

PREVOST

MULTIPLEX MODULES DISCONNECTION PROCEDURE PRIOR TO WELDING

PROCEDURE NO: PR060041

**REVISION 02
2013-04-08**

Material: N/A

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

Reference schematics: N/A

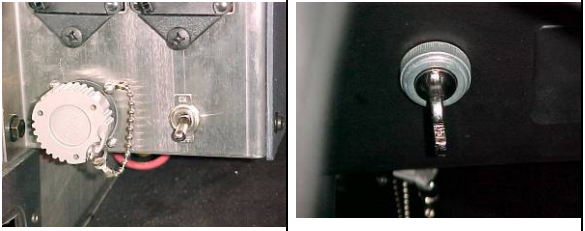
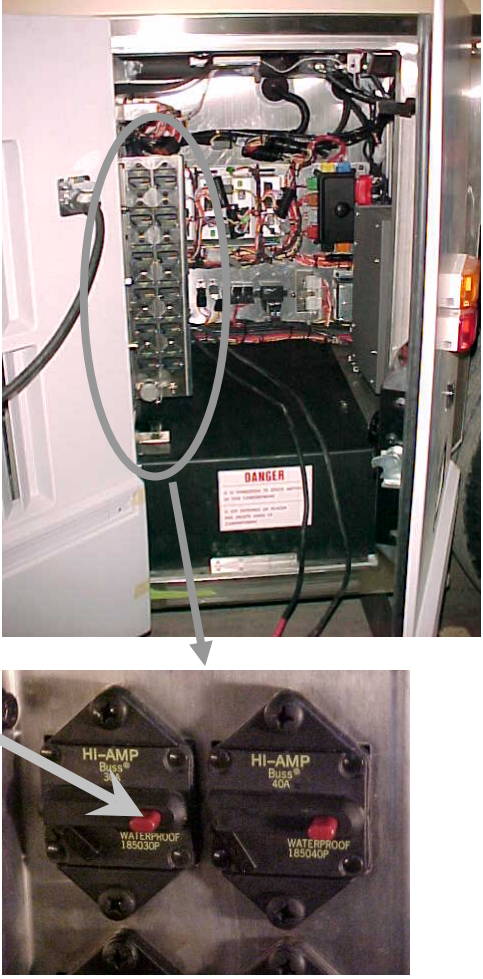
Safety rules:

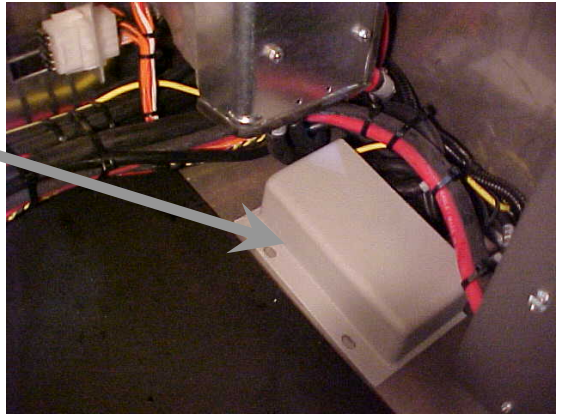
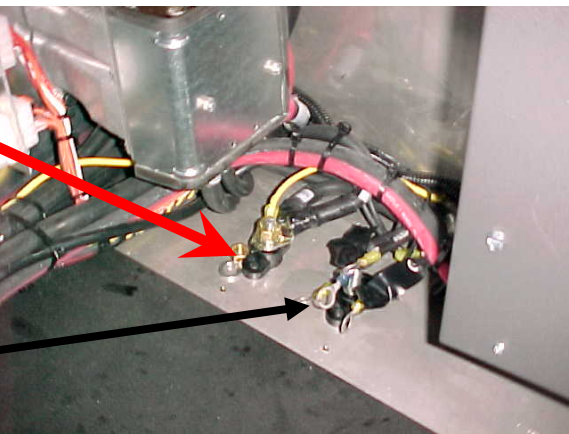
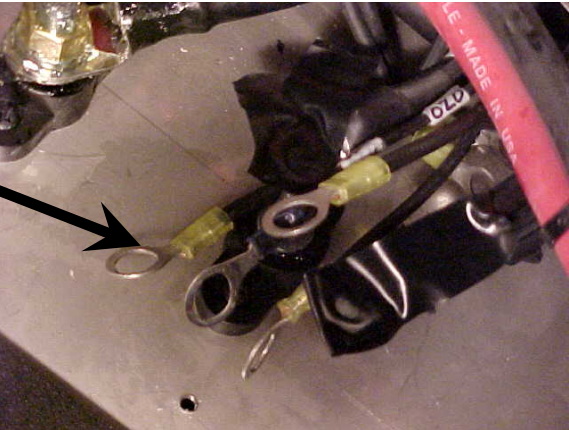
- Wear safety goggles
- Set the battery master switch to the OFF position first

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

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

SECTION 1 H3 Coaches & VIP

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

<p>1.10</p>	<p>Location: Main power compartment</p> <p>Remove the protective cover</p>	
	<div style="border: 2px solid red; padding: 5px; text-align: center;"> <p>⚠ WARNING ⚠</p> <p>LIVE WIRE</p> <p>This 12-volt terminal remains energized</p> </div> <p>Disconnect the electronic ground terminals from the stud.</p>	
	<p>Using electric tape, insulate the 2 largest gage wires. Make sure the ring terminals do not touch each others and the vehicle body.</p> <p>Note :</p> <p><i>With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head ...) is not required.</i></p>	

1.15

Location: Main power compartment

Disconnect the electronic modules :

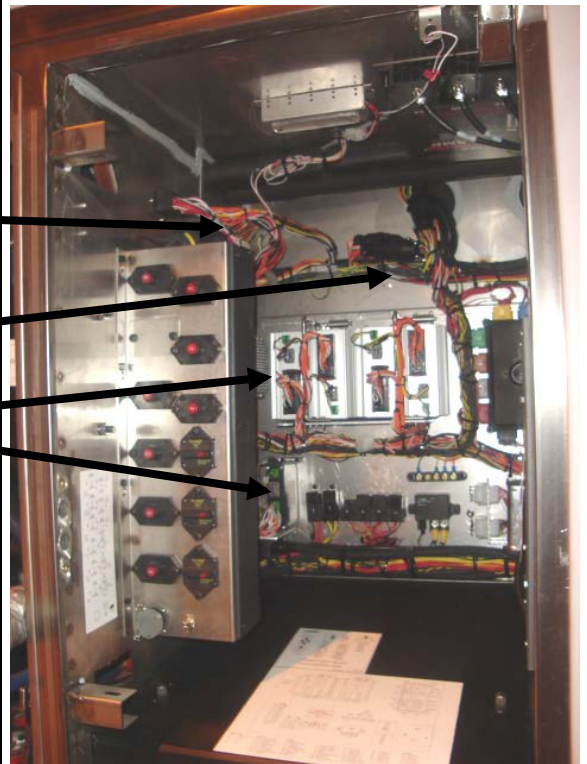
Disconnect I/O A, I/O B modules

Disconnect C397

Disconnect connector C717

Disconnect 3 connectors from I/O B
and I/O A modules.

Disconnect data connector on equalizer



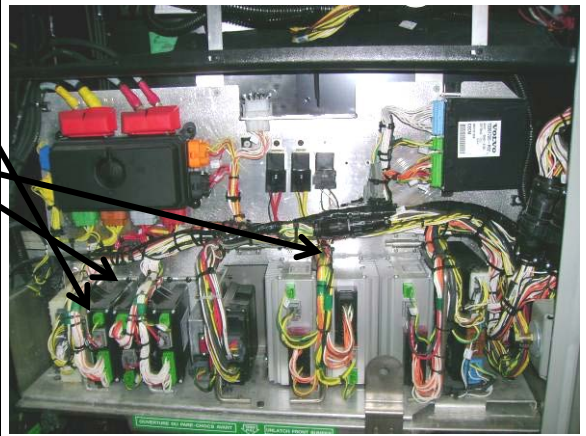
1.20 *

Location: Front electrical compartment

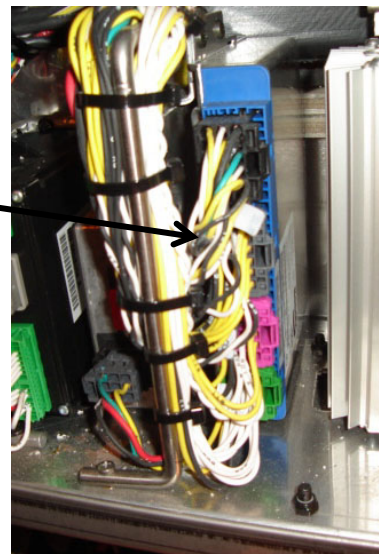
VIP + COACH: Disconnect the I/O A, I/O B, ABS, master ID, VECU, CECM, BERU, Volvo Link, Gsecu modules.

VIP: Disconnect all keyless module connectors.

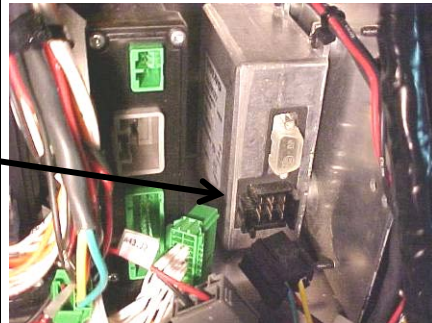
Disconnect 3 connectors from I/O B and I/O A modules



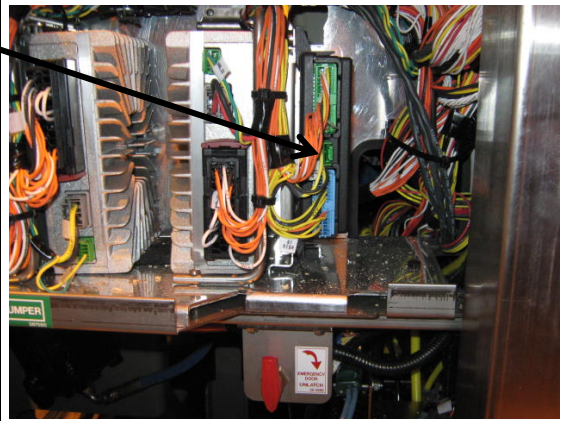
Disconnect 4 connectors from the ABS module



Disconnect connector from master ID



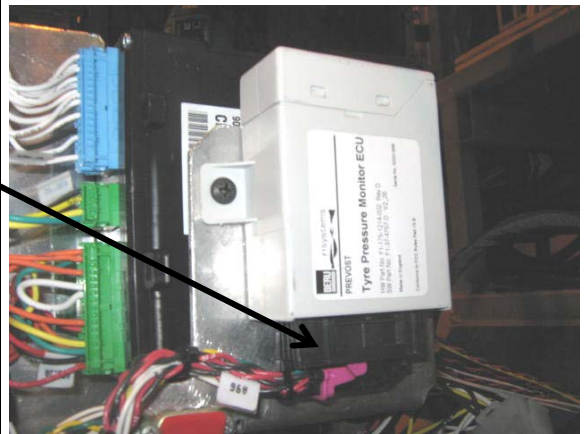
Disconnect 3 connectors from VECU



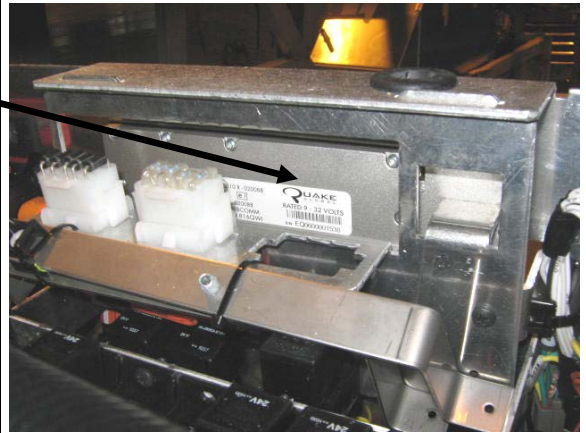
Disconnect 3 connectors from CECM



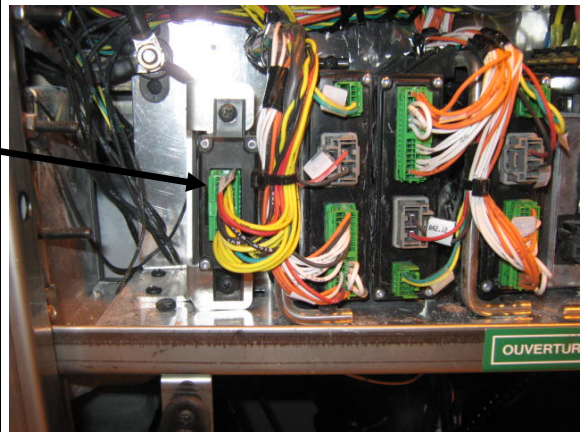
Disconnect connector A 96 from BERU
(OPTION)

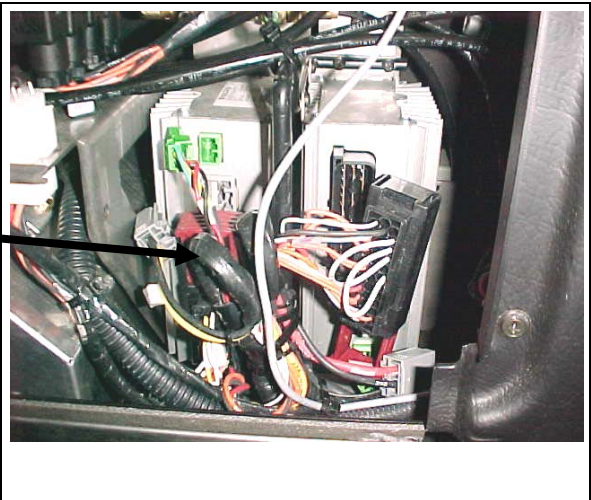
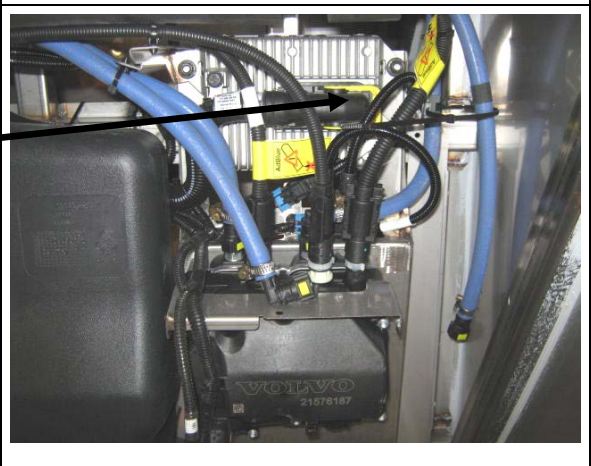



Disconnect connector A 83 under Volvo Link
module



I shift Disconnect connector A 108 from
Gsecu module
(OPTION)



<p>1.25</p>	<p>Location: Pneumatic accessory panel inside right console</p> <p>Remove the access panel on the right console (R.H. side of dashboard)</p> <p>Disconnect both I/O B modules</p>	 A photograph showing the interior of a vehicle's right console. It features a complex arrangement of wires, hoses, and electronic components. Two specific I/O B modules are highlighted with black arrows pointing from the text in the adjacent column.
<p>1.30 *</p>	<p>Location: Condenser Compartment</p> <p>Disconnect connector A 137</p>	 A photograph of a condenser compartment, likely part of a vehicle's HVAC system. It shows various blue and black hoses and electrical connectors. A specific connector, labeled 'A 137', is pointed out by a black arrow from the text in the adjacent column.
<p>1.35</p>	<p>Location: Evaporator compartment</p> <p>Remove the protective cover and disconnect I/O B module</p>	 A photograph of an evaporator compartment, showing a metal housing with various electrical components and wiring. A protective cover is partially visible on the left. A black arrow points from the text in the adjacent column to an I/O B module within the compartment.

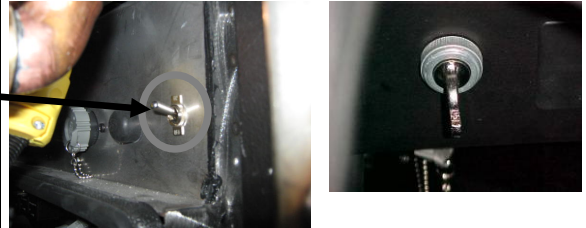
1.40	<p>Kidde Automatic Fire Detection and Suppression System (optional)</p> <p>Disconnect C466</p> <p>Kidde AFSS module is located on the lateral control panel.</p>	
1.45	<p>When all the previous steps are done, you can do welding on the vehicle.</p>	<p>ENSURE THAT THE WELDING GROUND RETURN CLAMP IS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

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

2.00* **Location: Rear Electrical Panel and Dashboard**

Set the battery master switch to the OFF position
(X3 Coaches only)

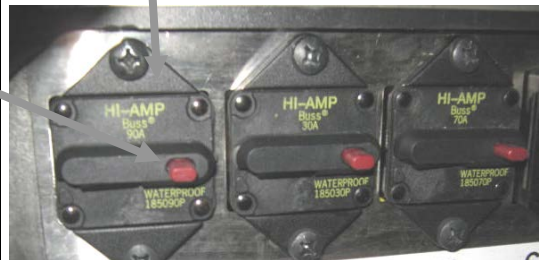
Place the ignition switch to the OFF position.


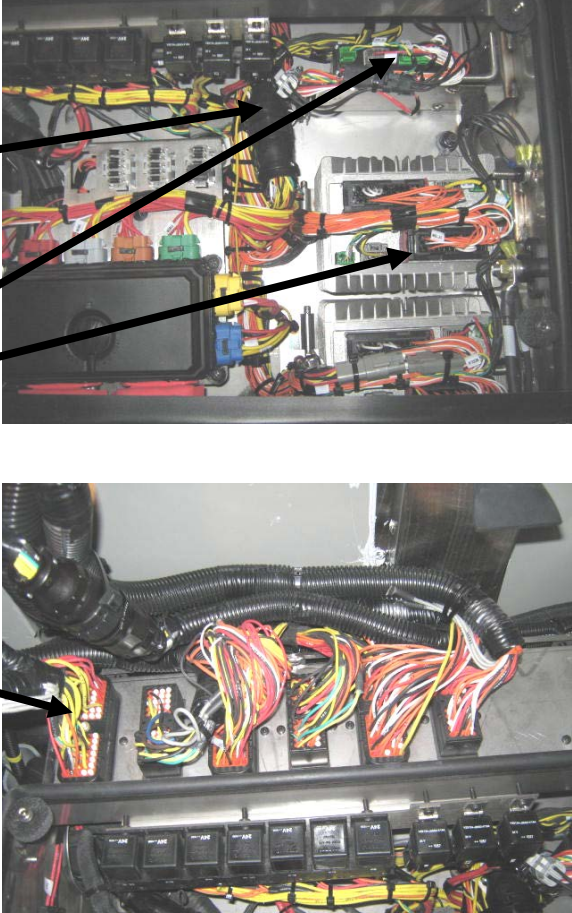


2.05* **Location: Rear Junction Panel**

Lift cover, trip circuit breakers CB2-CB4-CB6 located on junction panel.

Push the red button to open the circuit

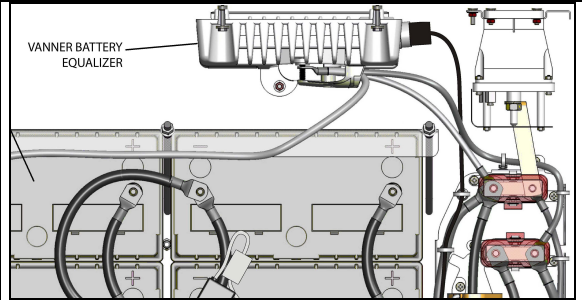


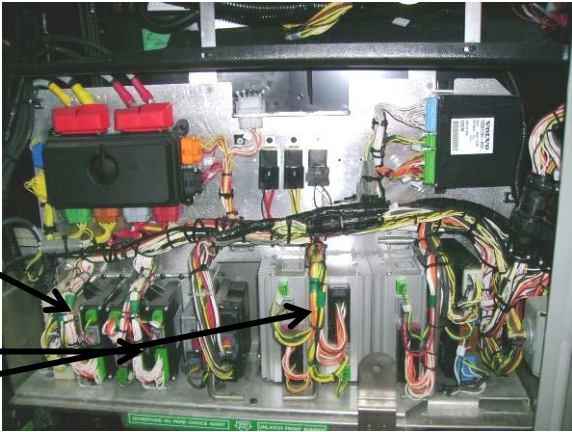
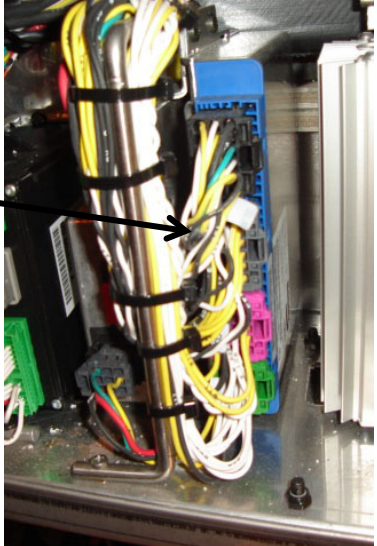
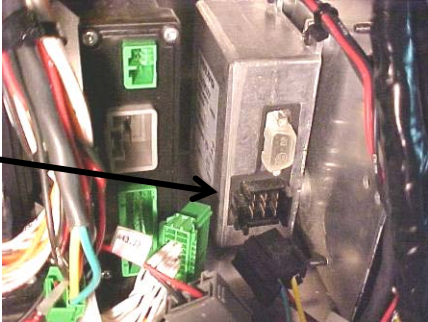
<p>2.10*</p>	<p>Location: Rear Electrical Panel</p> <p>Disconnect the electronic ground terminals from this stud.</p> <p>Use electric tape; make sure that cables do not touch each others and the vehicle body.</p> <p>Note :</p> <p><i>With disconnection of the electronic ground terminals, disconnecting the engine ECM, transmission TCM and the dashboard electronic components (telltale module, HVAC module, radio, control head ...) is not required.</i></p>	
<p>2.15*</p>	<p>Location: Rear Electrical Panel</p> <p>Disconnect the electronic modules:</p> <p>Disconnect all I/O A, I/O B modules.</p> <p style="padding-left: 100px;">Disconnect C717</p> <p>Disconnect 3 connectors from each I/O A module</p> <p>Disconnect 3 connectors from each I/O B module</p> <p style="padding-left: 100px;">Disconnect C397</p>	

2.15.2

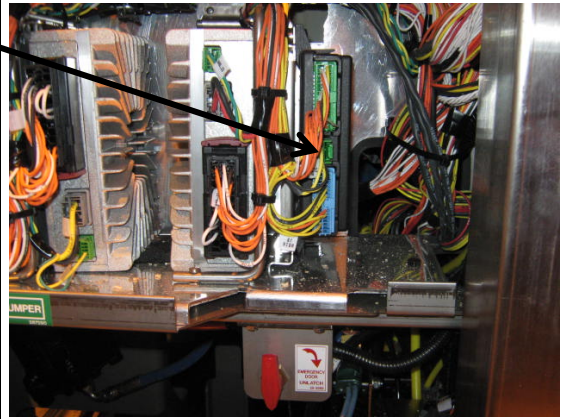
Location: battery compartment:

Disconnect data connector on equalizer



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

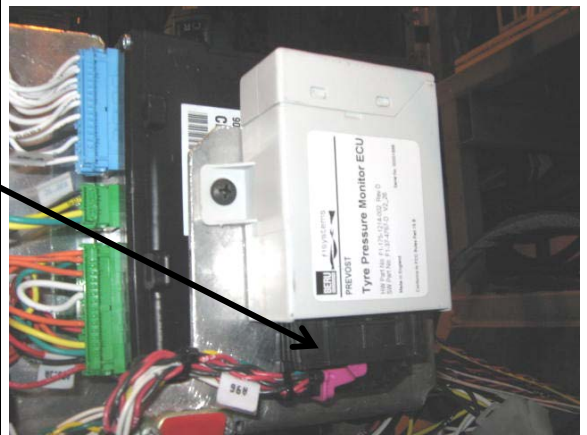
Disconnect 3 connectors from VECU



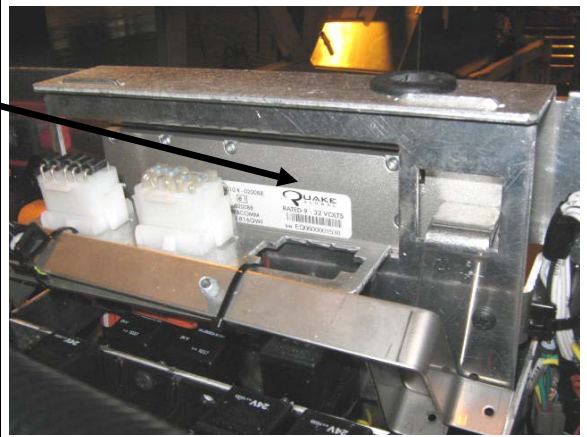
Disconnect 3 connectors from CECM

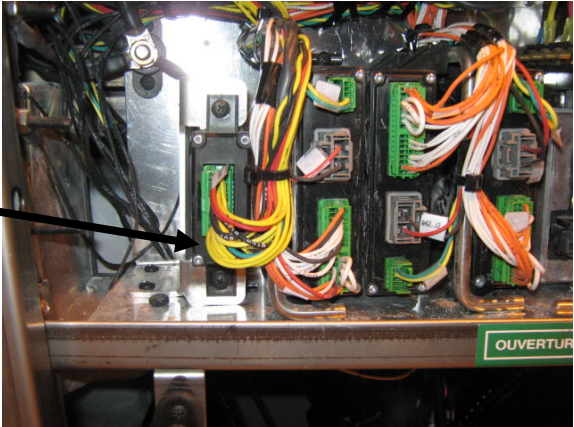

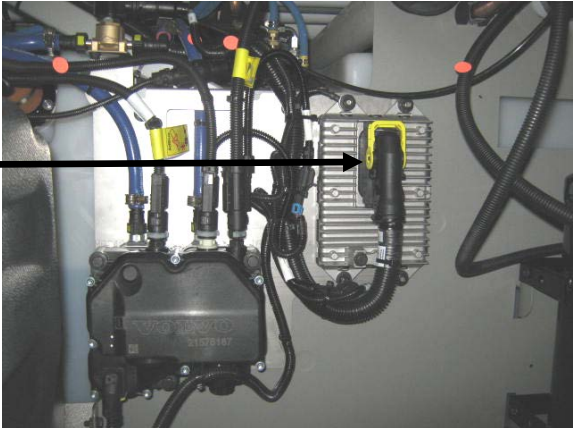


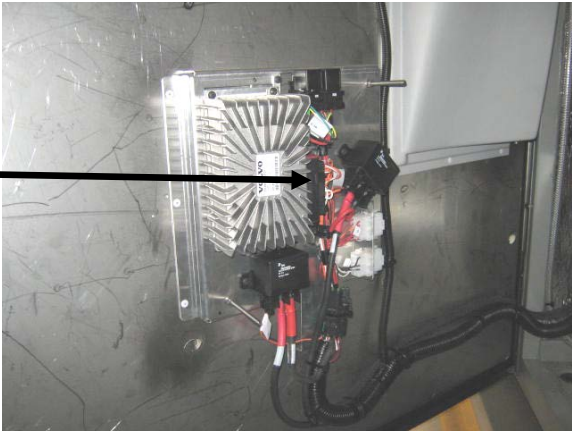
Disconnect connector A 96 from BERU
(option)



Disconnect connector A 83 under Volvo Link module



	<p>Location: Front Electrical Compartment</p> <p>I shift Disconnect connector A 108 from Gsecu module (OPTION)</p>	 <p>A photograph of the front electrical compartment showing various electronic modules and a dense network of multi-colored wires. A black arrow points from the text 'I shift' to a specific connector on a module.</p>
<p>2.30</p>	<p>Location: Pneumatic accessory panel inside right console</p> <p>Remove the access panel on the right console (R.H. side of dashboard)</p> <p>Disconnect both I/O B modules</p>	 <p>A photograph showing the interior of a right console with an access panel removed, revealing pneumatic and electrical components. A black arrow points from the text 'Disconnect both I/O B modules' to a specific connector.</p>
<p>2.40</p>	<p>Location: Condenser Compartment</p> <p>Disconnect connector A 137</p>	 <p>A photograph of a condenser compartment containing a condenser unit and various hoses and connectors. A black arrow points from the text 'Disconnect connector A 137' to a specific connector on the condenser unit.</p>

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