURES

6. To remove the cables, perform the above procedure in reverse order, then replace the protective sealant, if possible.

NOTE: Jumper cables must withstand 500 cranking amperes. If cable length is 20 feet (6 m) or less, use 2/0 (AWG) gage wires. If cable length is between 20-30 feet (6-9 m), use 3/0 (AWG) gauge wires.

NOTE: If, after doing this procedure, Starter turns but Engine still doesn't run; (with Jumper Cables in place) wait approximately 15 minutes (to give battery equalizers time to balance 12V and 24V charges), then try again. If engine still doesn't run, repeat procedure once again.



06046

STARTING AND STOPPING PROCEDURES

TIRES

Tire pressure

The condition and pressure of the tires can greatly affect both useful tire life and road safety.

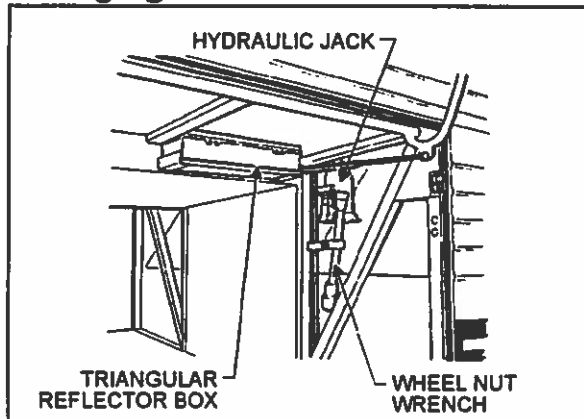
NOTE: The recommended tire inflation pressures are given in the "Technical Information" section, page 5-2. Also, cold tire inflation pressures are listed on the Department of Transport's certification plate, affixed below L.H. side control panel in driver's compartment.

At regular intervals, verify the tire pressures. Use an accurate tire pressure gauge when checking inflation pressures. Never exceed the maximum tire inflation pressure specified on each tire.

Cold tire inflation pressure means: When a vehicle has not been driven for at least 3 hours or less than 1 mile (1.6 km).

WARNING: Incorrect tire pressures cause increased tire wear and adversely affect road holding of the vehicle, leading to loss of vehicle control.

Changing wheels



23012

Tire failure is a rare event these days, if tires are properly cared for. In case of a flat tire, move vehicle a safe distance away from traffic and apply the parking brake. Remember to switch "ON" the hazard flashers and according to the highway code regulations, set up the triangular

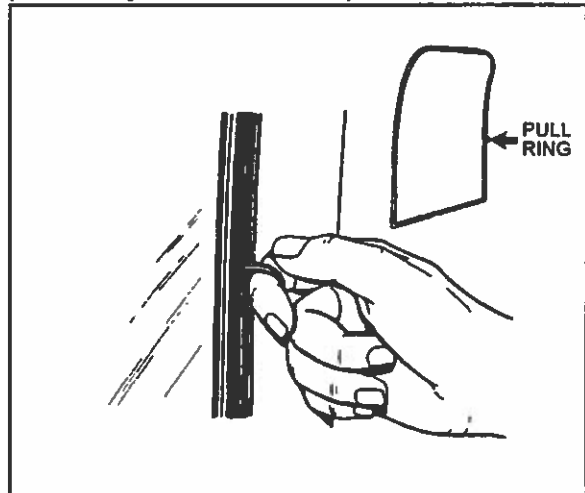
reflectors (see "Emergency warning reflectors" on page 3-5) at an adequate distance to warn incoming motorists.

A 12 ton hydraulic jack, a wheel nut wrench and the triangular reflector kit are installed inside the first R.H. side baggage compartment, near the entrance door.

We suggest that you do not attempt to change a wheel. First, the wheel and tire are very heavy and usually there is no space available to put the removed flat. Second the wheel nuts, especially those on an inner dual, can become very tight after being installed for only a short time. Often a heavy air wrench is required to get these nuts loose. We suggest you get help via CB radio or cellular phone. There are tire service trucks all over the country who can bring a wheel and make the change safely. If you have no choice and must do it yourself, see instructions in the "Maintenance Manual".

WINDOWS

Some panoramic-type windows (with or without a lower sliding section) may have been provided with a metal ring for removal purposes. To remove window, pull on the metal ring located in the rubber strip in order to remove strip, then push firmly on window to expel it from its frame.

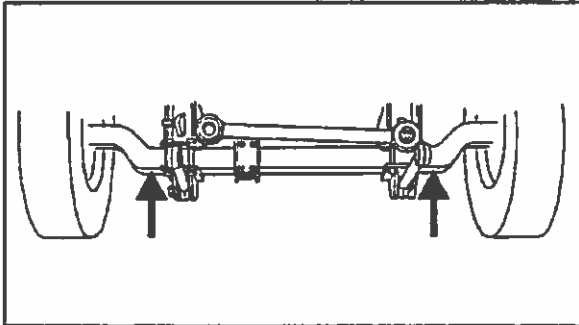


23013

JACKING POINTS

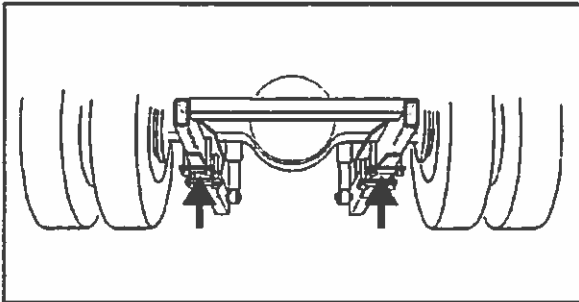
One (1) jacking point on each side of each axle is provided on vehicle. Refer to the following illustrations for details.

CAUTION: Remember that only these jacking points can be used.



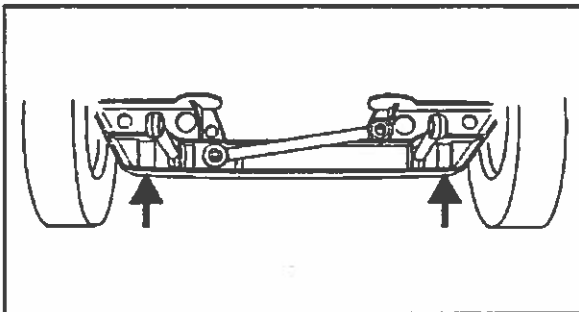
Front Axle Jacking Points

10005



Drive Axle Jacking Points

11005



Tag Axle Jacking Points

11006

TOWING

Two tow eyes are provided at front and rear under vehicle. Towing should be done from these points only. A solid link tow bar and safety chain must be used. This recommended method prevents damaging the vehicle. If required, connect an auxiliary air supply to the vehicle to actuate the vehicle brakes. The engine cannot be started by pushing or towing.

WARNING: Never allow passengers to ride in a towed vehicle for any reason whatsoever.

CAUTION: Internal lubrication of the transmission is inadequate when the vehicle is towed. The propeller shaft or the axle shafts should be removed when being towed to avoid the possibility of damaging transmission.

NOTE: When the propeller or axle shafts are reinstalled, ensure the nuts are tightened to the appropriate torques and the axle shafts are properly installed (R.H. & L.H.) and/or the propeller shaft is properly phased. Refer to the "Maintenance Manual" for torque values.

RETRACTABLE TAG AXLE

Operation of the tag axle is controlled by a valve located on the L.H. Lateral Console. The valve can be flipped to either one of two positions, "Wheels up" or "Wheels down". Axle will automatically be raised or lowered by air pressure according to valve position (see page 2-4).

Tag axle service brakes operate only when axle is down. Never lower tag axle while vehicle is moving. When tag axle is up, the corresponding indicator light will illuminate, and a beep will sound to remind you that axle is up. Tag axle can be raised in tight maneuvering areas as in parking lots or to help in turning a short corner, thus shortening the wheelbase and allowing tighter turning. Raising tag axle transfers extra weight and additional traction to the drive wheels on a slippery surface.

CAUTION: *Always raise tag axle before lifting vehicle to prevent damage to suspension components.*

After either of the above uses, vehicle must be stopped, then tag axle must be lowered before resuming normal driving.

TAG AXLE AUTOMATIC UNLOADING SYSTEM

XL-45 ONLY

This system allows you to unload the tag axle air springs, without raising axle. It is controlled by the same valve that applies to the retractable tag axle, and is used for the above special situations. However, operator must heed the same recommendations that apply to the retractable tag axle (see page 2-6 for system description).



PREVOST

Le Mirage XL TECHNICAL INFORMATION

DIMENSIONS

SPECIFICATION	XL-40	XL-45	XL-45E
Overall length	40.0' (12 192 mm)	45.0' (13 716 mm)	45.0' (13 716 mm)
Overall width	102" (2 591 mm)	102" (2 591 mm)	102" (2 591 mm)
Overall height (over closed roof hatch) - Standard - Optional	136.75" (3 473 mm) 139.75" (3 550 mm)	136.75" (3 473 mm) 139.75" (3 550 mm)	139.75" (3 550 mm)
Entrance door width - Front (Standard) - Central (Optional)	26" (660 mm) 31" (787 mm)	26" (660 mm) 31" (787 mm)	26" (660 mm) 31" (787 mm)
Headroom - Standard - Optional	83" (2 108 mm) 86" (2 184 mm)	83" (2 108 mm) 86" (2 184 mm)	86" (2 184 mm)
Cabin floor height	48.5" (1 232 mm)	48.5" (1 232 mm)	48.5" (1 232 mm)
Ground clearance	11" (279 mm)	11" (279 mm)	11" (279 mm)
Wheel base (Front axle's center to drive axle's center)	280" (7 112 mm)	315" (8 001 mm)	340" (8 636 mm)
Front overhang	69" (1 753 mm)	69" (1 753 mm)	69" (1 753 mm)
Rear overhang	77.5" (1 969 mm)	102.5" (2 604 mm)	77.5" (1 969 mm)
Front track	85.67" (2 176 mm)	85.67" (2 176 mm)	85.67" (2 176 mm)
Drive track	76.5" (1 943 mm)	76.5" (1 943 mm)	76.5" (1 943 mm)
Rear track (Tag axle)	82" (2 083 mm)	82" (2 083 mm)	82" (2 083 mm)
Turning circle radius (Exterior front corner)	41.5' (12,65 m)	45.58' (13,89 m)	48.4' (14,75 m)

WEIGHTS

Curb weight (before conversion)

XL-40	25 080 lbs	(11 376 kg)
XL-45	27 150 lbs	(12 315 kg)
XL-45E	26 860 lbs	(12 184 kg)

Gross vehicle

weight rating	45 000 lbs	(20 450 kg)
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Gross axle weight rating

Front axle	14 600 lbs	(6 630 kg)
Drive axle	23 400 lbs	(10 630 kg)
Tag axle	11 000 lbs	(5 000 kg)

The Gross Vehicle Weight Rating (G.V.W.R.) and the Gross Axle Weight Ratings (G.A.W.R.) for front, drive and rear axles are listed on a certification plate located on the panel at the L.H. side of driver's seat, under the side control panel.

CAPACITIES

Engine oil

Crankcase	37 U.S. qts	(35 liters)
Reserve tank	10 U.S. qts	(9,5 liters)
<i>(Standard on XL-45, Optional on XL-40 & 45E)</i>		

Fuel tank

XL-40 & XL-45E	160 U.S. gal.	(606 liters)
XL-45	208 U.S. gal.	(787 liters)

Auxiliary fuel tank

(Optional)	90 U.S. gal.	(341 liters)
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Cooling system

Including driver's heating system	23 U.S. gal.	(88 liters)
Including driver's and central heating systems	24 U.S. gal.	(91 liters)

Transmission oil

(does not include external circuits) 10 U.S. gal. (38 liters)

Differential oil 13.7 U.S. qts (13 liters)

Power steering

reservoir 4.0 U.S. qts (3,8 liters)

Windshield washer

reservoir 5 U.S. gal. (18,9 liters)

Refrigerant

Driver's system (XL-40 & 45E)	6 lbs	(2,7 kg)
Driver's system (XL-45)	6.5 lbs	(3 kg)
Driver's and central system	24 lbs	(11kg)

FUEL TYPE

ASTM specification	D-975
Recommended grade	1-D
Acceptable grade	2-D

WHEELS AND TIRES

Steel wheels	9 X 22.5
Except inner drive axle	8.25 X 22.5

Aluminum forged wheels	9 X 22.5
Except inner drive axle (steel)	8.25 X 22.5

Tires 315/80 R 22.5

Recommended tire inflation pressure (cold)

Front axle	105 psi	(725 kPa)
Drive axle	95 psi	(655 kPa)
Tag axle	75 psi	(515 kPa)

CAUTION: These tire pressures are established in accordance with the maximum allowable load on each axle. A lower pressure is recommended if the axle load is less than the above specifications. Weigh vehicle fully loaded and pressurize according to tire manufacturer's recommendations. For non standard tire and wheel specifications, see *Prévost tire pressure tabulation in "Coach Final Record"*.

V-BELTS

Radiator fan drive (transfer)

Make: Gates
 Model: AX 74
 Qty: 3

Radiator fan drive (fan)

Make: Dayco
 Model: Multi-V, Poly rib, 51"
 Qty: 1

Tecumseh compressor (driver's A/C only)

Make: Gates
 Model: A35
 Qty: 1

Carrier compressor (central A/C system)

Make: Gates
 Model: BX 97
 Qty: 2

Alternator 24 V 75 amps

Make: Gates
 Model: BX 80
 Qty: 1

Alternator 12 V 145 amps (Driver's A/C)

Make: Gates
 Model: BX 100
 Qty: 1

Alternator 12 V 145 amps (Central A/C)

Make: Gates
 Model: BX 31
 Qty: 1

Alternator 24 V 75 amps to 12 V 300 amps

Make: Dayco
 Model: BX 77
 Qty: 1

Alternator 12 V 300 amps

Make: Detroit Diesel
 Model: Poly-V, 12K 72"
 Qty: 1

Alternator 24 V 270 amps

Make: Detroit Diesel
 Model: Poly-V, 12K 72"
 Qty: 1

ENGINE

Detroit Diesel DDEC III Series 60, 12.7 liters inline 6 cylinders, 470 BHP

TRANSMISSION

Allison six speed automatic World Transmission B500 or B500R with Electronic Control.

Gear	Ratio
1 st	3.51
2 nd	1.91
3 rd	1.43
4 th	1.00
5 th	0.74
6 th	0.64
Rev	4.80
Converter	1.58

Output retarder (Optional)

DRIVE AXLE RATIO

4.56 : 1 or 4.89 : 1

BRAKES

- Air operated, disc type on front axle and tag axle, drum type on drive axle.

- Brake chamber type 30 on front axle, 30-36 on drive axle and 16/24 on tag axle.

- Automatic slack adjuster.

- Two cylinder air compressor, engine gear driven, water-cooled and lubricated.

- Air dryer.
- Nylon color-coded air lines.

STEERING

- Tilt steering wheel and telescopic steering column.
- Integral hydraulic-assisted steering gear.
- System pressure 2000 psi (13 790 kPa).

ELECTRICAL SYSTEM

24 & 12 volt negative grounded

Available alternators:

- 145 amps/12 volts
- 75 amps/24 volts
- 270 amps/24 volts
- 300 amps/12 volts

Four (4) model 1150, 12 volt maintenance-free batteries, each with a 625 cold cranking amp capacity.

Battery equalizer(s)

Wiring protection: fuses, manual and automatic resettable circuit breakers

12 volt and 24 volt manual disconnect switches

SUSPENSION

Front axle

- 2 air springs
- 2 shock absorbers
- 3 longitudinal radius rods
- 1 transverse radius rod
- 1 height control valve
- 1 sway bar

Drive axle

- 4 air springs
- 4 shock absorbers
- 3 longitudinal radius rods
- 1 transverse radius rod
- 2 height control valves

Tag axle

- 2 air springs
- 2 shock absorbers
- 3 longitudinal radius rods
- 1 transversal radius rod

ALIGNMENT

Front axle

Toe-in: $3/32'' \pm 1/32''$ (2,4 mm \pm 0,8 mm)
Caster: $+ 2 1/2^\circ$ to $+ 4 3/4^\circ$ (+ 3° desired)
Camber: $- 1/8^\circ \pm 7/16^\circ$

Tag axle

Toe: $0^\circ \pm 1/16''$ (0 mm \pm 1,6 mm)

HEATING AND AIR CONDITIONING

Driver's system

Air conditioning capacity: 2 tons
Refrigerant type: R-134a
Heating capacity: 37,800 Btu/hr.
Air flow: 450 cfm (12,74 m³/min.)

Central system

Air conditioning capacity: 8.0 tons
Refrigerant type: R-134a
Heating capacity: 152,000 Btu/hr.
Air flow: 2,700 cfm (76,45 m³/min.)

A/C COMPRESSOR (DRIVER'S SYSTEM ONLY)

Number of cylinders: 2
Maximum rpm: 6,000
Factory oil charge: 10 U.S. oz (295,7 ml)
Approved oil: Castrol SW-68 (POE)
or equivalent

A/C COMPRESSOR (CENTRAL SYSTEM)

Number of cylinders: 6
Operating speed: 400 to 2,200 rpm
(1,750 rpm, nominal)
Minimum speed for lubrication: 400 rpm
Oil capacity: 1.13 U.S. gal. (4,3 liters)
Approved oils: Castrol SW-68 (POE)
Mobil Artic 1 (POE)

NOTE: The above oils are suitable for use with reciprocating compressors using refrigerant R-134a and with evaporator temperatures above -40°F (-40° C).

OIL SPECIFICATIONS

Engine

Heavy-duty engine oil SAE 15W-40 meeting MIL-L-2104E or F specification.

Automatic transmission

The transmission must be filled with DEXRON IIE or III automatic transmission fluid or any equivalent Class C4 fluids.

Differential

Multigrade gear lubricants are recommended for use in drive axle. These lubricants perform well over broad temperature ranges, providing good gear and bearing protection in a variety of climates.

Two categories of multigrade gear lubricants may be used according to the climate in which you drive.

Climate	Lubricant
Northern	75W-90
Southern	80W-140

Fan gearbox

Synthetic oil Mobil SHC 634 is recommended for the fan gearbox.

Power steering reservoir

This reservoir must be filled with DEXRON IIE or III automatic transmission oil.

Wheel bearings

The front and tag axle wheel bearings must be filled to the level mark in the cap using SAE 90 oil. Drive axle wheel bearings are lubricated by the differential oil. Maintain differential oil level to ensure adequate lubrication of drive axle wheel bearings at all times.

On vehicles equipped with grease-lubricated wheel bearings, pack with wheel bearing grease.

ANTILOCK BRAKING SYSTEM (ABS)

Standard (XL-45), Optional (XL40 & 45E)

- Components: Electronic Control Module (ECM)
Solenoid control valves
Sensors
Clamping bushes
Wiring harnesses

Electronic control module technical data

Voltage: 24 ± 6 volts
Thermal operating range: -40 to 167 °F
(-40 to 75 °C)

Protection system for sealed multi-pin plug according to DIN 40050

Electrical connection is made through a 35 pin plug

Maintenance: none

Solenoid control valve technical data

Voltage: 24 (+4.8, -2.4) volts
Current: DC
Rated current: 1.65 amps
Protection system according to DIN 40050
Maximum service pressure: . . 10 bars (145 psi)
Thermal operating range: -40 to 176 °F
(-40 to 80 °C)

Electrical connector: 894 601 010 2

Maintenance: none

Sensor technical data

Two cored screened cable: . . AWG 18 (1 mm²)
Force needed to tear out lead: . 11.2 lbs (50 N)
Force needed to pull off shrink-fitted tube:
11.2 lbs (50 N)
Thermal operating range: -40 to 176 °F
(-40 to 80 °C)
Protection system according to DIN 40050

PREHEATING SYSTEMS (Optional)

ESPAR (EBERSPÄCHER)

Heater: Model D12W
Heating capacity: 12 kW
Heating output: 40,000 Btu/hr
Fuel type: Same as engine
Fuel consumption: 0.44 U.S. gal.
(1,65 litres) / hour
Rated voltage: 24 ± 4 volts
Electric power consumption: 55 watts

WEBASTO

Heater: Model DBW2020
Heating capacity: 23.3 kW
Heating output: 80,000 Btu/hr
Fuel type: Same as engine
Fuel consumption: 0.8 U.S. gal.
(3 litres) / hour
Rated voltage: 24 ± 4 volts
Electric power consumption: 120 watts

DDEC III DIAGNOSTIC CODES

To read codes:

Use a diagnostic data reader plugged in receptacle on the bottom of side panel of L.H. control panel or momentarily depress the Stop engine "OVERRIDE" switch (located on the L.H. lower control panel) with the ignition on, engine at idle or not running. Active codes will be flashed on the stop engine telltale (located on central dashboard), followed by the inactive codes being flashed on the check engine telltale (located on central dashboard). The cycle repeats until the operator depresses again the Stop engine "OVERRIDE" switch. A code "43" consists of four flashes, followed by a short pause, then three flashes in quick succession.

DDC Code Number (Flashed)	Description	DDC Code Number (Flashed)	Description
11	Variable speed governor sensor voltage low	12	Variable speed governor sensor voltage high
13	Coolant level circuit failed low	14	Intercooler temperature circuit failed high
14	Coolant temperature circuit failed high	14	Oil temperature circuit failed high
15	Intercooler temperature failed low	15	Coolant temperature circuit failed low
15	Oil temperature circuit failed low	16	Coolant level circuit failed high
17	Bypass position circuit failed high	18	Bypass position circuit failed low
21	EFPA circuit failed low	22	EFPA circuit failed low
23	Fuel temperature circuit failed high	24	Fuel temperature circuit failed low
25	Reserved for "no codes"	26	Aux. shutdown #1 active
26	Aux. shutdown #2 active	27	Air temperature circuit failed high
28	Air temperature circuit failed low	31	Aux. output #3 open circuit (high side)
31	Aux. output #3 short to ground (high side)	31	Aux. output #4 open circuit (high side)
31	Aux. output #4 short to ground (high side)	32	SEL open circuit

TECHNICAL INFORMATION

DDC Code Number (Flashed)	Description	DDC Code Number (Flashed)	Description
32	SEL short to battery	33	Turbo boost pressure circuit failed high
34	Turbo boost pressure circuit failed low	35	Oil pressure circuit failed high
36	Oil pressure circuit failed high	37	Fuel pressure circuit failed high
38	Fuel pressure circuit failed low	41	Too many SRS (missing TRS)
42	Too few SRS (missing SRS)	43	Coolant level low
44	Intercooler temperature high	44	Coolant temperature high
44	Oil temperature high	45	Oil pressure low
46	Battery voltage low	47	Fuel pressure high
48	Fuel pressure low	52	A/D conversion fail
53	Nonvolatile checksum incorrect	53	EEPROM write error
54	Vehicle speed sensor fault	55	J1939 data link fault
55	Proprietary link fault (master)	55	Proprietary link fault (receiver)
56	J1587 data link fault	57	J1922 data link fault
58	Torque overload	61	Response time long
62	Aux. output #1 short to battery	62	Aux. output #1 open circuit
62	Aux. output #2 short to battery	62	Aux. output #2 open circuit
62	Aux. output #5 short to battery	62	Aux. output #5 open circuit
62	Aux. output #6 short to battery	62	Aux. output #6 open circuit
62	Aux. output #7 short to battery	62	Aux. output #7 open circuit
62	Aux. output #8 short to battery	62	Aux. output #8 open circuit
63	PWM #1 short to battery	63	PWM #1 open circuit
63	PWM #2 short to battery	63	PWM #2 open circuit
63	PWM #3 short to battery	63	PWM #3 open circuit
63	PWM #4 short to battery	63	PWM #4 open circuit
64	Turbo speed circuit failed	65	Reserved for air filter differential pressure circuit failed high

TECHNICAL INFORMATION

DDC Code Number (Flashed)	Description	DDC Code Number (Flashed)	Description
65	Reserved for air filter differential pressure circuit failed low	66	Reserved for oil filter differential pressure circuit failed high
66	Reserved for oil filter differential pressure circuit failed low	67	Coolant pressure circuit failed high
67	Coolant pressure circuit failed low	68	Idle validation circuit fault (grounded circuit)
68	Idle validation circuit fault (open circuit)	71	Injector response time short
72	Vehicle overspeed	72	Reserved for vehicle overspeed (absolute)
73	Reserved for air differential pressure high	74	Oil differential pressure high
75	Battery voltage high	76	Engine overspeed with engine brake
77	All other faults not listed	81	Timing actuator (dual fuel) failed high
81	Oil level circuit failed high	81	Crankcase pressure circuit failed high
82	Timing actuator (dual fuel) failed low	82	Oil level circuit failed low
82	Crankcase pressure circuit failed low	83	Oil level high
83	Crankcase pressure high	84	Oil level low
84	Crankcase pressure low	85	Engine overspeed
86	Pump pressure circuit failed high	86	Barometric pressure circuit failed high
87	Pump pressure circuit failed low	87	Barometric pressure circuit failed high
88	Coolant pressure low	--	CEL short to battery
--	CEL open circuit	--	Clock Module failure
--	Clock module abnormal rate		

WORLD TRANSMISSION (WT) DIAGNOSTIC CODES

Diagnostic code memory

Diagnostic codes are logged in a list in memory (sometimes referred to as the queue), positioning the most recently occurring code first and containing up to five codes. The codes continued in the list have the information recorded as shown in the chart below. Access to the code list position, main code, sub code and active indicator is through either the shifter display or the Pro-Link Diagnostic Datareader (DDR). Access to the ignition cycle counter and event counter is through the DDR only.

Code List Position	Main Code	Sub Code	Active Indicator	Ignition Cycle Counter	Event Counter
d1	21	12	YES	00	10
d2	41	12	YES	00	04
d3	23	12	NO	08	02
d4	34	12	NO	13	01
d5	56	11	NO	22	02
Displayed on shifter display and DDR			YES= ACTIVE= "MODE ON"	Ignition cycle counter and event counter are not available on shifter display	

NOTE: All information is available with a DDR.

The following paragraphs define the different parts of the code list.

Code list position:

The position 1 through 5 which a code occupies in the code list in memory. Positions are shown as "d1" (Diagnostic Code #1) through "d5."

Main code

The general condition or area of fault detected by ECU.

Sub Code

The specific area or condition under the main code in which the condition was detected.

Active Indicator

Will be turned "on" when a fault condition is active (shifter will display "MODE ON" or the DDR will display "YES"). Will be set to "off" when conditions exist to indicate fault condition is gone.

Ignition cycle counter

Used to clear diagnostic codes that are inactive from the code list in memory. Counter is incremented each time a normal ECU powerdown occurs following clearing of the Active Indicator. Code will be cleared from the list when the counter exceeds 25.

Event counter

Used to count the number of occurrences of a diagnostic code that occur prior to the incident being cleared from the code list. The most recent code will be in position "d1". If the most recent code is one which is already in the code list, that code will be moved to position "d1", the Active Indicator will be turned "on" (shifter will display "MODE ON" or the DDR will display "YES"), the Ignition Cycle Counter is cleared and "1" is added to the Event counter.

Clearing the Active Indicator and code records from the Code list in memory:

If the conditions causing a diagnostic code to be set are cleared, the Active Indicator can be manually cleared by holding the "MODE" button down continuously for 3 seconds until a tone is heard from the shifter. To clear code records from the list, hold the "MODE" button down continuously for ten seconds until a second tone sounds. All diagnostic records in the list that are not active will then be cleared and the remaining records will then be moved up the list.

Code reading and code clearing procedures

Diagnostic codes can be read and cleared by two methods: by using the Pro-Link 9000 DDR plugged in receptacle located on L.H. lateral console or by using the shifter display. The use of the Pro-Link 9000 DDR is described in the instruction manual furnished with each tool. The method of reading and clearing codes described

in this section refers to only entering the Diagnostic Display Mode by the proper button.

The Diagnostic Display Mode may be entered for viewing of codes at any speed. Codes can only be cleared when the output speed = 0 and no output speed sensor failure is active.

The following descriptions explain how to use the shifter to read and clear codes:

Reading Codes:

1. Enter the diagnostic display mode by pressing the "↑" and "↓" (upshift and downshift arrows) buttons at the same time on the pushbutton shifter.

NOTE: If a "DO NOT SHIFT" condition is present at this time, the lever should be in the same position as it was at time of code detection. If not, this shifter tone will sound continuously.

NOTE: If an oil level sensor is present, then oil level will be displayed first. Diagnostic code display is achieved by depressing the upshift and downshift arrows or display mode button a second time.

2. Read the first code in the first of five code positions on the digital display of the shifter. For example, we will read code 25 11 in the first position. The display will change every two seconds as follows:

- a. Code list position --"d1"
- b. Main code --"25"
- c. Sub code --"11"
- d. Display will repeat cycle of a., b. and c. above

3. Press the "MODE" button momentarily to view the second position (d2) in the same way as 2. above.

4. To view the third, fourth and fifth positions (d3,d4 and d5), momentarily press the "MODE" button as explained above.

5. Pressing the "MODE" button momentarily after the fifth position is displayed will cause the sequence of code positions to start over with the first position.

6. Any code which is active will be indicated by the "MODE ON" indicator (active indicator) being turned on while in that code position (while in the normal operating mode, the "MODE ON" indicator is turned on to indicate "ECONOMY" mode operation, (refer to "Function of the mode button", on page 2-7)).

7. Any code position in the list which does not have a diagnostic code logged will display "- -" for both the main and sub code displays. All positions after a code position without any code will also not contain any codes.

Clearing Codes:

1. Clearing of the active indicator is automatically done at ECU powerdown on all but code 69 34 (see code list, page 5-14).

2. Some codes will clear the active indicator automatically when the condition causing the code is no longer detected by the ECU.

3. Manual clearing is possible while in the diagnostic display mode and after the condition causing to code is corrected (output speed must be zero).

a. To clear all active indicators, hold the "MODE" button down continuously for 3 seconds until the shifter tone sounds for 0.5 seconds.

b. Release the "MODE" button to return to normal operating mode. If the condition causing the code was not active at the time, the active indicator will turn off.

CAUTION: If clearing a code while locked in a Forward or Reverse position (fail-to-range), the transmission will still be in Drive or Reverse when the clearing procedure is completed. Neutral must be manually selected.

Exiting the diagnostic display mode:

The diagnostic display mode can be exited by any of the following procedures:

1. Press the "↑" and "↓" (upshift and downshift) buttons at the same time on the pushbutton shifter.

2. Press any range button, "D", "N" or "R", on the pushbutton shifter (the shift will be commanded if it is not inhibited by an active code).

3. Do nothing and wait until the calibrated time (approximately 10 minutes) has passed and the system automatically returns to the normal operating mode.

4. Turn off power to the ECU (turn off the vehicle at the ignition switch).

5. After the clearing the active indicator procedure described above has been performed.

Clearing records from the code list in memory

If the requirements for Manual Clearing the Active Indicator have been satisfied, and the "MODE" button is held down continuously for ten seconds while in the display mode until a tone sounds, all diagnostic records in the code list that are not active will be cleared and the remaining records will be moved up in the code list.

Abbreviation found in the code chart

The following responses are used throughout the following chart to command safe operation when diagnostic codes are set.

- **DNS (Do Not Shift) Response**

- Turn off lockup clutch and inhibit lockup operation.
- Inhibit all shifts.
- Turn on *DO NOT SHIFT* light.
- Pulse the tone generator for 8 seconds when the condition is first detected.
- Blank the select digit in the display.
- Ignore any range selection inputs and disable the button feedback tone for the pushbutton shifter.

- **SOL OFF (Solenoid Off) Response**

- All solenoids are commanded off (turning solenoids "A" and "B" off electrically causes them to be on hydraulically).

- **RPR (Return to Previous Range) Response**

- When the ratio or C3 pressure switch tests associated with a shift are not passed, the ECU commands the same range as commanded at the beginning of the shift.

- **NNC (Neutral No Clutches) Response**

- When certain ratio or C3 pressure switch tests are not passed, the ECU commands a neutral condition with no clutches applied.

Diagnostic code list and description

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
12	12	Oil level, low	No	No upshift above a calibration range
12	23	Oil level,high	No	No upshift above a calibration range
13	12	ECU input voltage, low	Yes	DNS, SOL OFF (Hydraulic default)
13	13	ECU input voltage, medium low	No	None: Shift adaptive feature will not function.
13	23	ECU input voltage, high	Yes	DNS, SOL OFF (Hydraulic default)
14	12	Oil level sensor, low	No	None
14	23	Oil level sensor, high	No	None
21	12	Throttle position sensor, low	No	Use Throttle default value
21	23	Throttle position sensor, high	No	Use Throttle default value
22	14	Engine speed sensor reasonableness test	No	Use default engine speed
22	15	Turbine speed sensor reasonableness test	Yes	DNS, Lock in current range
22	16	Output speed sensor reasonableness or rapid decel test	Yes	DNS, Lock in current range
23	12	Primary Shifter or RSI Link Fault	No	Hold in last valid direction
23	13	Primary Shifter Mode Function Fault	No	Mode change not permitted
23	14	Secondary Shifter or RSI Link Fault	No	Hold in last valid direction
23	15	Secondary Shifter Mode Function Fault	No	Mode change not permitted
24	12	Sump oil temperature, cold	Yes	DNS
24	23	Sump oil temperature, hot	No	No upshifts above a calibration range
25	00	Output speed reasonableness test, detected at 0 speed, (L)	Yes	DNS, Lock in current range (L)

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
25	11	Output speed reasonableness test, detected at 0 speed, (1st)	Yes	DNS, Lock in current range (1 st)
25	22	Output speed reasonableness test, detected at 0 speed 2nd	Yes	DNS, Lock in current range (2nd)
25	33	Output speed reasonableness test, detected at 0 speed, 3rd	Yes	DNS, Lock in current range (3rd)
25	44	Output speed reasonableness test, detected at 0 speed, 4th	Yes	DNS, Lock in current range (4th)
25	55	Output speed reasonableness test, detected at 0 speed, 5th	Yes	DNS, Lock in current range (5th)
25	66	Output speed reasonableness test, detected at 0 speed, 6th	Yes	DNS, Lock in current range (6th)
25	77	Output speed reasonableness test, detected at 0 speed, R	Yes	DNS, Lock in current range (R)
32	00	C3 pressure switch open, L range	Yes	DNS, Lock in current range (L)
32	33	C3 pressure switch open, 3rd range	Yes	DNS, Lock in current range (3rd)
32	55	C3 pressure switch open, 5th range	Yes	DNS, Lock in current range (5th)
32	77	C3 pressure switch open, R range	Yes	DNS, Lock in current range (R)
33	12	Sump oil temperature sensor, low	No	Use default value of 200° F (93° C)
33	23	Sump oil temperature sensor, high	No	Use default value of 200° F (93° C)
34	12	EEPROM, factory cal. compatibility number wrong	Yes	DNS, SOL OFF (Hydraulic default)
34	13	EEPROM, factory calibration block checksum	Yes	DNS, SOL OFF (Hydraulic default)
34	14	EEPROM, Power Off Block checksum	Yes	Use previous location, or factory calibration and reset adaptive
34	15	EEPROM, Diagnostic Queue Block Checksum	Yes	Use previous location, or clear diagnostic queue

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
34	16	EEPROM, Real Time Block Checksum	Yes	DNS, SOL OFF (Hydraulic default)
35	00	Power interruption (Code set after power restored)	No	NONE (Hydraulic default during interruption)
35	16	Real Time EEPROM Write Interruption	Yes	DNS, SOL OFF (Hydraulic default)
36	00	Hardware/Software not compatible	Yes	DNS, SOL OFF (Hydraulic default)
41	12	Open or short to ground, A solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	13	Open or short to ground, B solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	14	Open or short to ground, C solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	15	Open or short to ground, D solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	16	Open or short to ground, E solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	21	Open or short to ground, F solenoid circuit	No	Lock-up inhibited
41	22	Open or short to ground, G solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
41	23	Open or short to ground, H solenoid circuit	No	Retarder allowed, differential lock inhibited
41	24	Open or short to ground, J solenoid circuit	No	Low and 1st inhibited
41	25	Open or short to ground, K solenoid circuit	No	K solenoid operation inhibited
41	26	Open or short to ground, N solenoid circuit	No	Low and 1st inhibited
42	12	Short to battery, A solenoid circuit	Yes	DNS, Lock in a range
42	13	Short to battery, B solenoid circuit	Yes	DNS, Lock in a range
42	14	Short to battery, C solenoid circuit	Yes	DNS, Lock in a range

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
42	15	Short to battery, D solenoid circuit	Yes	DNS, Lock in a range
42	16	Short to battery, E solenoid circuit	Yes	DNS, Lock in a range
42	21	Short to battery, F solenoid circuit	No	Lock-up inhibited
42	22	Short to battery, G solenoid circuit	Yes	DNS, Lock in a range
42	23	Short to battery, H solenoid circuit	No	Retarder allowed, differential lock inhibited
42	24	Short to battery, J solenoid circuit	No	Low and 1st inhibited
42	25	Short to battery, K solenoid circuit	No	K solenoid operation inhibited
42	26	Short to battery, N solenoid circuit	No	Low and 1st inhibited
43	21	Low side driver, F solenoid circuit	No	Lock-up inhibited
43	25	Low side driver, K solenoid circuit	No	K solenoid operation inhibited
43	26	Low side driver, N solenoid circuit	No	Low and 1st inhibited
44	12	Short to ground,A solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
44	13	Short to ground,B solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
44	14	Short to ground,C solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
44	15	Short to ground,D solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
44	16	Short to ground,E solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
44	21	Short to ground,F solenoid circuit	No	Lock-up inhibited
44	22	Short to ground,G solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
44	23	Short to ground,H solenoid circuit	No	Retarder allowed. differential lock inhibited
44	24	Short to ground,J solenoid circuit	No	Low and 1st inhibited
44	25	Short to ground,K solenoid circuit	No	K solenoid operation inhibited
44	26	Short to ground,N solenoid circuit	No	Low and 1st inhibited
45	12	Open circuit,A solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	13	Open circuit,B solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	14	Open circuit,C solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	15	Open circuit,D solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	16	Open circuit,E solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	21	Open circuit,F solenoid circuit	No	Lock-up inhibited
45	22	Open circuit,G solenoid circuit	Yes	DNS, SOL OFF (Hydraulic default)
45	23	Open circuit,H solenoid circuit	No	Retarder allowed differential lock inhibited
45	24	Open circuit,J solenoid circuit	No	Low and 1st inhibited
45	25	Open circuit,K solenoid circuit	No	K solenoid operation inhibited
45	26	Open circuit,N solenoid circuit	No	Low and 1st inhibited
51	10	Offgoing ratio test (during shift), 1 to L	Yes	Low and 1st inhibited
51	12	Offgoing ratio test (during shift), 1 to 2	Yes	DNS, RPR
51	21	Offgoing ratio test (during shift), 2 to 1	Yes	DNS, RPR

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
51	23	Offgoing ratio test (during shift), 2 to 3	Yes	DNS, RPR
51	43	Offgoing ratio test (during shift), 4 to 3	Yes	DNS, RPR
51	45	Offgoing ratio test (during shift), 4 to 5	Yes	DNS, RPR
51	65	Offgoing ratio test (during shift), 6 to 5	Yes	DNS, RPR
52	01	Offgoing C3PS test (during shift), L to 1	Yes	DNS, RPR
52	08	Offgoing C3PS test (during shift), L to N1	Yes	DNS, NNC
52	32	Offgoing C3PS test (during shift), 3 to 2	Yes	DNS, RPR
52	34	Offgoing C3PS test (during shift), 3 to 4	Yes	DNS, RPR
52	54	Offgoing C3PS test (during shift), 5 to 4	Yes	DNS, RPR
52	56	Offgoing C3PS test (during shift), 5 to 6	Yes	DNS, RPR
52	71	Offgoing C3PS test (during shift), R to 1	Yes	DNS, NNC
52	72	Offgoing C3PS test (during shift), R to 2	Yes	DNS, NNC
52	78	Offgoing C3PS test (during shift), R to N1	Yes	DNS, NNC
52	79	Offgoing C3PS test (during shift), R to 2 (R to NNC to 2)	Yes	DNS, NNC
52	99	Offgoing C3PS test (during shift), N3 to N2	Yes	DNS, RPR
53	08	Offgoing speed test (during shift), L to N1	Yes	DNS, NNC
53	18	Offgoing speed test (during shift), 1 to N1	Yes	DNS, NNC
53	28	Offgoing speed test (during shift), 2 to N1	Yes	DNS, NNC

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
53	29	Offgoing speed test (during shift), 2 to N2	Yes	DNS, RPR
53	38	Offgoing speed test (during shift), 3 to N1	Yes	DNS, NNC
53	39	Offgoing speed test (during shift), 3 to N3	Yes	DNS, RPR
53	48	Offgoing speed test (during shift), 4 to N1	Yes	DNS, NNC
53	49	Offgoing speed test (during shift), 4 to N3	Yes	DNS, RPR
53	58	Offgoing speed test (during shift), 5 to N1	Yes	DNS, NNC
53	59	Offgoing speed test (during shift), 5 to N3	Yes	DNS, RPR
53	68	Offgoing speed test (during shift), 6 to N1	Yes	DNS, NNC
53	69	Offgoing speed test (during shift), 6 to N4	Yes	DNS, RPR
53	78	Offgoing speed test (during shift), R to N1	Yes	DNS, NNC
53	99	Offgoing speed test (during shift), N2 to N3 or N3 to N2	Yes	DNS, RPR
54	01	Oncoming ratio test (after shift), L to 1	Yes	DNS, RPR
54	07	Oncoming ratio test (after shift), L to R	Yes	DNS, NNC
54	10	Oncoming ratio test (after shift), 1 to L	Yes	DNS, RPR
54	12	Oncoming ratio test (after shift), 1 to 2	Yes	DNS, RPR
54	17	Oncoming ratio test (after shift), 1 to R	Yes	DNS, NNC
54	21	Oncoming ratio test (after shift), 2 to 1	Yes	DNS, RPR
54	23	Oncoming ratio test (after shift), 2 to 3	Yes	DNS, RPR

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
54	27	Oncoming ratio test (after shift), 2 to R	Yes	DNS, NNC
54	32	Oncoming ratio test (after shift), 3 to 2	Yes	DNS, RPR
54	34	Oncoming ratio test (after shift), 3 to 4	Yes	DNS, RPR
54	43	Oncoming ratio test (after shift), 4 to 3	Yes	DNS, RPR
54	45	Oncoming ratio test (after shift), 4 to 5	Yes	DNS, RPR or SOL OFF (Hydraulic default)
54	54	Oncoming ratio test (after shift), 5 to 4	Yes	DNS,RPR
54	56	Oncoming ratio test (after shift), 5 to 6	Yes	DNS,RPR
54	65	Oncoming ratio test (after shift), 6 to 5	Yes	DNS,RPR
54	70	Oncoming ratio test (after shift), R to L	Yes	DNS,NNC
54	71	Oncoming ratio test (after shift), R to 1	Yes	DNS,NNC
54	72	Oncoming ratio test (after shift), R to 2	Yes	DNS,NNC
54	80	Oncoming ratio test (after shift), N1 to L	Yes	DNS,RPR
54	81	Oncoming ratio test (after shift), N1 to 1	Yes	DNS,RPR
54	82	Oncoming ratio test (after shift), N1 to 2	Yes	DNS,RPR
54	83	Oncoming ratio test (after shift), N1 to 3	Yes	DNS,RPR
54	85	Oncoming ratio test (after shift), N1 to 5	Yes	DNS,RPR
54	86	Oncoming ratio test (after shift), N1 to 6	Yes	DNS, RPR
54	92	Oncoming ratio test (after shift), R to 2 (R to NNC to 2)	Yes	DNS, NNC

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
54	92	Oncoming ratio test (after shift), N1 to 2 (N1 to NNC to 2)	Yes	DNS, RPR
54	92	Oncoming ratio test (after shift), N2 to 2	Yes	DNS, RPR
54	93	Oncoming ratio test (after shift), N3 to 3	Yes	DNS, RPR
54	95	Oncoming ratio test (after shift), N3 to 5	Yes	DNS, RPR
54	96	Oncoming ratio test (after shift), N4 to 6	Yes	DNS, RPR
54	97	Oncoming ratio test (after shift), 2 to R (2 to NNC to R)	Yes	DNS, NNC
55	17	Oncoming C3PS test (after shift), 1 to R	Yes	DNS, NNC
55	27	Oncoming C3PS test (after shift), 2 to R	Yes	DNS, NNC
55	80	Oncoming C3PS test (after shift), N1 to L	Yes	DNS, RPR
55	87	Oncoming C3PS test (after shift), N1 to R	Yes	DNS, RPR
55	97	Oncoming C3PS test (after shift), 2 to R or NVL to R (2 to NNC to R)	Yes	DNS, NNC
56	00	Range verification test, L	Yes	DNS, 1st, Low, or SOL OFF (Low)
56	11	Range verification test, 1st	Yes	DNS, 6th
56	22	Range verification test, 2nd	Yes	DNS, 6th or 5th
56	33	Range verification test, 3rd	Yes	DNS, 5th or SOL
56	44	Range verification test, 4th	Yes	DNS, 3rd or 5th
56	55	Range verification test, 5th	Yes	DNS, SOL OFF (5th) or 3rd
56	66	Range verification test, 6th	Yes	DNS, 5th, 3rd, or SOL OFF (3rd)
56	77	Range verification test, R	Yes	DNS, N2 or N3
57	11	Range verification C3PS test, 1st	Yes	DNS, SOL OFF (3rd)
57	22	Range verification C3PS test, 2nd	Yes	DNS, 3rd

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
57	44	Range verification C3PS test, 4th	Yes	DNS, 5th or SOL OFF (3rd)
57	66	Range verification C3PS test, 6th	Yes	SOL OFF (5th), DNS
57	88	Range verification C3PS test, N1	Yes	DNS, N3
57	99	Range verification C3PS test, N2 or N4	Yes	DNS, N3
61	00	Retarder oil temperature, hot	No	None
62	12	Retarder oil temperature sensor, low	No	None
62	23	Retarder oil temperature sensor, high	No	None
63	00	Special function input	No	Depends on special function
64	12	Retarder modulation request sensor, low	No	Retarder operation inhibited
64	23	Retarder modulation request sensor, high	No	Retarder operation inhibited
65	00	Engine rating too high	Yes	DNS
66	00	Serial communications interface fault	No	Use default throttle values
69	12	ECU, A solenoid driver open	Yes	DNS, SOL OFF (hydraulic default)
69	13	ECU, B solenoid driver open	Yes	DNS, SOL OFF (hydraulic default)
69	14	ECU, C solenoid driver open	Yes	DNS, SOL OFF (hydraulic default)
69	15	ECU, D solenoid driver open	Yes	DNS, SOL OFF (hydraulic default)
69	16	ECU, E solenoid driver open	Yes	DNS, SOL OFF (hydraulic default)
69	21	ECU, F solenoid driver open	No	Lock-up inhibited
69	22	ECU, G solenoid driver open	Yes	DNS, SOL OFF (Hydraulic default)
69	23	ECU, H solenoid driver open	No	Retarder allowed, differential lock inhibited
69	24	ECU, J solenoid driver open	No	Low and 1 st inhibited

TECHNICAL INFORMATION

MAIN CODE	SUB CODE	DESCRIPTION	DO NOT SHIFT LIGHT	INHIBITED OPERATION DESCRIPTION
69	25	ECU, K solenoid driver open	No	K solenoid operation inhibited
69	26	ECU, N solenoid driver open	No	Low and 1st inhibited
69	32	ECU, SPI communications link fault	No	Hold in last valid direction
69	33	ECU, Central Operating Processor (COP) timeout	Yes	Reset ECU, Shutdown ECU on 2nd occurrence (power loss: hydraulic defaults)
69	34	ECU, EEPROM write timeout	Yes	DNS, SOL OFF (Hydraulic default)
69	35	ECU, EEPROM checksum	Yes	Induce COP timeout (reset ECU)
69	36	ECU, RAM self test	Yes	Induce COP timeout (reset ECU)
69	41	ECU, I/O ASIC addressing test	Yes	Induce COP timeout (reset ECU)
70	12	Software, minor loop overrun	Yes	Induce COP timeout (reset ECU)
70	13	Software, illegal write to address \$0000	Yes	Induce COP timeout (reset ECU)
70	14	Software, major loop overrun	Yes	Induce COP timeout (reset ECU)

LIGHT BULB DATA					
APPLICATION	PREVOST PART NO.	TRADE OR SAE NUMBER	WATTS OR CANDLE POWER	VOLTS	QTY
EXTERIOR LIGHTING					
Hi-beam, Headlight	930291	9004	65 W	12	2
Lo-beam, Headlight	930291	9004	45 W	12	2
Docking & cornering	561882	H3(Osram)	55 W	12	4
Fog (Optional)	561882	H3(Osram)	55 W	12	2
License plate (sealed)	930266	---	12 W	12	2
Side directional	561917	1893	2 cp	12	12
Side marker	561917	1893	2 cp	12	12
Identification	562059	194	2 cp	12	6
Clearance	562059	194	2 cp	12	8
Front directional (hazard & marker)	561899	1157 NA	32/6 cp	12	2
Rear directional	561880	Hella	21 W	12	8
Stop	561880	Hella	21 W	12	8
Back-up	561880	Hella	21 W	12	4
Center stop	561880	Hella	21 W	12	2
Tail	561881	Hella	10 W	12	8
Exterior compartment (except engine)	562278	6429 (78207)	10 W	24	12
Engine compartment	560601	456	2 cp	24	6

TECHNICAL INFORMATION

APPLICATION	PREVOST PART NO.	TRADE OR SAE NUMBER	WATTS OR CANDLE POWER	VOLTS	QTY
INTERIOR LIGHTING					
Check engine	562048	E-9 (Norma)	2 W	12	1
Stop engine	562048	E-9 (Norma)	2 W	12	1
Flasher indicator	562048	E-9 (Norma)	2 W	12	2
Other indicator - 1/unit	562049	(Osram)	2 W	24	AR
Speedometer	560145	1829	1 cp	24	2
Pyrometer	560601	456	2 W	24	1
Tachometer	560145	1829	1 cp	24	2
Turbo boost	561167	3899 (Osram)	3 W	24	1
Tachograph	561006	1-405-804	1.2 cp	24	3
Other instrument - 1/unit	560144	1820	1.6 cp	24	AR
Step	562278	6429 (78207)	10 W	24	3
Driver's area	561553	Hella	10 W	24	4
R.H. lateral console	562278	6429 (78207)	10 W	24	1

DATA PLATE & CERTIFICATION

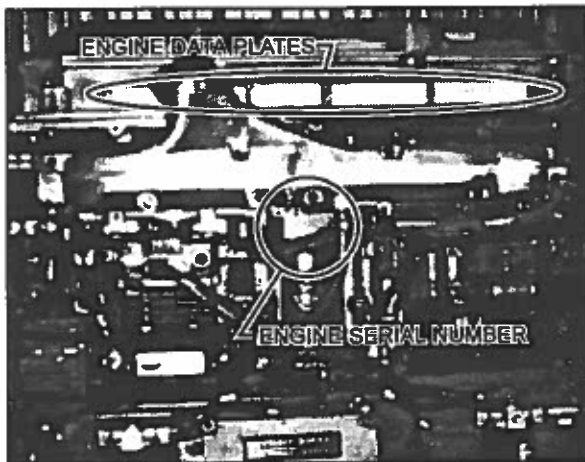
Data plate

The main components of the vehicle such as engine, transmission, axles and chassis are identified by different serial numbers. It may be necessary to locate these numbers for warranty purposes.

Engine

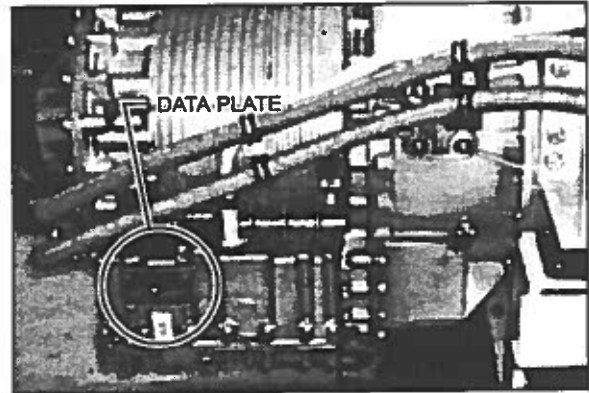
The engine serial number is stamped on the cylinder block under the exhaust manifold (oil filter side) close to the water pump.

In addition, four plates are located on the rocker cover (oil filter side). Contents of the plates include the engine serial and model numbers and a list of the optional equipment on the engine. The information is primarily used when ordering replacement parts.



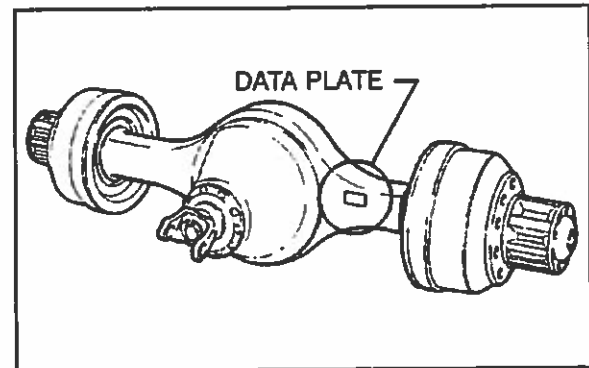
01012

Transmission



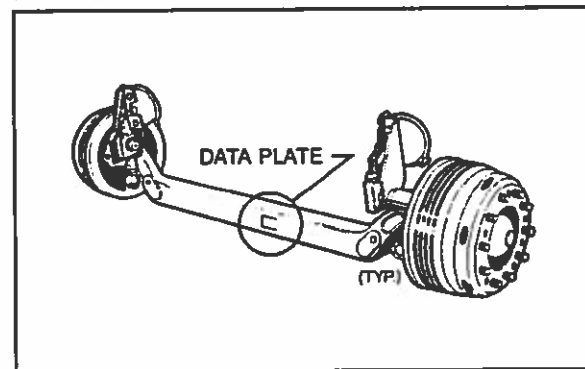
07003

Drive axle



11004

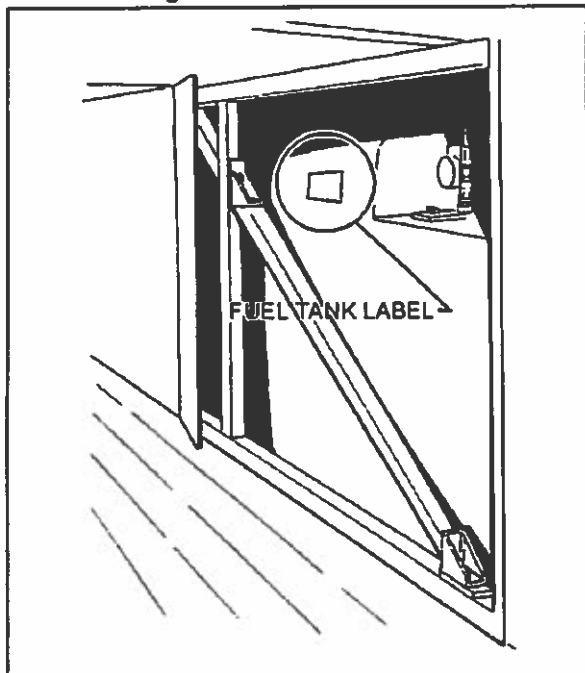
Front axle



10003

Fuel tank label

The fuel tank label is affixed on side of fuel tank. To read this label, open the last baggage compartment door, locate the fuel tank access panel then remove it by unscrewing the Phillips head retaining screws.



03003

NOTE: *Optional auxiliary fuel tank has a label affixed to the side of the tank and can be easily read by opening the second baggage compartment door.*



03002

NOTE: *It is strongly recommended that you take note of all the serial numbers on the vehicle and supply them to your insurance company. They may be useful.*



INTERIOR CLEANING

Most of the interior of your vehicle was installed by the Interior Designer and Systems Manufacturer who converted your vehicle. Refer to them for correct maintenance and cleaning of the components they've installed.

For the maintenance and cleaning of the materials installed by PRÉVOST inside your vehicle, refer to the following instructions.

Plastic and vinyl

Use a clean, damp cloth or sponge to keep trim free from dust. For other soilage, use a lukewarm all purpose cleaning solution or a mild saddle soap for vinyl trim. Remove water spots and soap traces with a clean, damp cloth or sponge. Use a clean, soft cloth to rub dry.

Grease, tar or oil stains can be removed with a clean cloth or sponge soaked with an all purpose cleaner or with a solvent-type vinyl cleaning agent.

Occasionally, apply a colorless vinyl or leather preservative to retain the material's luster and pliability.

Windows

To clean inside surface of the windows, use a commercial glass cleaner or a 10 to 1 mix of water and white vinegar. For maximum visibility, keep your windows clean at all times.

Rubber components

Should be treated only with pure water or glycerin.

Pressure laminates

Normal maintenance consists in wiping surfaces

with a damp cloth and detergent. Remove spillage at once to avoid permanent stains.

To remove stains, first try cleaning the affected area with a household detergent, methylated spirits or mineral turpentine. If stain is still present, try a mild abrasive and water solution.

Stainless steel

Use a stainless steel cleaner available at any automotive washing and cleaning specialist and follow manufacturer's instructions.

EXTERIOR CLEANING

The paint on your vehicle is very durable, but must be protected from harsh weather conditions that can make it lose it's luster. Therefore, wash and wax your vehicle often. The longer the dirt is left on the paint, the greater the risk of damaging the glossy finish; either by scratching (if the dirt is rubbed into the paint), or simply by the chemical effect dirt particles have on painted surfaces.

Begin by spraying water over the entire vehicle to remove all loose dirt, then wash with a car washing-soap in the concentration recommended by the manufacturer. Rinse afterwards with a generous stream of water.

NOTE: *The vehicle paintwork needs polishing or preserving when water no longer forms droplets on the surface.*

CAUTION: *Do not use hot water. Lukewarm to cool water is less harmful to the paint. Do not use solutions that can damage the body paint.*

Do not aim the water jet directly into openings such as the A/C & heating compartment door grille to avoid water penetration in the fresh air

intake duct. If the water jet is under high pressure, avoid aiming the jet directly on condenser and radiator doors as the fins of cores may be damaged.

Do not wash or wax your vehicle in direct sunlight.

The underside of the vehicle picks up dirt and road salt used to keep streets and highways free of snow and ice. To protect against corrosion, it is important to remove mud, debris and road salt from the underside with a powerful water jet. Be sure to include the wheelhousings, bumpers, muffler, tailpipe and brackets. This should be done twice a year and is best accomplished after the vehicle has been driven through a heavy rain. The exterior of the vehicle, engine, engine compartment, aluminum wheels and mirrors should always be washed as soon as possible after accumulating road salt.

NOTE: *Let engine and exhaust cool down before washing.*

Tar or oil

Do not allow tar or oil to remain on the paint. Remove as soon as possible with tar remover or turpentine. After applying cleaning fluids, always wash with a lukewarm water and soap solution, then apply a new coat of wax.

Insects

Remove as soon as possible with a lukewarm water and soap solution or insect remover.

Tree sap

Do not allow tree sap or bird droppings to harden on the paint. Remove with a lukewarm water and soap solution.

Windows

Keep silicone sprays off the windshield to avoid wiper smear in rain. Clean all windows regularly to remove road film and bus-wash wax buildup. Use a lukewarm soap and water solution or an alcohol-based cleaning agent. If a chamois is

used for polishing the glass, it should be used exclusively for that purpose.

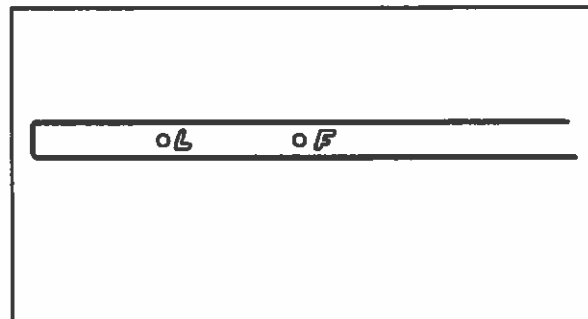
Wiper blades

If wiper blades are frozen, remove ice gently by hand to avoid blade damage. Remove all wiper blades periodically and clean them thoroughly with an alcohol-based solution. Use a sponge or soft cloth and wipe lengthwise. Replace wiper blades if they are damaged or do not clean well.

OIL VERIFICATION

Engine oil level

Ideally, check engine oil level when oil is warm with vehicle on a level surface; for instance, during every fuel filling. First, stop engine and wait at least 10 minutes for the oil to drain back into the oil pan. Then, pull out the dipstick, wipe clean, reinsert the dipstick and note the oil level. Maintain the oil level between the two marks on the dipstick, and never allow it to drop below the "L" mark. If required, add oil from the oil reserve tank by opening the tank valve and observing the oil level change in the sight glass, then check oil level again. No advantage is gained by having oil level above the "F" mark. Do not forget to shut off oil reserve tank valve as too much oil can be harmful to the engine.



01016

NOTE: *For location of engine oil dipstick and engine oil reserve tank see figure on page 2-30.*

Automatic transmission oil level

Manual oil level check procedure

NOTE: For "Electronic Readout of Oil level sensor" and other transmission related information, see pages 4-4 through 4-8.

WARNING: When checking the oil level, be sure that the transmission is in Neutral, parking brake is properly engaged, and the wheels are chocked. Unexpected and possible sudden vehicle movement may occur if these precautions are not taken.

Special care must be taken not to touch the engine coolant tubing and/or exhaust pipe, as this could cause severe burns.

Do not wear loose clothing and stay away from rotating parts during procedure. Personal injury could occur.

NOTE: Clean around the end of fill tube before removing dipstick. This will aid in preventing dirt and/or foreign matter from entering the fluid system, which can cause valves to stick, undue wear of transmission parts, or clog passages.

Cold Check

The purpose of the Cold Check is to determine if the transmission has enough fluid to be operated safely until a Hot Check can be made.

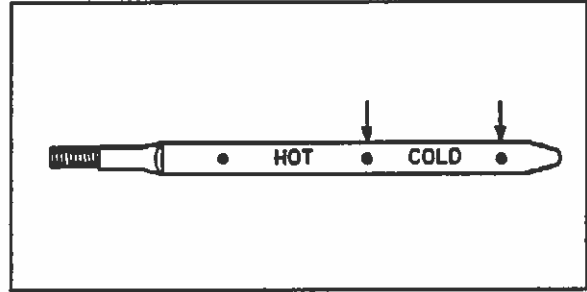
If the engine has been shut down for an extended period of time, park the vehicle on a level surface and apply the parking brake.

Run the engine for at least 1 minute. Shift to Drive and operate the engine for 30 seconds at 1000-1500 rpm; then shift to Reverse to clear the hydraulic system of air. Then shift to Neutral and allow the engine to idle (500-800 rpm).

After wiping the dipstick clean (see page 2-30 for dipstick location), check the fluid level. If the fluid on the dipstick is within the COLD RUN band, the level is satisfactory. If the fluid level is not within this band, add or drain fluid as necessary to bring the level to the COLD RUN band.

Perform a HOT CHECK at the first opportunity after normal operating temperature (71°C-93°C; 160°F-200°F) is reached.

CAUTION: An accurate fluid level check cannot be made unless the engine is idling (500-800 rpm) in Neutral, the transmission fluid is at the proper temperature, and the vehicle is on a level surface.



07006

Hot Check

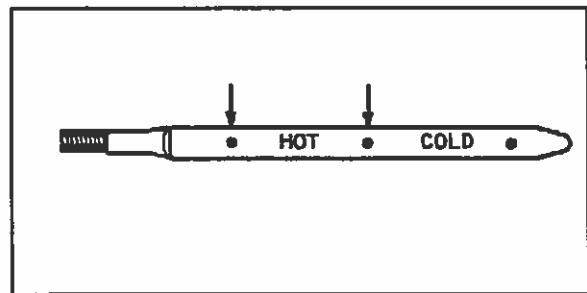
Because the fluid level rises as temperature increases, the fluid must be hot to ensure an accurate check.

Be sure fluid has reached normal operating temperature (71°C-93°C; 160°F-200°F).

Park the vehicle on a level surface and shift to Neutral. Apply parking brake and allow the engine to idle (500-800 rpm).

After wiping the dipstick clean, check the fluid level. The safe operating level is anywhere within the HOT RUN band on the dipstick.

If the level is not within this band, add or drain fluid as necessary to bring the level within the HOT RUN band.



07007

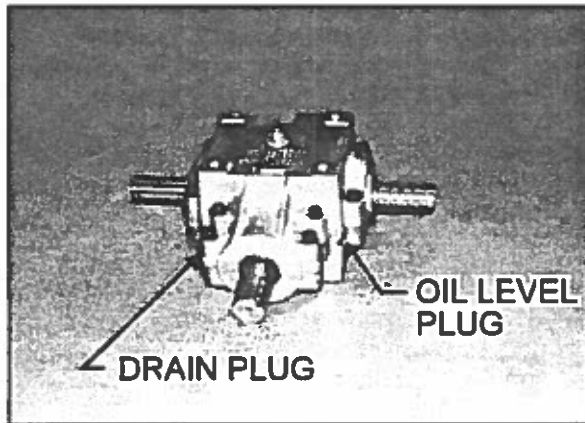
Power steering oil level

Your vehicle is equipped with an integrated power steering system. The power steering fluid reservoir is located on the upper R.H. side of engine in the engine compartment (see page 2-30). To check fluid level, proceed as follows:

1. Stop engine, and open both engine rear doors.
2. Remove dipstick and wipe with a clean rag.
3. Insert dipstick in reservoir, then remove it again to check mark.
4. Adjust level to "FULL" mark, using only "DEXRON IIE or III" automatic transmission fluid.

Fan gearbox oil level

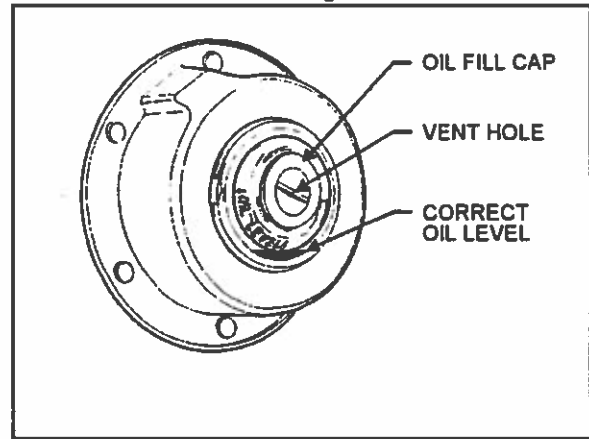
The radiator fan is belt driven from the engine crankshaft pulley through a drive shaft and a gearbox (for location of gearbox, see page 2-30). The gearbox is equipped with an Oil Level Plug and a Drain Plug. Check oil level with the engine stopped and make sure that all engine stopping safety precautions have been observed. Oil level is correct when oil seeps out of loosened Oil Level Plug; if adding is necessary, use Mobil SHC 634 Synthetic lubricant.



05006

Wheel bearing oil level

The oil level for the front and tag axle wheel bearings must be maintained to the level mark in the cap. The level is determined by a line, indicated by arrows, that is incorporated to the plastic lens and passes underneath the words "OIL LEVEL". To check oil level after vehicle has been driven, wait at least 15 minutes to ensure that oil has settled. Drive axle wheel bearings are lubricated by the differential oil. Maintain differential oil level to ensure adequate lubrication of drive axle wheel bearings at all times.



13003

CAUTION: Wheel bearing oil fill cap is supplied with a very small vent hole in its center. Occasionally insert a small tip (toothpick size) to be sure that hole is not plugged; a plugged hole may cause leakage when heat expands the oil and air.

COOLANT LEVEL VERIFICATION

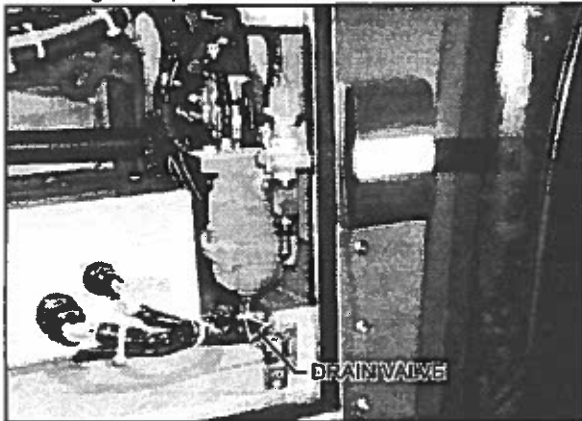
The cooling system is completely filled when the coolant (cold) is visible in the sight glass of the surge tank (see page 2-30 for location). If topping-up is necessary, fill the system with the same mixture ratio already used in the system.

WARNING: Hot engine coolant is under pressure. Never remove cap when coolant is hot as severe burns can result. Allow engine to cool before checking coolant level.

AIR TANKS

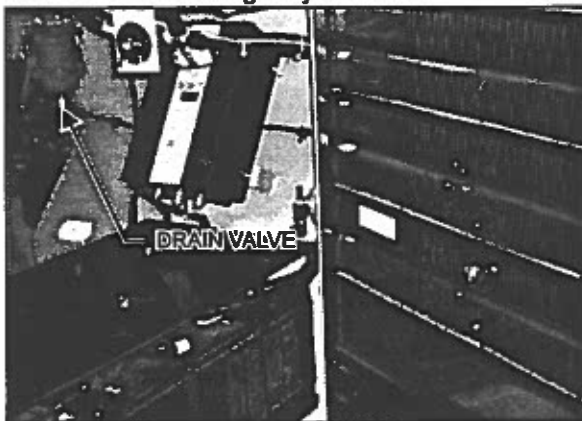
Your vehicle is equipped with four (4) air tanks; the accessory tank and wet tank must be purged before every trip or once a month, while the primary and secondary air tanks must be purged each time the oil and filters are changed (maximum 10,000 miles (16 000 km)).

The accessory air tank is installed above front axle and it's remote drain valve is located in Steering Compartment.



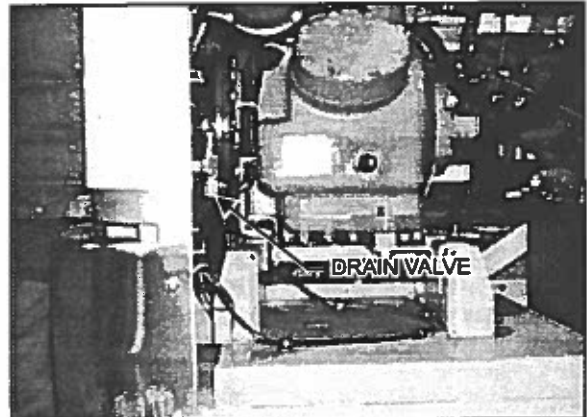
12014

The wet air tank is installed above L.H. wheel of drive axle and it's remote drain valve is located in engine compartment and is accessible through engine R.H. side door. On XL-40 & 45E valve is located below air filter and on XL-45 valve is located below emergency fill valve.



XL-40 & 45E

12015



XL-45

12016

All four (4) tanks installed under the vehicle, are supplied with a drain valve underneath the tank. For locations, refer to figure in "Lubrication and servicing schedule" later in this section.

WATER SEPARATOR (Optional)

A fuel filter/water separator may be installed in engine's primary fuel filter location, in engine compartment, to prevent water infiltration in engine fuel system. It should be drained periodically, or when the water separator indicator lamp lights in dashboard. To drain, loosen self venting drain below separator, and tighten after water has been flushed out.

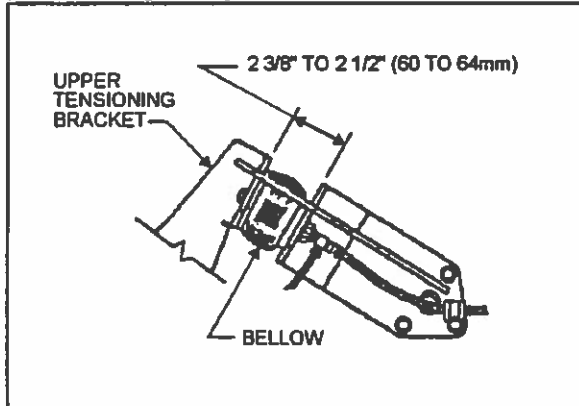


03004

BELT TENSIONERS

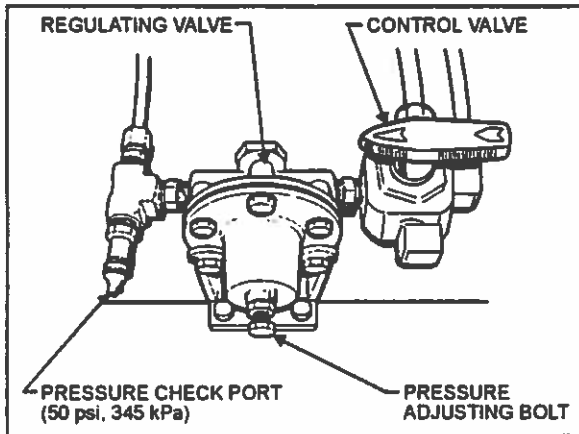
Air-operated type

Belt tensioning is applied through air bellows which are adjusted by an air pressure regulating valve mounted in engine compartment above the doors. For proper operation of the air bellows, adjust the upper tensioning bracket to provide a 2 3/8"-2 1/2" (60-64mm) extension with the pneumatic system under normal pressure and the pressure regulating valve set at 50 psi (345 kPa).



12017

For belt replacement, air pressure must be released from bellows by means of the belt tensioning pressure control valve. This valve (see page 2-30) mounted above the engine doors close to the pressure regulating valve, is manually operated. Before handling, be sure that all engine stopping safety precautions have been observed.



12018

Manually adjustable type

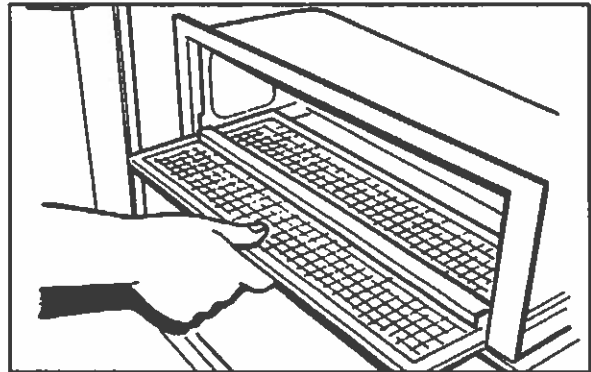
There are two (2) different types of manually adjustable belt tensioning systems. Tension belts according to the instructions in "Maintenance Manual".

A/C AND HEATING AIR FILTERS

For maximum air conditioning and heating system efficiency, air filters should be inspected and cleaned as required in maintenance schedule to ensure proper ventilation of the evaporator and heating radiator cores.

Driver's system

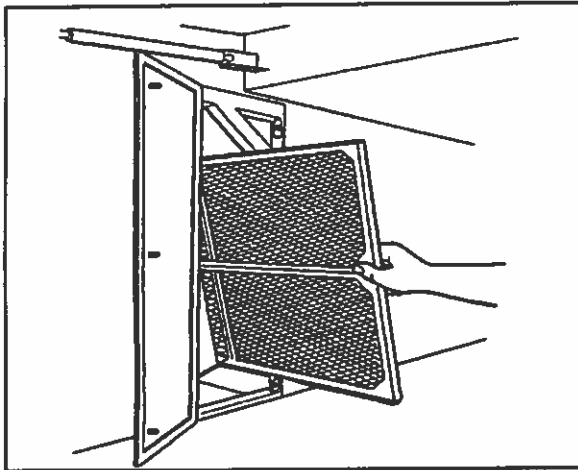
Air filter for driver's system is located under dashboard. To gain access, turn counterclockwise both 3/4 turn knurled fasteners of A/C and heating unit access panel, then lift and remove panel.



22011

Central system

The central system uses two (2) or three (3) air filters, depending on vehicle. On XL-40 & 45E (prior to V.I.N. 2P9M3349XS1001446), filters are located in the A/C and heating compartment. To gain access, open the rear baggage compartment door, open the air filter access panel by unscrewing the three (3) retaining screws, then slide out both filters as a unit (see fig on next page).



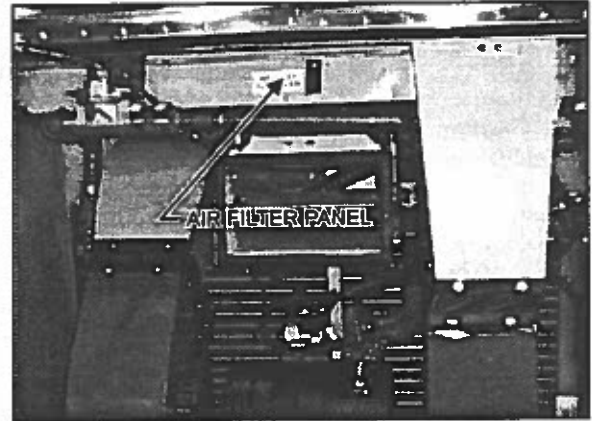
22012

On some vehicles, it may be impossible to remove air filters from the rear baggage compartment, as different systems may have been installed by the Interior Designer and Systems Manufacturer; in such a case, remove air filters from the second baggage compartment on XL-40 and third baggage compartment on XL-45E, as outlined hereafter.

Open the L.H. side baggage compartment door, then open the air filter access panel by unscrewing the three (3) retaining screws. Remove the wave pin retaining the two filter sections together, open the latch, separate the filters by pushing the upper filter base away from evaporator core until upper filter top is released from its retaining channel in the support.

Slide out upper filter carefully by the opening, then remove lower filter through the same opening.

On XL-40 & 45E (starting with V.I.N. 2P9M3349XS1001446) and all XL-45 vehicles, the three (3) filters are located in A/C and heating compartment. To gain access, open A/C and heating compartment door (see page 2-32) then remove the six (6) outer screws ("Phillips") retaining the air filter panel. Slide out panel c/w one (1) filter, then slide out other two (2) filters.



22013

FLEXIBLE HOSE MAINTENANCE

The performance of engine and related equipment is greatly affected by the flexible hoses' ability to carry fluids or gases. Maintenance of hoses is an important function in ensuring efficient, economical, and safe operation of your vehicle.

Pre-starting inspection

Inspect hoses for leaks, and check all fittings, clamps, and ties carefully. Ensure that hoses are not resting on or touching shafts, couplings, heated surfaces including exhaust manifolds, any sharp edges, or other obviously damaging areas. Since all machinery vibrates and moves to a certain extent, clamps and ties can fatigue with time. To ensure proper support, inspect fasteners frequently and tighten or replace them as necessary.

Leaks

Investigate leaks immediately to determine if fittings have loosened or cracked, and also if hoses have ruptured or worn through. Take corrective action immediately. Leaks are not only potentially detrimental to machine operation, but can also result in added expenses caused by the need to replace lost fluids.

WARNING: Personal injury and/or property damage may result from fire due to the leakage of flammable fluids, such as fuel or lubricating oil.

Service life

A hose has a limited service life which is controlled by many factors. With this in mind, it is recommended that all hoses be thoroughly inspected annually. Look for surface damage or indications of twisted, worn, crimped, brittled, cracked, or leaking lines. Hoses having the outer surface worn through or a damaged metal reinforcement should be considered unfit for further service.

It is also recommended that all hoses in this vehicle be replaced during major overhaul and/or after a maximum of five service years. Replacement hoses and hardware should always be at least equal in quality to that of the O.E.M..

LUBRICATION

A lubrication chart is provided in this section to give locations of key service points on the vehicle. Cleaning, removal or disassembly procedures (required for lubrication purposes) are covered in the applicable sections of this manual.

Lubrication intervals are based on recommendations for normal operating conditions. Where more severe service is encountered, more frequent attention will be required.

FIRE EXTINGUISHERS

In order for fire extinguishers to operate adequately in emergency situations, we strongly recommend that all units be inspected on a monthly basis.

- Check that pressure is adequate and recharge if required.
- Check that seal on handle is intact.
- Check that hose or nozzle is not restricted.
- Keep fire extinguishers clean.
- Note inspection date.

FIRST SERVICE ON NEW VEHICLE

Differential oil

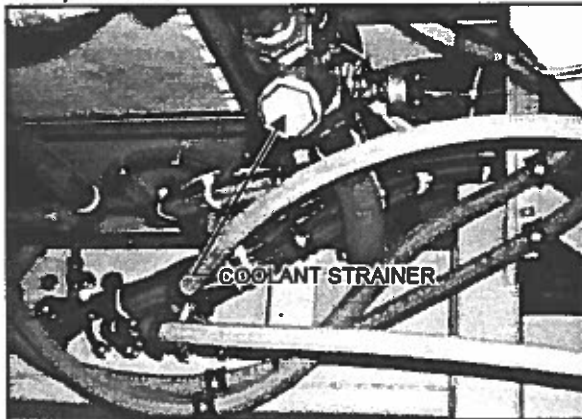
Factory-filled oil in differential on new vehicle should be drained and refilled between 1,000 miles (1 600 km) and 3,000 miles (4 800 km) of initial operation, then according to the lubrication and servicing schedule.

Coolant strainer

The coolant strainer is designed to recover the soldering residues trapped inside coolant lines during their initial assembly; perform initial cleaning once vehicle has run approximately 3,000 miles (4 800 km), then according to the lubrication and servicing schedule.

NOTE: If additional soldering has been performed on any points of coolant piping, clean coolant system strainer as outlined on new vehicle (3,000 miles (4 800 km)).

On vehicles equipped with driver's A/C system, strainer is located in Reclining Bumper Compartment.



Reclining Bumper Compartment

05022

On vehicles equipped with central A/C system, strainer is located in A/C & Heating Compartment.



A/C & Heating Compartment

05021

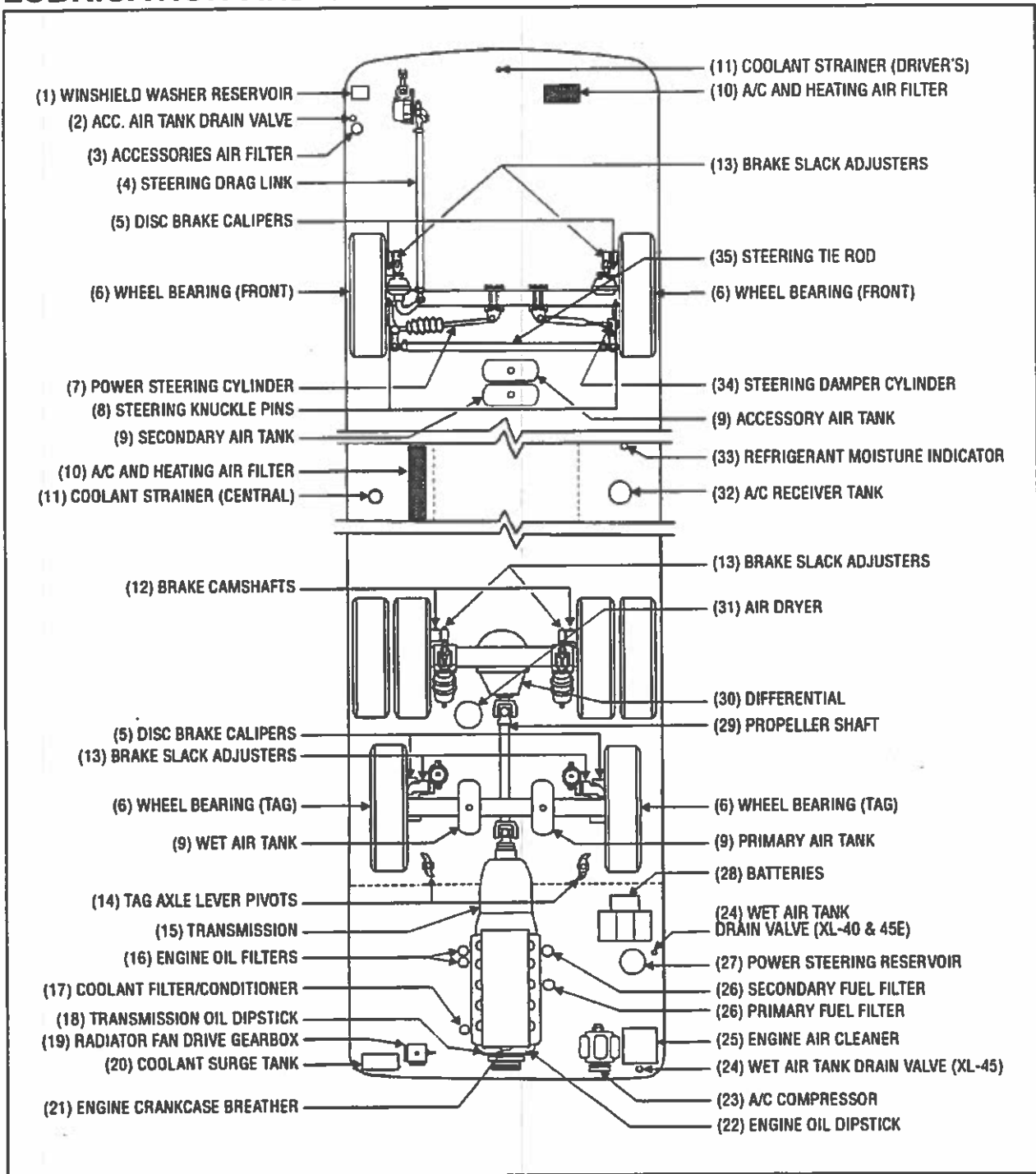
Automatic transmission oil filter

Change cartridge after first 3,000 miles (4 800 km), then after each 25,000 miles (40 000 km) as specified in the lubrication and servicing schedule. Check the oil frequently (with engine stopped); if necessary, add sufficient oil to raise level to the proper mark on dipstick.

Engine oil

There is no special break-in period since engine break-in has been done in factory; Therefore oil should be changed according to the lubrication and servicing schedule intervals. Check the oil at every fuel filling. If necessary, add sufficient oil to raise the level to the proper mark on dipstick.

LUBRICATION AND SERVICING SCHEDULE



24001

1) BEFORE OPERATING VEHICLE, PERFORM EACH POINT LISTED IN "STARTING AND STOPPING PROCEDURES" SECTION UNDER HEADING "ROUTINE INSPECTION..." (PAGE 4-9).

NOTE: Perform the "FIRST SERVICE ON NEW VEHICLE" as outlined on page 6-9.

WALK-AROUND INSPECTION (BEFORE EVERY TRIP)

It is a good practice to make a basic visual inspection of key areas on the vehicle before every trip and to report any problem areas to qualified technicians for immediate correction.

A) Outside the vehicle

ITEM*	DESCRIPTION
--	Check for leaks under vehicle and engine compartment
--	Check that baggage and service compartment doors close properly
--	Inspect tires and wheels for correct tire pressure, wear or damage, and for missing wheel stud and nuts
1	Check windshield washer fluid level and add if necessary
--	Check condition of windshield wiper blades
--	Verify proper operation of all road lights, signal lights, brake lights, marker lights, and back-up lights; Replace light bulbs as required
3 & 24	Drain accumulated water in accessory and wet air tanks

B) Engine compartment

ITEM*	DESCRIPTION
22	Check engine crankcase oil level; Add if necessary
18	Check transmission oil level (level can be checked from pushbutton shift selector); Add if necessary
27	Check power steering reservoir fluid level; Add if necessary
20	Check coolant surge tank fluid level; Add if necessary
26	Drain accumulated water in primary fuel filter/water separator (if equipped)

* Item numbers refer to figure on page 6-10.

C) Inside the vehicle

ITEM	DESCRIPTION
---	Check for proper operation of the entrance door
---	Inspect cleanliness in the driver's area
---	Check that emergency exit windows and roof escape hatches can be opened, then close all windows and hatches securely
---	Verify proper operation of windshield wiper/washer
---	Check rear view mirrors for broken glass; Adjust mirrors for adequate rear view vision
---	Start engine and check for proper operation of all gauges and indicator lights
---	Check for proper operation of horn(s), and back-up alarm

PERIODIC LUBRICATION AND SERVICING SCHEDULE

A) Service every 6,250 miles (10 000 km) or twice a year, whichever comes first.

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
25	Engine Air Cleaner	Inspect and clean, replace element if required	Filter: #53-0197
23	A/C Compressor	Check oil level, add if necessary	Polyolester oil
32	A/C Receiver Tank	Check refrigerant level, add if necessary	HFC 134a
33	Refrigerant Moisture Indicator	Replace filter dryer unit according to moisture indicator	Filter: #45-2542 C/W Moisture indicator
30	Differential	Check oil level, add if necessary	Multigrade gear oil
19	Radiator Fan Drive Gearbox	Check oil level, add if necessary	Synthetic oil, ISO VG 460
29	Propeller shaft	Grease one fitting on each universal joint and one fitting on slip joint	Multi purpose grease
14	Tag Axle Lever Pivot	Grease one fitting on each pivot	Multi purpose grease
13	Brake Slack Adjuster	Grease one fitting on each slack adjuster (all axles)	Multi purpose grease
34	Steering Damper Cylinder	Grease one fitting at cylinder rod end	Multi purpose grease
7	Power Steering Cylinder	Grease one fitting at each cylinder end	Multi purpose grease
35	Steering Tie Rod Ends	Grease one fitting at each end	Multi purpose grease
5	Disc Brake Calipers	Grease two fittings on each of front and tag axles.	Multi purpose grease
4	Steering Drag Link End	Grease one fitting at each end	Multi purpose grease

* Item numbers refer to figure on page 6-10.

** See end of this section for lubricant and part number specifications.

B) Service every 12,500 miles (20 000 km) or once a year, whichever comes first.

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
16	Engine	Change oil and filters	Motor oil: SAE 15W40, API CF-4 Filters: #51-0458
26	Fuel Filters	Change primary and secondary fuel filters (Fill with clean fuel before installation)	Primary: #51-0137 Prim. w/sep.: #53-1390 Secondary: #51-0128
17	Coolant Filter/Conditioner	Replace element	Filter: #55-0630
9	Air Tanks	Drain accumulated water in all tanks	-----
10	A/C and Heating Air Filters	Clean or replace elements - XL-40 & 45E prior 2P9M3349XS1001446 - All XL-45 vehicles, and XL-40 & 45E From 2P9M3349XS1001446	Driver's: #87-1049 Central: #37-2545 Driver's: #87-1049 Central: #87-1034

C) Service every 25,000 miles (40 000 km) or once a year, whichever comes first.

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
15 & 18	Automatic Transmission	Change oil and filters	Dexron-II or Dexron-III

* Item numbers refer to figure on page 6-10.

** See end of this section for lubricant and part number specifications.

D) Service every 50,000 miles (80 000 km) or once a year, whichever comes first.

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
27	Power Steering Reservoir	Replace oil filter cartridge element	Cartridge: #66-0987
6	Front and Tag Axle Bearings	Refill to level	Differential oil
11	Coolant Strainer	Check and clean, change cartridge if required	Driver's: #87-0807 Central: #87-1029
20	Coolant Surge Tank	Test coolant solution	-----
8	Steering Knuckle Pins	Grease two fittings on each knuckle	Multi purpose grease
19	Radiator Fan Drive Gearbox	Change oil	Synthetic oil ISO VG 460
21	Engine Breather	Clean breather steel mesh	-----

E) Service every 100,000 miles (160 000 km) or once every two years, whichever comes first.

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
3	Accessories Air Filter	Change filter element	Filter: #64-0080
31	Air Dryer	Change cartridge	- Prior V.I.N. 2P9M33493S1001451 Cartridge: #64-1244 - From V.I.N. 2P9M33493S1001451 Cartridge: #64-1278
30	Differential	Change oil, clean breathers	Multigrade gear oil
12	Brake Camshaft	Grease one fitting on each drive axle drum brake	Multi purpose grease

* Item numbers refer to figure on page 6-10.

** See end of this section for lubricant and part number specifications.

F) Miscellaneous Service

ITEM*	DESCRIPTION	REMARKS	LUBRICANT &/OR PART**
28	Battery Terminals	Clean and coat terminals yearly	Battery terminal coating
20	Cooling System	Drain, flush and refill every two years or 200,000 miles (320 000 km)	Engine coolant
---	Discharge Tubes***	Every three months: Check 2 condenser's discharge tubes Check 6 evaporator's discharge tubes Check 2 front discharge tubes	-----

Lubricant Specifications

ITEM*	DESCRIPTION	SPECIFICATIONS
16	Engine Oil	SAE Viscosity Grade: 15W40 API Classification: CF4
27	Power Steering Oil	Automatic Transmission Oil (Dexron-II-E or Dexron-III)
20	Engine Coolant	Low silicate, ethylene glycol coolant 50% antifreeze/water solution is normally used Antifreeze concentration should be between 30% and 67%
23	A/C Compressor Oil	Polyolester Oil, HFC 134A compatible Castrol SW-68 (POE) or equivalent
30	Differential Oil	Gear oil meeting MIL-L-2105-D: 75W90 for Northern climate 80W140 for Southern climate (in extreme conditions or for better performance, full synthetic gear oil can be used.)
19	Fan Gearbox Oil	Synthetic oil: ISO VG (viscosity grade) 460 Mobil SHC 634 or equivalent
15 & 18	Automatic Transmission Oil	Dexron-II-E or Dexron-III
---	Multi Purpose Grease	Good quality lithium-base grease: NLGI No.2 Grade is suitable for most temperatures NLGI No.1 Grade is suitable for extremely low temperatures

* Item numbers refer to figure on page 6-10.

** See end of this section for lubricant and part number specifications.

*** Discharge tubes are rubber tubes located under vehicle.

Part Number Specifications

ITEM*	DESCRIPTION	PREVOST NO	SUPPLIER NO
16	Engine Oil Filters	#51-0458	Detroit Diesel: 25014505 AC Rochester Div. GM: PF2100
27	Power Steering Reservoir Oil Filter	#66-0528	Garrison Hydraulic: 32516
25	Engine Air Cleaner Filter	#53-0197	Nelson: 70337-N Baldwin: PA-2839 Donaldson: P52-2874 Fram: CA-7113
33	Refrigerant Filter Dryer Unit	#45-2542	Alco controls: EKH 307S (modified)
26	Engine Primary Fuel Filter	#51-0137	Detroit Diesel: 25014274 AC Rochester Div. GM: TP-915D
26	Engine Primary Fuel Filter with Water Separator (optional)	#53-1390	Detroit Diesel: 25011910 AC Rochester Div. GM: TP-1057
26	Engine Secondary Fuel Filter	#51-0128	Detroit Diesel: 25014342 AC Rochester Div. GM: TP-916D
17	Engine Coolant Filter/Conditioner	#55-0630	Detroit Diesel: 23507545 Nalco Chemical Company: DDF3000
10	A/C and Heating, Driver's Air Filter	#87-1049	Permatron Corp.: Model "R"
10	A/C and Heating, Central Air Filter	XL-40 & 45E prior 2P9M3349XS1001446 use #37-2545 XL-40 & 45E from 2P9M3349XS1001446 and all XL-45's use #87-1034	Airsan Corp.: #3658 Permatron Corp.: Model 13X21X1 IN
15 & 18	Automatic Transmission Oil Filter Kit	#57-1687	Allison: 29503829
11	Coolant Strainer	Driver's: #87-0807 Central: #87-1029	Braukmann: #13-13-00740 Parker: #925566
3	Accessories Air Filter	#64-0080	Bendix: #222588
31	Air Dryer Cartridge	- #64-1243: prior 2P9M33493S1001451 - #64-1278: from 2P9M33493S1001451	Allied Signal Inc.: #107796 Rockwell Wabco: #S 432 923 2

* Item numbers refer to figure on page 6-10.



P R E V O S T

**Le Mirage XL
SERVICE LITERATURE**

Additional copies of the following Service Literature are available upon request and at low cost.

- Maintenance Manual
- Owner's Manual
- Parts Manual
- Service Center Directory

To order the desired Manual(s), please contact your local distributor or write to:

PRÉVOST CAR INC.

**ATTN.: TECHNICAL PUBLICATIONS DEPARTMENT
35 Gagnon Boulevard
Sainte-Claire, Québec
Canada, G0R 2V0**

Specify your vehicle's complete serial number. Allow 30 days for delivery.



PREVOST

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PREVOST

Le Mirage XL CHANGE OF ADDRESS OR OWNERSHIP

Any change of address or ownership should be brought to the attention of the manufacturer by completing and mailing the attached card.

CHANGE OF ADDRESS	
VEHICLE SERIAL NUMBER: 2P9 _ 334 _ _ _ 1001 _ _ _	
OLD ADDRESS→	NAME: _____ STREET NO./APT.: _____ CITY: _____ STATE/PROVINCE: _____ ZIP/POSTAL CODE: _____ TELEPHONE NO.: _____
NEW ADDRESS→	STREET NO./APT.: _____ CITY: _____ STATE/PROVINCE: _____ ZIP/POSTAL CODE: _____ TELEPHONE NO.: _____

CUT ON DOTTED LINES

CHANGE OF OWNERSHIP	
VEHICLE SERIAL NUMBER: 2P9 _ 334 _ _ _ 1001 _ _ _	
The ownership of this vehicle is transferred	
FROM→	NAME: _____ STREET NO./APT.: _____ CITY: _____ STATE/PROVINCE: _____ ZIP/POSTAL CODE: _____ TELEPHONE NO.: _____
TO→	NAME: _____ STREET NO./APT.: _____ CITY: _____ STATE/PROVINCE: _____ ZIP/POSTAL CODE: _____ TELEPHONE NO.: _____

CUT ON DOTTED LINES

affix
stamp
here

P R E V O S T

**PRÉVOST CAR INC.
35 Boul. Gagnon
Ste Claire (Québec)
CANADA, G0R 2V0**

AFTER-SALES SERVICE DEPARTMENT

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P R E V O S T

**PRÉVOST CAR INC.
35 Boul. Gagnon
Ste Claire (Québec)
CANADA, G0R 2V0**

AFTER-SALES SERVICE DEPARTMENT

P R E V O S T

Le Mirage XL NOTICE

United States Operators please notice:

Effective with this publication, the National Highway Traffic Safety Administration has requested that the following statement be provided for your information.

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Prévost Car Inc..

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Prévost Car Inc..

To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, DC area) or write to: NHTSA, U.S. Department of Transportation, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

