SECTION 06: ELECTRICAL

CONTENTS

ILLUSTRATIONS

1. GENERAL DESCRIPTION

This vehicle uses a dual voltage system to obtain two different voltages (12 and 24-volt) for various electrical controls and accessories. The main power source incorporates four maintenance-free “Delco” model 1150 batteries connected in a parallel-series configuration. All batteries are kept uniformly charged by means of a 100 amp battery equalizer (standard), giving a maximum possible output supply of 100 amps on the 12-volt system. Both the 12 and 24-volt systems are controlled through individual main battery relays. One or two 24-volt self-rectified alternators are belt driven from the engine, and can be reached through the engine compartment door.

1.1 WIRING DIAGRAMS

A master wiring diagram of the electric circuits, covering standard and optional accessories and systems, is located in the technical publications box. Usually, a separate wiring diagram page is provided for each major function or system. In some cases, more than one circuit may appear on one wiring diagram page; when this occurs, each circuit covered in this page is listed in the wiring diagram index. Moreover, a circuit may appear on several pages; in such case, the number(s) at the extremity of the diagram title will indicate the sheet reference number. Refer to the *"Wiring Diagram Index*" to ensure that the correct diagram is being used to trace the circuit in question. In addition to the major functions page reference, the wiring diagram index contains the following information pages.

- o The Multiplexed Device Index,
- o The Arrangement-Harness drawing showing the harnesses arrangement and harness number on the vehicle,
- o Glossary,
- o Circuit number listing,
- o Circuit breaker code,
- o Connector code,
- o Diode number code,
- o Resistor number code,
- o Fuse code.

1.1.1 Using Wiring Diagrams

Three methods are used to *"work"* with electric wiring diagrams.

Situation: You have identified the defective part (breaker, diode, relay, etc.), and you wish to locate its corresponding circuit.

Problem: Circuit breaker CB12 is released (open circuit) and you don't know which circuit is affected.

a) Refer to wiring diagram index, and look for *"Circuit breaker code"*, pages **F**.

b) At item CB12, you will find the location, the Prevost number, the breaker function, the breaker ampere rating and the page on which to find the corresponding diagram.

c) Refer to page 3.1.

d) When you have located CB12, follow the wiring up to the end and find the diagram page number and function on which the circuit continues.

Situation: You have a problem with a specific system and you want to find the corresponding diagram.

Problem: The last three (3) speakers on the R.H. side of vehicle are inoperative and you must trace the electric circuit.

a) Refer to wiring diagram index and look for *“Sound system”.*

b) You will find on page 35.1 & 35.2 the components as well as the electric wiring, thus providing you with a complete understanding of this circuit.

Situation: Using the message center display (MCD), you check on arrival if there are active errors in the vehicle elec trical system. With the SYSTEM DIAGNOSTIC menu, highlight FAULT DIAGNOSTIC, highlight ELECTRICAL SYSTEM to request a diagnostic of the electrical system and then press the enter key. If applicable, the MCD shows the fault messages or fault codes recorded. When more than one fault is recorded, an arrow pointing down appears on the right of the display. Use the down to see all the fault messages.

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

a) Refer to wiring diagram index, and look for *"Multiplexed Device Index"*, pages B1-B8.

b) In first column DEVICE ID, look for device SW61, SW62.

c) At device SW61,SW62, find the fault message, the minimum condition to activate, other inputs involved in logic, the multiplex module related to switch 61 and switch 62, the connector and pin number on the module and the page on which to find the corresponding diagram.

d) Once the problem corrected, the MCD still shows the fault as being active. You have to leave the FAULT DIAGNOSTIC menu, wait approximately 20 to 30 seconds and then return to FAULT DIAGNOSTIC to request a new diagnostic of the ELECTRICAL SYSTEM from the CECM. The MCD should display the fault as being inactive.

1.1.2 Testing Circuits

A careful study of the wiring diagrams should be made to determine the source and flow of current through each circuit. When a circuit is thoroughly understood, a point-to-point check can be made with the aid of the applicable wiring diagrams. Any circuit can be tested for continuity or short circuits with a multimeter or a suitable voltmeter. Refer to paragraph 4.2 PROBING VOLTAGE ON THE MULTIPLEX CIRCUITS.

All electrical connections must always be kept clean and adequately tight. Loose or corroded connections can result in discharged batteries, difficult starting, dim lights and improper functioning of other electr ic circuits. Inspect all wiring connections at regular intervals. Make sure knurled nuts on all amphenol-type plugs are securely tightened. Knurled nuts on the plastic amphenol-type connectors will click into a detent when properly tightened. Line connectors, who have the side locking tabs, must have the locks latched in place to ensure a proper electrical connection.

1.2 WIRE SIZES AND COLORS

Each wire in the electrical system has a specific size as designated on the wiring diagram. When replacing a wire, the correct size must be used. Never replace a wire with one of a smaller size.

The vehicle electrical system is provided with different voltages. The insulation on each wire is distinctly colored in order to determine visually the wiring voltage and to assist in making connectors. The wires are color coded as follows:

Yellow	Multiplex modules communication CAN-H (twisted with green)
Green	Multiplex modules communication CAN-L (twisted with yellow)
Orange	Connected to multiplex outputs
White	Connected to multiplex inputs
Red	24-volt system
Yellow	12-volt system
Black	grounded wire
Black	110 V ac system (live)
White	110 V ac system (neutral)
Green	110 V ac system (ground)
Orange	speakers (+)
Brown	speakers (-)
Grey	spare wire

NOTE

Wires are identified at each 2-4 inch (5-10 cm) intervals by a printed number.

Each wire on a diagram is patterned to assist in tracing and testing circuits. The w ire number identifies the voltage rating, the w ire identification number and the basic w ire gauge as illustrated in Figure 1.

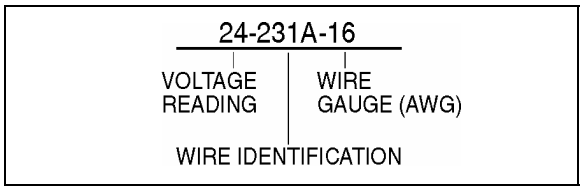


FIGURE 1: WIRE NUMBER 06048

1.3 SPARE WIRES

When the vehicle leaves the factory, and even in the case of a fully-equipped vehicle, an important number of unconnected spare wires are routed between the junction boxes to serve as replacement wires if regular wires are damaged. Refer to page 8.1 *"Spare wires"* and page E " *Circuit number listing*" to determine the number and location of these wires.

NOTE

Spare wires are identified by the word "SPARE" followed by the wire identification number.

⚠ CAUTION ⚠

Wire size is calibrated according to the breaker or fuse that protects it. When using a spare w ire to replace a damaged wire, assure that the spare w ire size is equal or larger than the wire being replaced. Using a wire too small for the breaker or fuse

amperage might cause ov erheating of the wire.

1.4 CLEANING CONNECTORS

When the pins and sockets of connectors become dirty, clean them with a good quality solvent containing HFC 134A refrigerant as its active ingredient. HFC 134A has two qualities that recommend it. First, it does not conduct electricity and therefore, will not cause shorting between connector pins and sockets. Second, it evaporates quickly, elimi nating the possibility of condensation within the connectors.

Always shake out or gent ly blow out any excess HFC 134A before assembling a connector to its mating connector or hardware. HFC 134A trapped in the connector can affect the connector seal.

⚠ WARNING ⚠

HFC 134A is toxic. HFC 134A bases compounds should alw ays be used in a well-ventilated area, never in a confined space. Use outdoor whenever possible.

1.5 CIRCUIT BREAKERS

Most electric circuits are protected by manually switchable circuit breakers. The main circuit breakers, as well as those protecting the A/C system, are located in the main power compartment, on R.H. side of the vehicle (Figure 2).

This type of circuit breaker allows to de-energizes the circuit without disconnecting any wire. Simply push the red button on breaker to open the circuit, repair defective circuit, and afterwards lift the black tab of breaker to its original position to close the circuit.

CIRCUIT BREAKERS (VIP)			
CB1	Front distibution	24 VI	90 amps
CB2	Front distibution	12 VD	90 amps
CB3	HVAC - evaporator	24 VI	90 amps
CB4	Rear distribution	12 VD	70 amps
CB5	Rear distribution	24 VI	150 amps
CB6	Rear Distribution	24 VD	70 amps
CB7	HVAC - condenser	24 VI	70 amps
CB8	Rear Junction Box	12 VI	40 amps
CB9	Slide-out	24VI	40 amps
CB10	Front distribution	12 VI	70 amps
CB11	Slide-out	24 VI	35 amps
CB12	HVAC - condenser	12 VI	40 amps

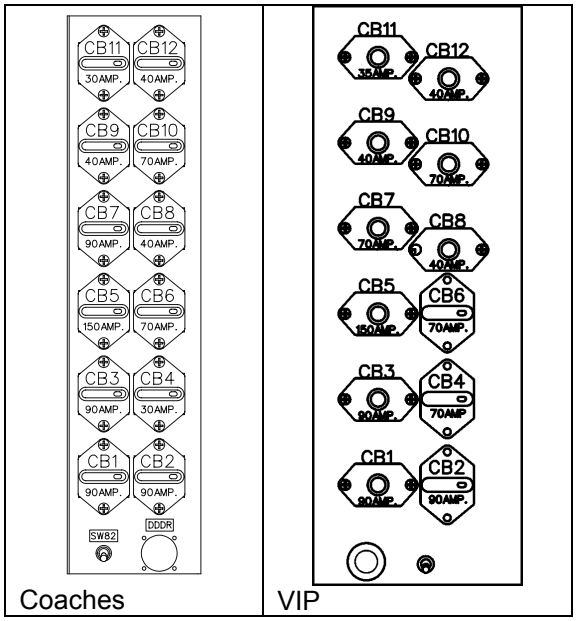


FIGURE 2: MAIN BREAKERS 06473, 06605

CIRCUIT BREAKERS (coaches)			
CB1	Front distribution	24 VI	90 amps
CB2	Distribution	12 VD	90 amps
CB3	HVAC - evaporator	24 VI	90 amps
CB4	Sound system	12 VD	30 amps
CB5	Rear distribution	24 VI	150 amps
CB6	Distribution	24 VD	70 amps
CB7	HVAC - condenser	24 VI	70 amps
CB8	Rear distribution	12 VI	40 amps
CB9	WCL or other options	24VD	40 amps
CB10	Front distribution	12 VI	70 amps
CB11	Sound system	24 VD	30 amps
CB12	HVAC - condenser	12 VI	40 amps

VD= volts direct. The electrical components connected to these circuit breakers are direct-connected to the battery.

VI= volts indirect. Electrical power is supplied via master relay R1 which engages when ignition key is in the ON or ACC position and battery master switch is set to ON.

1.6 MULTIPLEX FUSES

The multiplex outputs are protected in current by an internal “soft-fuse”. Each output has programmed specific maximum amperage. When an output is shorted, the current gets above the limit and the soft-fuse intervenes to turn the output OFF. The output stays OFF until the "soft-fuse" is reset.

Turn the ignition key to the OFF position and turn to the ON position again. This resets all "soft-fuses".

There is also hardware fuses used to protect the incoming power to the multiplex modules. These fuses are located inside the VECF (Vehicle Electrical Center Front) and VECR (Vehicle Electrical Center Rear).

1.7 RELAYS

Relays are used to automatically energize or de-energize a circuit from a remote location. The relay draws a very low current to energize its coil. Once the coil is energized, it develops a magnetic field that pulls a switch arm closed or open, to either energize or de-energize a given component. As the control current required for the coil is very low, the relay allows a remote station to control a hi gh energy circuit without running great lengths of costly high capacity cable, and also eliminates the need for high amperage switches and heavy connectors.

NOTE

Each relay is identified with "12 V" or "24 V" printed on its casing in order to identify the coil operating voltage.

⚠ **CAUTION** ⚠

The Multiplex v ehicle uses a VF4 relay designed specially for Volvo that has different internal characteristics than the current VF4 relay. It is important to use only the new part marked Volvo as a replacement in Multiplex vehicles. Regular relays have an inadequate lifespan for Multiplex vehicles.

1.8 PRECAUTIONS

⚠ **WARNING** ⚠

Prior to working on a sy stem inside vehicle, make sure to cut electrical power and air supply . A component could be supplied with electricity even if the ignition switch is set to the OFF position and/or a component could be pressurized ev en if air tanks are emptied. Alw ays refer to the appropriate wiring and pneumatic diagrams prior to w orking on electrical and/or pneumatic systems.

NOTE

When the ignition switch is set to the OFF position, the electrical components are not energized except for the CECM (Chassis Electronic Control Module), engine ECM, transmission ECU, instrument cluster module, the battery equalizer, the preheater system, the wheelchair lift system and some Multiplex modules which are energized during 15 minutes after the ignition has been set to the OFF position. Prior to working on one of these electrical components, set the battery master switch in the main power compartment to the OFF position. If the vehicle will not be operated for a long period (more than 2 weeks), it is recommended, in order to prevent the batteries from discharging, to trip the main circuit breakers located in the main power compartment to stop the small current drawn by the radio preset station memory, the CECM memory and the instrument cluster clock. Note that the radio station presets will be erased, same thing for the diagnostic codes history and the instrument cluster clock will have to be reset.

⚠ **CAUTION** ⚠

Prior to arc w elding on the vehicle, refer to "Multiplex Modules Disconnection Procedure Prior To Welding" in section 00 GENERAL of this manual to avoid serious damage to the vehicle components.

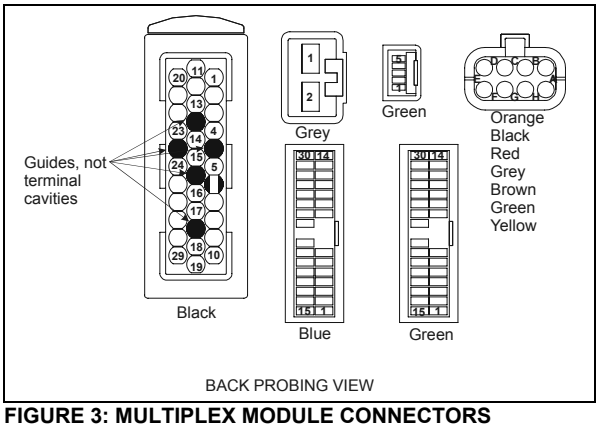
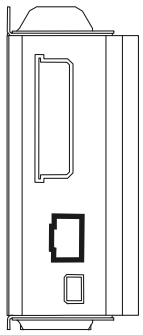
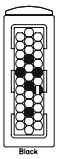
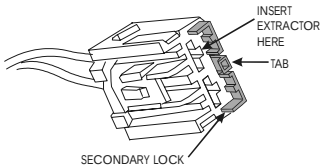
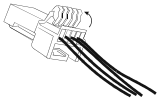
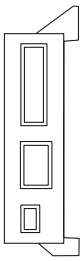
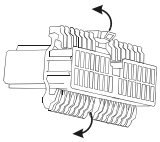
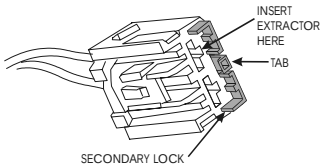
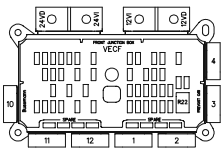
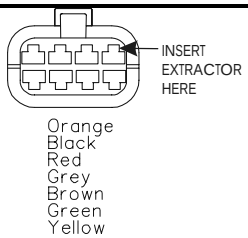


FIGURE 3: MULTIPLEX MODULE CONNECTORS PIN-OUT

Multiplex modules	Connector type	Terminal removal

 IO-B	 AMP	EXTRACTOR/TOOL: Prevost #683594 Insert the extractor on the front of the connector. Remove the terminal by disengaging the flexib le lock tabs on the terminal. Gently remove the terminal from the connector by pulling on the wire.
	 grey **YAZAKI**	EXTRACTOR/TOOL: Packard #12094430 or small flat blade screwdriver Using a small flat blade screwdriver, pull up the secondary lock tab and then pull out the secondary lock partially. Insert the extractor over the terminal cavity to lift the connector housing plastic primary lock. Gently remove the terminal from the connector by pulling on the wire.
	 green **JAE**	EXTRACTOR/TOOL: Prevost #683766 Using a small flat blade screw driver, open the hinged secondary lock. Insert the extractor on the front of the connector, over the terminal cavity. Remove the term inal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.
 IO-A	 green, blue (CECM) **JAE**	EXTRACTOR/TOOL: Prevost #683766 Using a small flat blade screw driver, open both hinged secondary locks. Insert the ex tractor on the front of the connector, over the terminal cavity. Remove the term inal by disengaging the flexible lock tab on the terminal. Gently remove the terminal from the connector by pulling on the wire.
	 grey **YAZAKI**	See above
	 green **JAE**	See above
 VECF	 Orange Black Red Grey Brown Green Yellow **BUSSMAN**	EXTRACTOR/TOOL: Prevost #682256 (Packard 12094429) Remove the terminal by disengaging the flexible lock tab on the terminal. Gently remove the term inal from the connector by pulling on the wire.

2. H3 SERIES VEHICLES ELECTRICAL COMPARTMENTS

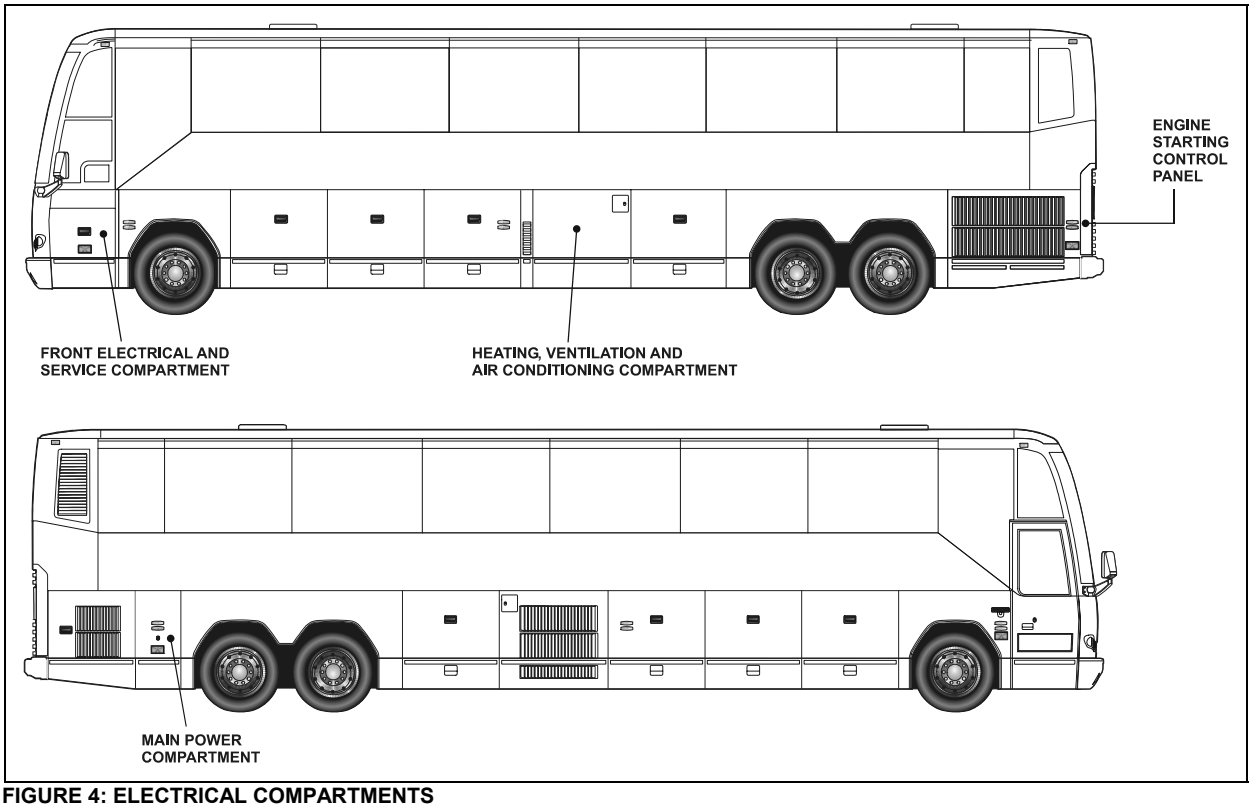


FIGURE 4: ELECTRICAL COMPARTMENTS

2.1 MAINTENANCE

A Cortec VCI-238 corrosion inhibitor has been sprayed in all electrical compartments to protect components from corrosion. The life expectancy of this product is five years, so it is recommended to reapply it every five years. It is also recommended to spray it on new components when added or replaced.

⚠ WARNING ⚠

Use VCI-238 in a well ventilated area. Do not smoke. Avoid prolonged contact with skin and breathing of spray mist. Harmful or fatal if swallowed. Do not induce vomiting. Call physician immediately.

⚠ CAUTION ⚠

Never put grease, Cortec VCI-238 or other product on the multiplex modules connector terminals.

2.2 MAIN POWER COMPARTMENT

The main power compartment is located on rear R.H. side of vehicle behind the rear wheelhousing. This compartment contains the following components (Figure 6 & Figure 5):

- Four 12-volt batteries;
- Main circuit breakers for 12-volt and 24-volt electrical system;
- Voltage regulator (if applicable);
- Battery equalizer;
- Battery Charger (optional);
- Battery master relay (R1) & battery master switch;
- ECU (Electronic Control Unit) for Allison World Transmission or ZF-Astronic transmission;
- Secondary circuit breakers;
- Relays;
- Rear fuse box known as VECR (Vehicle Electrical Center Rear);
- Multiplex modules: I/O-A, I/O-B;
- Electronic ground stud.

Main Power Compartment (coaches)			
Multiplex Modules			
A49	I/O-A	A52	I/O-B
A50	I/O-B	A53	I/O-B
A51	I/O-B		
Relays			
R1	Master relay	R14	Reading lamps

R3	12V IGN & A/C	R15	Option
R6	Fluorescent (direct lighting)	R17	12V Rr w ake-up mode
R8	Service brakes	R21	Emergency cut-out
R13	Fluorescent (indirect lighting)	R25	Option

Fuses

F50	Pre-heating	F69	Overhead storage compartment lighting RH & LH
F51	Pre-heating	F70	Free/customer
F52	Spare fuse	F71	Spare fuse
F53	A54 multiplex module	F72	A50 multiplex module
F54	Free/customer	F73	Spare fuse
F55	Center aisle fluorescent & emergency lighting	F74	ECM engine IGN
F56	Fluorescent (indirect lighting)	F75	ECU trans IGN
F57	Fluorescent (indirect lighting)	F76	Free/customer
F58	Fluorescent (direct lighting)	F77	ECU transmission wake-up
F59	Fluorescent (direct lighting)	F78	ECM engine wake-up
F60	Reading lamps RH	F79	ECM engine wake-up
F61	Reading lamps RH	F80	A51 multiplex module
F62	Lavatory night light	F81	Alternators excitation resistor
F63	Pre-heater	F85	Spare fuse
F64	Wheelchair lift	F86	Spare fuse
F65	Multiplex modules main power compartment	F87	Spare fuse
F66	Radiator fan clutch	F88	Spare fuse
F67	A54 multiplex module	F89	Spare fuse
F68	A54 multiplex module		

Resistors

RES13	Excit. res. ALT-1	RES14	Excit. res. ALT-2

Diodes

D6	Master relay	D31	A/C compressor clutch
D8	Passenger liquid valve	D33	Toilet flush pump
D15	Wake-up mode	D36	Radiator fan clutch 2
D28	A/C compressor unloader RH	D37	Radiator fan clutch 1
D29	A/C compressor unloader LH	DXX	Not used

Main Power Compartment (VIP)

Multiplex Modules

A49	I/O-A	A52	I/O-B
A50	I/O-B	A53	I/O-B
A51	I/O-B		

Relays

R1	24V Master relay	R30	24V Door lock LH
R3	12V IGN & A/C	R31	24V Door lock RH
R17	12V Rr wake-up mode	R32	24V Door unlock LH
R21	24V Emergency cut-out	R33	24V Door unlock RH
R25	24V ECM ignition	CH57	Slide-out Trans inhibit

Fuses

F50	Regulator	F69	Service brake relay
F51	Awning window	F70	Customer 24VI
F52	Luggage doors lock relay	F71	Battery cmpt lighting
F53	Refrigerant fill up valve	F72	PWR A50 multiplex module
F54	Customer 24VD	F73	Spare fuse
F55	Spare	F74	ECM engine IGN
F56	Spare	F75	ECU trans IGN
F57	Spare	F76	Ccustomer12VI
F58	Spare	F77	ECU transmission wake-up
F59	Spare	F78	ECM engine wake-up
F60	Luggage door locks	F79	ECM engine wake-up
F61	Luggage door locks	F80	PWR A51 multiplex module
F62	Spare	F81	Alternators excitation resistor
F63	Prime pump	F85	Spare fuse
F64	Spare	F86	Spare fuse
F65	PWR MUX modules main power cmpt	F87	Trailer PWR
F66	Radiator fan clutch	F88	Backup camera
F67	PWR A54 multiplex module	F89	Spare fuse
F68	PWR A54 multiplex module		

Resistors

RES13	Excit. res. ALT-1	RES14	Excit. res. ALT-2

Diodes

D6	Master relay	D31	A/C compressor clutch
D15	Wake-up mode	D36	Radiator fan clutch 2
D28	A/C compressor unloader RH	D37	Radiator fan clutch 1
D29	A/C compressor unloader LH	D62	Engine door switch

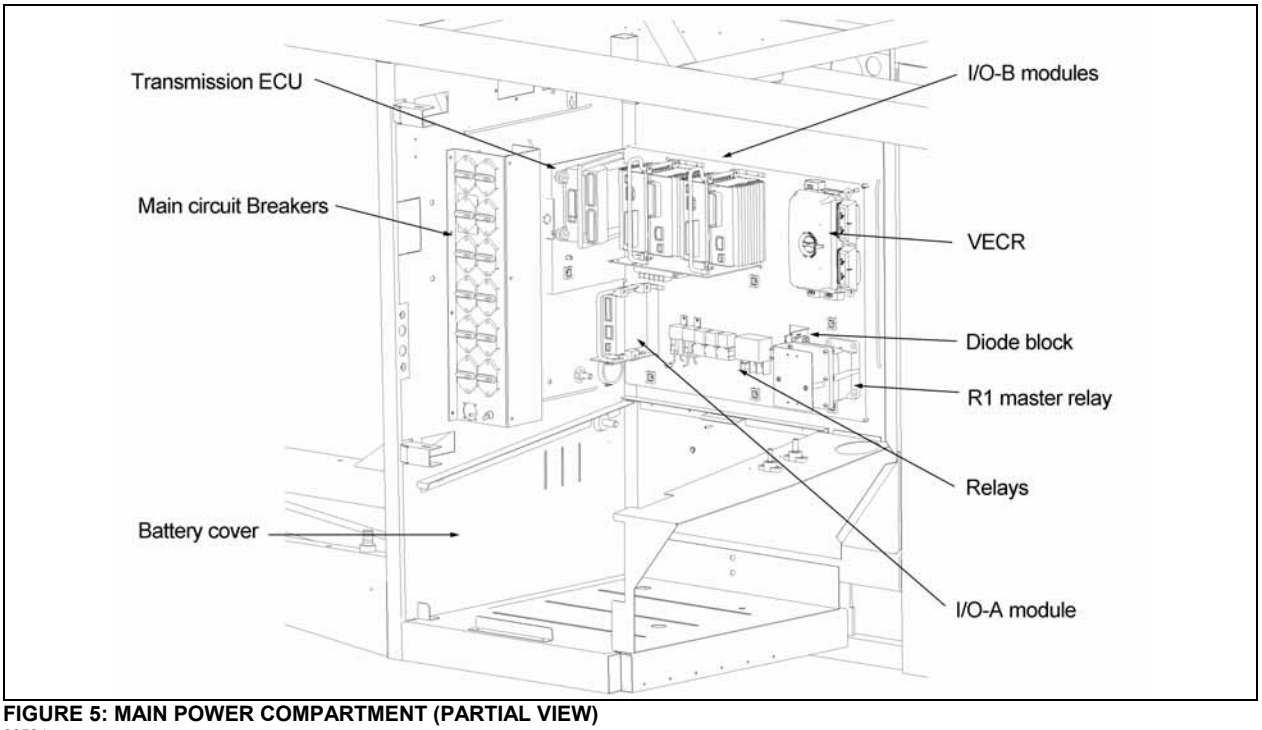


FIGURE 5: MAIN POWER COMPARTMENT (PARTIAL VIEW)
06594

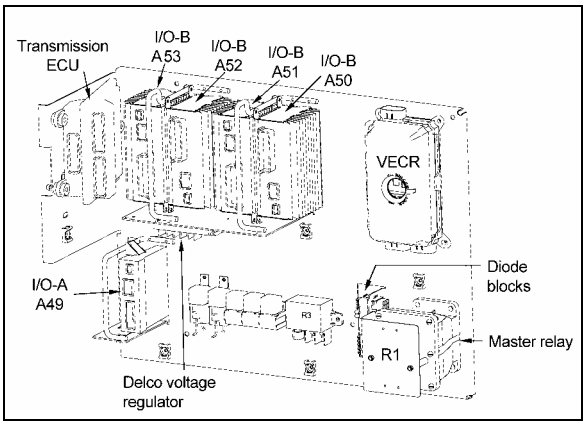


FIGURE 6 : MAIN POWER COMPARTMENT 06598

2.2.1 Battery Charger Or In-Station Lighting Connector

The vehicle may be equipped with a battery charger or in-station lighting connector. When it is connected to an external 110-120 VAC power source, the in-station lighting circuit can be energized without depleting the batteries. The receptacle is usually located on the main power compartment door or engine compartment R.H. side door.

2.3 FRONT ELECTRICAL AND SERVICE COMPARTMENT

The front electrical and service compartment is located on front L.H. side of vehicle. It contains the front junction panel with the following components (Figure 7).

- o Resistors;
- o ABS module;
- o Fuses;
- o Relays;
- o Kneeling audible alarm;
- o Front multiplex modules;
- o Front fuse box known as VECF (Vehicle Electrical Center Front);
- o Emergency door opening unlock valve (coaches only);
- o Windshield washer reservoir;
- o Reclining bumper opening handle;
- o Accessories air tank purge valve;
- o Accessories system fill valve;
- o Spare wheel support and rail (coaches only);
- o Keyless entry system module (VIP only).

Front Electrical & Service Compartment (coaches)			
Multiplex Modules			
MASTER	Interface	A43	I/O-A

ID			
ABS-ECU	ABS system 12 volts	A44	I/O-B
CECM	Multiplex chassis electronic control module	A45	I/O-B
A41	I/O-A	A46	I/O-B
A42	I/O-A		

Relays			
R18	Wake-up mode	R22	Engine brake
R19	Wake-up mode	R24	Upper windshield wipers

Fuses			
F1	Multiplex CECM module	F23	Intercom
F2	Front start main switch	F24	Mirror
F3	Pre-heating & driver liquid solenoid valve	F25	Back-up camera
F4	Wireless microphone	F26	Spare fuse
F5	Wake-up mode relay 24 volts	F27	Free/customer
F6	Free/customer	F28	Driver power window
F7	ABS & pre-heating control	F29	Instrument cluster & data reader
F8	Air horn	F30	Cigarette lighter & 12-volt accessory outlet
F9	Spare fuse	F31	Keyless entry module
F10	Spare fuse	F32	Spare fuse
F11	Sun visor	F33	Wake-up mode relay 12 volts
F12	power A41 multiplex module	F34	Wake-up mode relay 12 volts
F13	power A41 multiplex module	F35	12-volt accessory outlet
F14	Free/customer	F36	HVAC & telltale panel
F15	ABS brake system	F37	Spare fuse
F16	Defroster unit	F38	Spare fuse
F17	Destination sign	F39	Spare fuse
F18	Upper windshield defroster	F40	Spare fuse
F19	Pro Driver	F41	Spare fuse
F20	Dashboard rocker switch red LED	F82	Lower windshield wipers
F21	A44 multiplex module	F83	Sound system
F22	ABS brake system	F84	Free/customer

Diodes			
D1	Accessories	D21	Service brake
D44	Ignition	D22	Service brake
DXX	Not used		

Front Electrical & Service Compartment (VIP)			
Multiplex Modules			
MASTER ID	Interface	A43	I/O-A
ABS-ECU	ABS system 12 volts	A44	I/O-B
CECM	Multiplex chassis electronic control module	A45	I/O-B
A41	I/O-A	A46	I/O-B
A42	I/O-A		

Relays			
R18	24V Wake-up mode	R22	Engine brake
R19	12V Wake-up mode	R24	Upper windshield wipers

Fuses			
F1	PWR CECM module	F23	ABS brake system
F2	Front start main switch	F24	Mirror
F3	Driver liquid solenoid valve	F25	Spare fuse
F4	Spare fuse	F26	Spare fuse
F5	Wake-up mode relay 24 volts	F27	Customer
F6	Customer	F28	Driver power window
F7	Spare fuse	F29	Instrument cluster & data reader
F8	Multi function switch	F30	Cigarette lighter & 12-volt accessory outlet
F9	Auxiliary unit fan	F31	Keyless entry module
F10	Pneumatic cut-out solenoid	F32	Driver seat
F11	Sun visor	F33	Wake-up mode relay 12 volts
F12	PWR MUX modules	F34	Wake-up mode relay 12 volts
F13	PWR MUX modules	F35	12-volt accessory outlet
F14	Customer	F36	HVAC module & telltale panel
F15	Engine brake relay R22	F37	Spare fuse
F16	Defroster unit	F38	Spare fuse
F17	Level low	F39	Spare fuse
F18	Upper windshield wiper	F40	Spare fuse
F19	Keyless module	F41	Spare fuse
F20	Dashboard rocker switch red LED	F82	Lower windshield wipers
F21	PWR A44 multiplex module	F83	Spare fuse
F22	ZF steering control	F84	Customer

Diodes			
D1	Accessories	D13	ABS
D2	Driver unit liquid solenoid valve	D22	Service brake
D12	Engine brake	D44	ignition

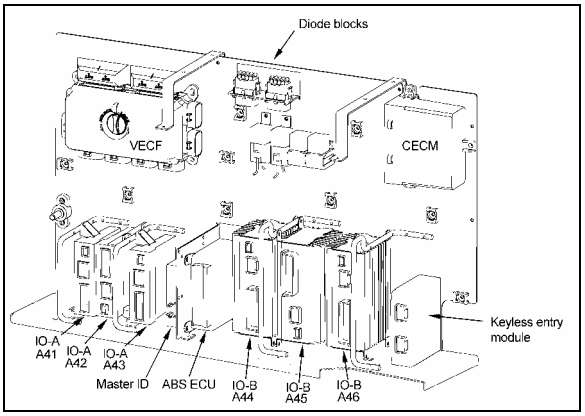


FIGURE 7: FRONT ELECT. & SERVICE COMPA RTMENT 06595

2.4 ENGINE REAR START PANEL

This control panel is located in the R.H. side of engine compartment near the engine oil reserve tank. This control panel includes the engine starter selector switch, as well as the rear start push button switch to start engine from engine compartment.

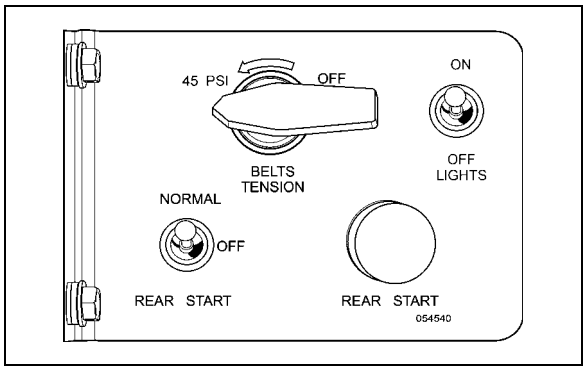


FIGURE 8: ENGINE REAR START PANEL 01044

2.5 A/C AND HEATING CONTROLS

The following components are located in the main power compartment (Figure 5).

Main Power Compartment			
Diodes (HVAC)			
D8	Passenger liquid valve (Central HVAC System)	D31	A/C compressor clutch (Central HVAC System)
D28	A/C compressor unloader R.H	D65	Small A/C compressor clutch (VIP)
D29	A/C compressor unloader L.H		

The following components are located in the front electrical and service compartment (Figure 7).

Front Electrical & Service Compartment

Fuses & Diode (HVAC)			
F3	Pre-heating & driver liquid solenoid valve	F18	Upper windshield defroster
F9	Auxiliary unit fan	F36	HVAC & telltale panel
F16	Defroster unit	D2	Driver unit liquid solenoid valve (VIP)

The following components are located in the Evaporator Compartment (HVAC). They are mounted on a panel located on the R.H. side wall when facing the compartment (Figure 9).

Evaporator Compartment			
Multiplex Module			
A54	I/O-B		
Relays			
R9	24V Condenser fan R.H	R20	Water pump
R10	24V Condenser fan L.H	R26	Pre-heating
R12	24V Evaporator fan		
Diodes			
D9	Pre-heating	D19	Baggage compartment -2
D10	Pre-heating	D20	Baggage compartment -1
D16	Baggage compartment -3	DXX	Not used
D17	Baggage compartment -5		

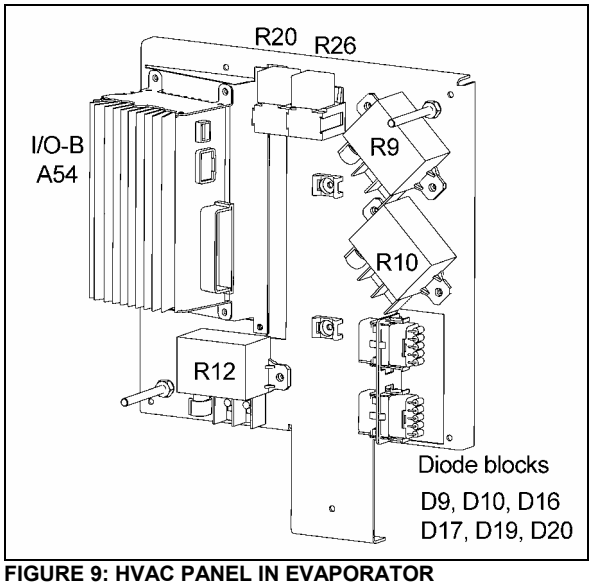


FIGURE 9: HVAC PANEL IN EVAPORATOR COMPARTMENT 06596

Each relay or resistor is identified to facilitate its location (Figure 9).

NOTE

It is important when checking the A/C and heating system to keep the condenser compartment door closed in order to avoid faulty readings.

2.6 PNEUMATIC ACCESSORY PANEL

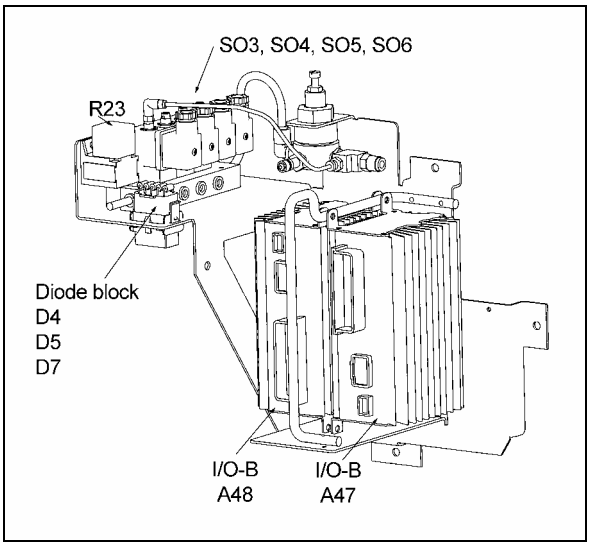


FIGURE 10 : PNEUMATIC ACCESSORY PANEL 06597

Pneumatic Accessory Panel Inside Right Console (coaches)			
Multiplex Modules			
A47	I/O-B	A48	I/O-B
Relays			
R23	Lower windshield wipers		
Solenoids			
SO3	Door unlock solenoid valve	SO5	Door opening solenoid valve (coaches)
SO4	Door unlock solenoid valve	SO6	Door closing solenoid valve (coaches)
Diodes			
D4	Lower windshield wipers speed 2	D56	Entrance door switch (VIP)
D5	Lower windshield wipers speed 1	D66	Water pump (VIP)
D7	Entrance door (coaches)	D73	Entrance door hinge switch

To access the pneumatic accessory panel of the right console, remove the panel under the larger utility compartment at the right of the dashboard.

3. BATTERIES

The vehicle is provided with four (4) maintenance-free 12-volt heavy-duty batteries connected in series-parallel (Figure 11 & Figure 12). The top-mounted negative and positive terminals are tightly sealed to prevent leaks. Water never needs to be added to this type of battery. There are no filler caps in the cover. The battery is sealed, except for small vent holes in the cover. The vents mu st not be restricted as they allow small amounts of gases produced in the battery to escape. The special chemical composition inside the battery reduces gassing to a very small amount at normal charging voltages. Besides reducing gassing, the special chemistry greatly reduces the possibility of overcharge damage.

The vents require keeping the battery in an upright position to prevent electrolyte leakage. Tipping the battery beyond a 45° angle in any direction can allow a small amount of electrolyte to leak out of the vent holes.

⚠ WARNING ⚠

DO NOT tip battery by more than 45° when carrying or installing the battery.

NOTE

Evidence of electrolyte leakage does not necessarily mean the battery is defective.

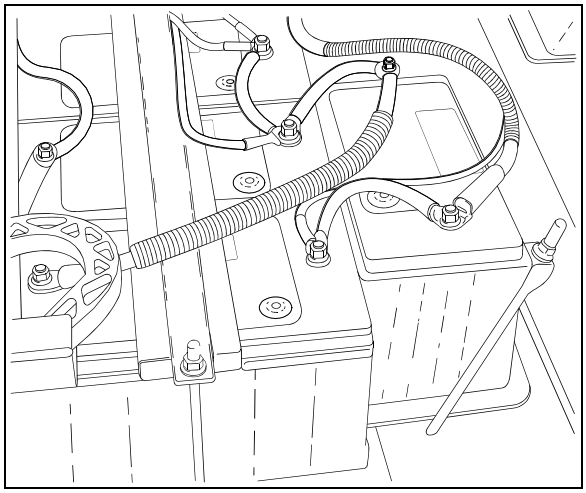


FIGURE 11: BATTERIES 06343

With special cables properly attached to the batteries, the metal surfaces that carry the current are completely sealed from the atmosphere. This prevent s terminal oxidation and corrosion that may cause starting and charging problems. If new cables are required, sealed terminal cable replacements should be used to retain the reliability of the original maintenance-free connections.

⚠ WARNING ⚠

All lead-acid batteries generate hy drogen gas, which is highly flammable. If ignited by a spark or flame, the gas may explode violently, causing spraying of acid, fragmentation of the battery , which may result in severe personal injuries. Wear safety glasses and do not smoke when working near batteries. In case of contact with acid, flush immediately with water.

The battery has four (4) major functions:

1. Providing a source of current for starting the engine.
2. Stabilizing the voltage in the electrical system.
3. Supplying current for a limited time, when electrical demands of the equipment exceed the power output of the alternator.
4. Providing a limited source of power for connected accessories, when the engine is not running.

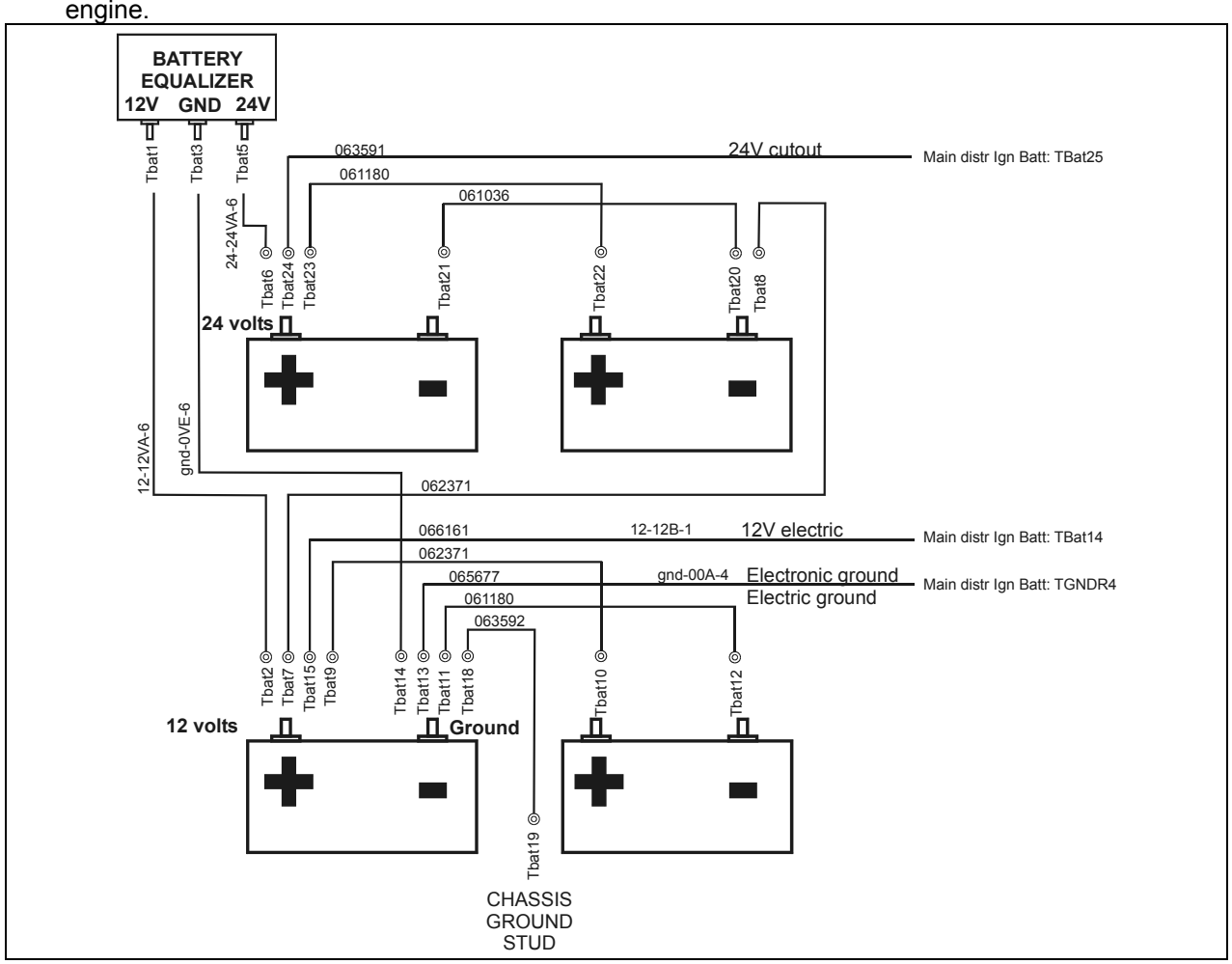


FIGURE 12: BATTERY CONNECTIONS

3.1 BATTERY DISCHARGE PROTECTION

To prevent discharge of the batteries when the engine in not running, some functions are automatically switched off if the batteries voltage drops below 24 volts for more than 30 seconds. The "BAT" telltale light blinks while this protection mode is active. Set the ignition key to the OFF position and then turn the ignition key to the ON position to reactivate the functions for a period of 30 seconds before they switch off again. If a prolonged use of the functions with the engine not running is necessary, connect the battery to a charger.

3.2 MAIN BATTERY RELAYS

Main battery relays (12 V. and 24 V.) are provided for this vehicle. The relays are located in the main power compartment. The 24-volt battery relay engages when ignition key is in the ON or ACC position and battery master switch is flipped ON.

When the main battery relays are turned to the *OFF* position, all electrical supply from the batteries is cut off, with the exception of the following items.

- o Battery equalizer check module;
- o ECM;
- o ECU power (World transmission);
- o Preheater electronic timer;
- o Preheater and water recirculating pump;
- o Sedan entrance door;
- o Radio memory;
- o CECM;
- o Cluster memory.

3.3 BATTERY REMOVAL AND INSTALLATION

1. Remove the two screws at the bottom of the plastic protective cover. Unscrew the two quarter turn nuts to remove the protective cover.
2. Remove supports. Unscrew terminal nuts of each defective battery.

NOTE

Main battery relays should be in the "Off" position before disconnecting cables from the batteries.

3. Remove battery cables from the batteries.

NOTE

When the battery cables have been removed from the batteries, wrap the battery terminals and cable ends with electric tape to prevent accidental grounding. The ground cables should always be disconnected first and replaced last.

4. Remove batteries.
5. Installation is the reverse of removal.

NOTE

In replacing batteries, only batteries of the same specification should be used. Refer to "Specifications" at the end of this section for further details.

NOTE

When reinstalling batteries, battery connections must be tightened to 10-15 lbf-ft (13-20) Nm) and the nut on top of sliding tray to 4 lbf-ft (5-6 Nm). A torque wrench is required to ensure an accurate tightening torque.

⚠ CAUTION ⚠

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

⚠ CAUTION ⚠

After reinstalling battery terminals, apply protective coating (Nyogel grease). Do not use Cortec VCI-238.

⚠ WARNING ⚠

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

NOTE

A protective silicone free, coating should be applied on all power connections that have been disconnected. We recommend the use of Cortec VCI-238 (Prevost #682460) on all electrical connections.

3.4 BATTERY RATING

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

- o Reserve capacity: 195 minutes
- o Cold cranking (amps): 950 @ 0°F (-18°C)
- o Cold cranking (amps): 745 @ -20°F (-29°C)
- o Weight (filled): 59 lb (26,7 kg)

The reserve capacity is defined as the number of minutes a new, fully charged battery at 80°F (26,6°C) can be discharged at 25 amperes and maintain a minimum of 1.75 volts per cell (10.5 volts total for one 12-volt battery). This rating can be used as a basis for determining how long a vehicle might run after an alternator failure.

The cold cranking rating is defined as the minimum discharge current a battery will deliver

in amperes for 30 seconds at 0 F (-18 C) while maintaining a minimum of 1.2 volts per cell (7.2 volts total for one 12-volt battery). This rating can be used as a basis for comparing starting performance.

3.5 BATTERY TESTING

The maintenance-free battery has a strong ability to withstand the damaging effects of overcharge. The test indicator in the cover is used only to determine if the battery can be tested in case of a cranking problem.

The test indicator in the battery cover is to be used with accepted diagnostic procedures only. It must not be used to determine if the battery is good or bad, charged or discharged. The test indicator is a built-in hydrometer in one cell that provides visual information for battery testing (Figure 13).

It is important when observing the test indicator, that the battery be relatively level and has a clean indicator top to see the correct indication. Some lighting may be required in poorly lit areas. Under normal operation, two indications can be observed.

Green Dot Visible

Any green appearance is interpreted as a *"green dot"*, and the battery is ready for testing. On rare occasions, following prolonged cranking, the green dot may still be visible when the battery is obviously discharged. Should this occur, charge the battery as described under *"Charging Procedure"* in *"Battery Charging"* later in this section.

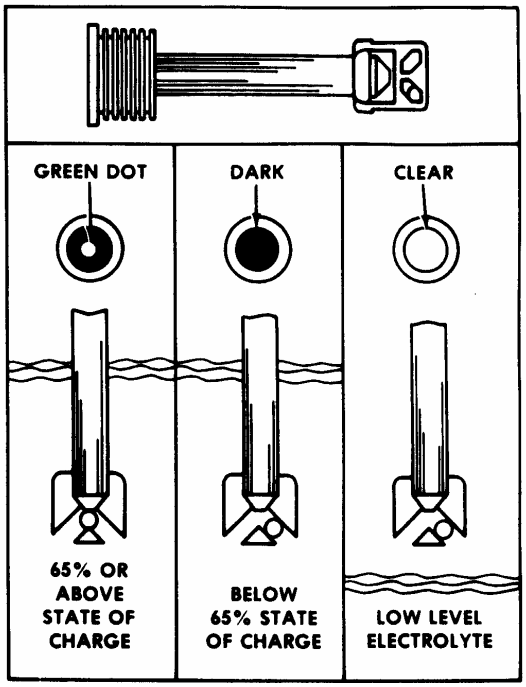


FIGURE 13: TEST INDICATOR 06096

Dark - Green Dot Not Visible

If there is difficulty cranking the engine, the battery should be tested as described in this section. On rare occasions, the test indicator may turn light yellow. In this case, the integral charging system should be checked. Normally, the battery is capable of further service; however, if difficult start has been reported, replace the battery. **DO NOT CHARGE, TEST, OR JUMP-START.**

3.5.1 Visual Inspection

1. Check the outside of the battery for a broken or cracked cover or case that could permit loss of electrolyte. If obvious physical damage is noted, replace the battery.

2. Check for loose terminal posts, cable connections, damaged cables, and for evidence of corrosion. Correct conditions as required before proceeding with tests.

3.5.2 Removing Surface Charge

Disconnect cables from the battery and attach alligator clamps to the contact lead pad on the battery as shown in Figure 15. Connect a 300 ampere load across the terminal for 15 seconds to remove surface charge from the battery.

3.5.3 Load Test

This test is one means of checking the battery to determine its ability to function as required in the vehicle.

To make this test, use test equipment that will withstand a heavy electrical load from the battery, such as a carbon pile resistor or other suitable means.

1. Connect a voltmeter, ammeter, and a variable load resistance as illustrated in Figure 13.

⚠ CAUTION ⚠

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

2. Apply a 290 amperes load to the battery for 15 seconds.
3. With an ammeter reading specified load, read voltage. The voltage should be at least 9.6 volts. Disconnect the load. If the voltmeter indicates 9.6 volts or more, the battery is good. If the voltmeter reading is less than 9.6 volts, replace the battery. This voltage is to be used for battery ambient temperatures of 70ºF (21ºC) and above. For temperatures below 70ºF (21ºC), refer to the following *"Voltage and Temperature Chart"*.

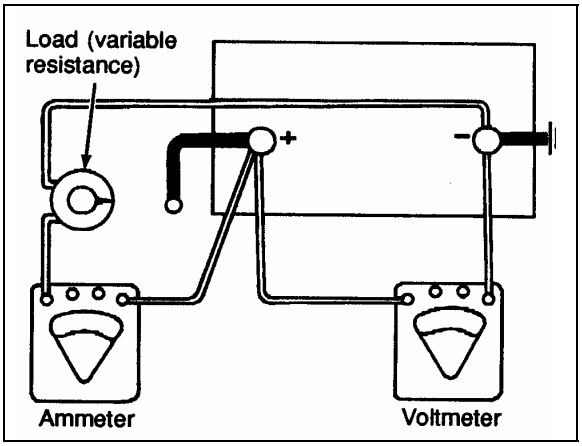


FIGURE 14: LOAD TEST 06064

NOTE

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

Voltage and Temperature Chart

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

3.5.4 Testing Battery Cables

Check all cable ring terminals and connections to determine if they are in good condition. Excessive resistance, generally caused by poor connections, produces an abnormal voltage drop which may lower voltage at the starter to such a low value that normal operation of the starter will not be obtained. An abnormal voltage drop can be detected with a low-reading voltmeter as follows:

⚠ WARNING ⚠

To prevent the engine from starting, remove fuses F78 & F79 located in the VECR. Once these tests are completed, reinstall F78 & F79.

1. Check voltage drop between grounded (negative) battery terminal and vehicle frame by placing one prod of the voltmeter on the battery terminal and the other on a good ground (unpainted surface) on the vehicle. With the starter cranking the engine at a temperature of 70ºF (21ºC), voltage reading should be less than 0.3 volt. If the voltage reading exceeds 0.3 volt, there is excessive resistance in this circuit.
2. Check voltage drop between the positive battery terminal and the starter positive terminal stud while the starter motor is operated. If the reading is more than 2.5 volts, there is excessive resistance in this circuit.

NOTE

If it is necessary to extend the voltmeter lead for this test, use a #16 (AWG) or larger wire.

3. Check voltage drop between the starter housing and a good ground on the vehicle. The reading should be less than 0.2 volt.

⚠ WARNING ⚠

Any procedure other than the follow ing could cause personal injury or damages to the charging system resulting from battery explosion or electrical burns.

Wear adequate eye protection w hen working on or near the batteries. Ensure that metal tools or jumper cables do not contact the positiv e battery terminal (or a metal surface in contact w ith it) as a short circuit will result. Do not attempt to jump start a vehicle suspected of hav ing a frozen battery because the battery may rupture or explode. Both the booster and discharged batteries must be treated carefully when using jumper cables. Follow exactly the procedure outlined later in this section, being careful not to cause sparks.

3.6 BATTERY CHARGING

⚠ WARNING ⚠

During charging of the batteries, an explosive gas mixture forms in each cell. Part of this gas escapes through the v ent holes and may form an explosiv e atmosphere around the battery itself if ventilation is poor. This explosive gas may remain in or around the battery for several hours after it has been charged. Sparks or flames can ignite this gas causing an internal explosion, w hich may shatter the battery.

Do not smoke near a battery which is being charged or w hich has been recently charged.

Do not break liv e circuits at battery terminals because a spark usually occurs at the point w here a liv e circuit is broken. Care must always be taken w hen connecting or disconnecting booster leads or cable clamps on chargers. Poor connections are a common cause of electric arcs, which cause explosions.

⚠ CAUTION ⚠

The electrical system on this v ehicle is negative ground. Installing the batteries with the positiv e terminals grounded or incorrect use of the booster battery and jumper cables will result in serious damage to the alternator, batteries and battery cables.

The batteries used on this vehicle can be charged either on or off the vehicle; however, when they are removed from the vehicle, it is recommended that an adapter kit, which is available from any "A/C DELCO" dealer, be used in charging sealed-terminal batteries. Use the booster block to charge the batteries when they are left on vehicle and **make sure that the main battery disconnect switch is set to the *"On"* position.**

The alligator clamps of the tester or charger must be placed between the terminal nuts and the lead pads of the terminal studs (Figure 15) after the vehicle cables are detached. The alligator clamps should make firm contact with the lead pads.

Note: *If this connection cannot be made because of the alligator clamp design, the load value for testing must be reduced from 290 to 260 amperes.*

On rare occasions, such as those that occur following prolonged cranking, the green dot in the test indicator may still be visible when the battery is obviously discharged. Should this occur, a boost charge of 20 amperes-hour is recommended. Under normal operating conditions, do not charge the battery if the green dot is visible. The battery should never be charged if the test indicator (hydrometer) is clear or light yellow. If this occurs, replace the battery.

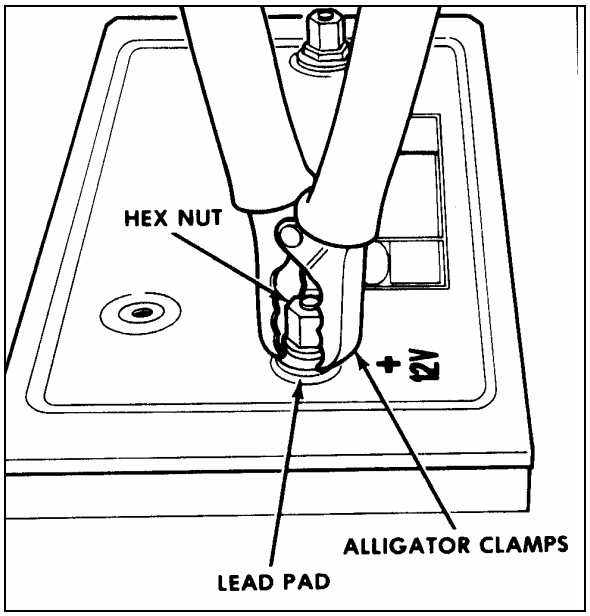


FIGURE 15: ALLIGATOR CLAMPS AND BATTERY 06065

A charge rate between 3 and 50 amperes is generally satisfactory for any maintenance-free battery as long as spewing out of electrolyte does not occur or the battery does not feel excessively hot (over 125ºF (52ºC)). If spewing out or violent gassing of electrolyte occurs or battery temperature exceeds 125ºF (52ºC), the charging rate must be reduced or temporarily stopped to allow cooling and to avoid damaging the battery.

Battery temperature can be estimated by touching or feeling the battery case. The battery is sufficiently charged when the green dot in the built-in hydrometer is visible. No further charging is required. Shake or t ilt the battery at hourly intervals during charging to mix the electrolyte and see if the green dot appears.

⚠ WARNING ⚠

Always turn off the charger before connecting or disconnecting to a battery.

NOTE

The charge rate must be doubled when the batteries are charged by the booster block, because of the series-parallel circuit.

Battery charging consists of a charge current in amperes for a period of time in hours. Thus, a 25 ampere charging rate for 2 hours would be a 50 ampere-hour charge to the battery. Most batteries, whose load test values are greater than 200 amperes, will have the green dot visible after at least a 75 ampere-hour charge. In the event that the green dot does not appear, replace the battery.

3.6.1 Battery Charging Guide

Fast Charging Rate

3-3/4 hours @ 20 amps

2-1/2 hours @ 30 amps

2 hours @ 40 amps

1-1/2 hours @ 50 amps

Slow Charging Rate

15 hours @ 5 amps

7-1/2 hours @ 10 amps

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

Size of Battery

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

Temperature

For example, a longer time will be needed to charge any battery at 0°F (-18°C) than at 80 °F (27°C). When a fast charger is connected to a cold battery, the current accepted by the battery will be very low at first, and then in time, the battery will accept a higher rate as it warms.

State of Charge

For example, a completely discharged battery requires more than twice as much charge than a half-charged battery. Since the electrolyte is nearly pure water and a poor conductor in a completely discharged battery, the current accepted is very low at first. Later, as the charging current causes the electrolyte acid content to increase, the charging current will likewise increase.

Charger Capacity

For example, a charger which can supply only 5 amperes will require a much longer period of charging than a charger that can supply 30 amperes or more.

3.6.2 Emergency Jump Starting With Auxiliary (Booster) Battery

⚠ WARNING ⚠

Off-board battery charger w ith a start boost facility must not be used to jump start the v ehicle. This could damage the electrical system. Do not jump start vehicles equipped w ith maintenance-free batteries if the test indicator is light yellow.

Both booster and discharged batteries should be treated carefully when using jumper cables. A vehicle with a discharged battery may be started by using energy from a booster battery or the battery from another vehicle.

⚠ WARNING ⚠

Jump starting may be dangerous and should be attempted only if the follow ing conditions are met:

The booster battery or the battery in the other vehicle must be of the same voltage as the

battery in the vehicle being started, and must be negative grounded.

If the booster battery is a sealed-type battery without filler openings or caps, its test indicator must be dark or a green dot must be visible. Do not attempt jump starting if the test indicator of the booster battery or the discharged battery has a light or bright center.

⚠ WARNING ⚠

Follow the procedure exactly as outlined hereafter. Avoid making sparks.

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

Apply parking brake and place the transmission shift lever or push-button pads in Neutral (N) position in both vehicles. Turn off lights, heater and other electrical loads. Observe the charge indicator. If the indicator in the discharged battery is illuminated, replace the battery. **Do not** attempt jump starting when indicator is illuminated. If the test indicator is dark and has a green dot in the center, failure to start is not due to a discharged battery and the cranking system should be checked. If charge indicator is dark but the green dot does not appear in center, proceed as follows:

1. Connect one end of one red jumper cable to the positive (+) terminal of the booster power source and the other end to the positive (+) post of the booster power block, located in the engine R.H. side compartment.

2. Connect one end of the remaining negative jumper cable (black) to the negative (-) terminal of the booster power source, and the other end of the black jumper cable to the negative (-) post of the booster power block.

3. Make sure the clips from one cable do not inadvertently touch t he clips on the other cable. Do not lean over the battery when making connections. The ground connection must provide good electrical conductivity and current carrying capacity.

4. Start the engine in the vehicle that is providing the jump start. Let the engine run for a few minutes, then start the engine in the vehicle that has the discharged batteries.

5. When removing the jumper cables, perform the above procedure exactly in reverse order, and replace protective caps on booster block terminals.

⚠ WARNING ⚠

Any procedure other than the abov e could result in personal injury , property damage due to battery explosion, or damage to the charging system of the booster v ehicle or of the boosted vehicle.

NOTE

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

3.7 CLEANING AND INSPECTION

The external condition of the battery and the battery cables should be checked periodically. The top of the battery should be kept clean and the battery hold-down clamp bolts should be kept properly tightened. For best results when cleaning the battery, wash first with a diluted solution of ammonia or soda to neutralize any acid present, then wash out with clean water. The battery hold-down bolts should be kept tight enough to prevent the batteries from moving, but they should not be tight ened to the point that excessive strain is placed on the battery hold-down cover (proper tightening torque: 45-55 lbf-in (5-6 Nm).

To insure good contact, the battery cable ring terminals should be tight on the battery posts. If the posts or cable ring terminals are corroded, the cables should be disconnected and the posts and clamps cleaned separately with a soda solution and a wire brush. Install cable ring terminals on battery posts and tighten to a torque of 10-15 lbf-ft (13-20 Nm). Replace protective caps to prevent corrosion and sparks.

3.8 COMMON CAUSES OF BATTERY FAILURE

When a battery fails, the cause of failure may be related to something other than the battery. For this reason, when a battery failure occurs, do not be satisfied with merely recharging or replacing the battery. Locate and correct the cause of the failure to prevent recurrence. Some common external causes of battery failure are as follows:

1. A defect in charging system such as high resistance or a faulty alternator or regulator.

2. A malfunction within the 12-volt system (equalizer).
3. Overloads caused by a defective starter or excessive use of accessories.
4. Dirt and electrolyte on top of the batteries causing a constant drain.
5. Hardened battery plates, due to battery being in a low state of charge over a long period of time.
6. Shorted cells, loss of active material from plates.
7. Driving conditions or requirements under which the vehicle is driven for short periods of time.
8. A constant drain caused by a shorted circuit such as an exposed wire or water infiltration in junction boxes causing ground fault.
9. Extended operation of preheating system with engine not running.
10. Failing to close disconnect switches during the night.

3.9 TROUBLESHOOTING

If a battery is known to be good and then has not performed satisfactorily in service for no apparent reason, the following factors may reveal the cause of trouble:

1. Vehicle accessories and disconnect switches inadvertently left on overnight.
2. Defects in the charging system, such as high wiring resistance, faulty alternator, regulator or battery equalizer.
3. A vehicle electrical load exceeding the alternator (or battery equalizer) capacity, with the addition of electrical devices, such as CB radio equipment, a cellular phone or additional lighting systems.
4. Defects in the electrical system, such as shorted or pinched wires.
5. Extended driving at slow speed while using many accessories.
6. Loose or poor battery cable-to-post connections, previous improper charging of a run-down battery or loose hold-down clamp bolts.
7. High-resistance connections or defects in the cranking system.

3.10 "BAT" BATTERY VOLTAGE INCORRECT TELLTALE LIGHT

If the "BAT" (battery voltage incorrect) telltale light is illuminated, check the 24-volt voltmeter to determine if the battery voltage is too high or too low.

NOTE
According to the battery charging condition, it is normal that "BAT" telltale light illuminates upon starting the engine and stays illuminated for a few seconds. This is caused by the normal voltage drop of the battery during starting.

3.10.1 "Bat" Telltale Light Definitions

Voltmeter drops below 24 volts dc

- o Check alternator output.
- o Check voltage regulator.
- o Check battery connections.
- o Check battery cells.
- o Check battery equalizer connections.

Voltmeter exceeds 30 volts dc

- o Check alternator output.
- o Check voltage regulator.
- o Check battery connections.

Battery Balance

NOTE
Allow at least 15 minutes to balance batteries after any corrective measure has been taken.

1. Batteries out of balance (difference greater than 1.5 volts between the two battery banks).

- o Check battery equalizer connections.
- o Check equalizer cables for proper gauge.
- o Check battery connections.

2. Demand for 12-volt power exceeding rated amperage output of battery equalizers causing batteries to go out of balance.

- o Reduce 12-volt load or install additional battery equalizer(s).

4. TROUBLESHOOTING AND TESTING THE MULTIPLEX VEHICLES

4.1 ELECTRICAL SYSTEM DIAGNOSTIC

Using the message center display (MCD), check if there are active errors in the vehicle electrical system. With the SYSTEM DIAGNOSTIC menu, highlight FAULT DIAGNOSTIC and then highlight ELECTRICAL SYSTEM to request a diagnostic of the electrical system from the CECM. Press the enter key. If applicable, the MCD shows the multiplex device ID, the fault messages or fault codes recorded. When more than one fault is recorded, an arrow pointing down appears on the right of the display. Use the down arrow to see all the fault messages.

Once the problem corrected, the MCD still shows the fault as being active. You have to leave the FAULT DIAGNOSTIC menu, wait approximately 20 to 30 seconds and then return to FAULT DIAGNOSTIC to request a new diagnostic of the ELECTRICAL SYSTEM from the CECM. The MCD should display the fault as being inactive. The CECM can store up to 20 faults, i.e. the first 10 and the last 10. Middle faults will be erased. If the breakers are tripped, the fault history will be erased from the CECM memory.

NOTE

When performing an electrical system diagnostic with the MCD (message center display), the message « No Response ModA41» indicates either module A41 is not responding due to a CAN link problem or module A41 is not powered. Similar messages exist for all modules (A42, A43, A44, etc.).

Because it is easier to do, check first if the module is powered by probing on its gray connector. If it is, then you can conclude that there is a CAN link problem. Refer to CAN NETWORK LAYOUT AND TROUBLESHOOTING in this section.

NOTE

It is of the utmost importance to have a MCD (message center display) in working condition because it is the most important tool to achieve troubleshooting on a multiplex vehicle.

4.2 PROBING VOLTAGE ON THE MULTIPLEX CIRCUITS

Some Multiplex modules are supplied by 12 volts while others are supplied by 24 volts. The 12-volt or 24-volt information is found on the modules symbol in the wiring diagram. Before taking voltage readings to track the source of a problem, first verify if the module is supplied by 12V or 24V, if not, residual voltage on the module inputs/outputs can draw an erroneous conclusion.

Inactive Multiplex output = Residual voltage of 18% to 33% of supply voltage.

Inactive Multiplex input = Residual voltage of 50% of supply voltage.

NOTE

- *Verify on the wiring diagram whether the voltage is 12V or 24V,*
- *For a 12V module: an active voltage would be 12V or 0V but not in between. If you measure the intermediate tensions (ex. 6V, 2V, or 4V) this must be interpreted as if the input or the output is inactive.*
- *For a 24V module: an active voltage would be 24V or 0V but not in between. If you measure the intermediate tensions (ex. 12V, 4V, or 8V) this must be interpreted as if the input or the output is inactive.*

4.3 CAN NETWORK

The CAN link wiring is separated in sections and uses connectors that are not shared with other circuits. This allows sections of the network to be isolated to help locate short-circuit on the CAN.

In case of a short-circuit on the CAN link, this affects all the modules and they all show « No Response » in the error messages of the « ELECTRICAL SYSTEM » menu. To locate a short-circuit, proceed by disconnecting one module zone at a time while verifying if this makes inactive the errors in the modules still connected. Connector C1 (front electrical & service compartment) disconnects all the modules at the rear of the vehicle from the network. Connector C5 (front electrical & service compartment) disconnects all the modules from the right-hand console. Connector C100 disconnects the modules from the evaporator compartment. Connector C3 (evaporator compartment) disconnects the modules from the battery compartment.

Example: Disconnect C5 and C1 and then verify the status of the errors. If the front modules (A41 to A46) now give inactive errors, w hich means short-circuit is elsewhere than in the front electrical & service compartment.

4.3.1 Can Connection On The Telltale Panel And The Hvac Control Unit

The telltale panel module and HVAC module are linked to the CECM by a CAN connection. In case of a CAN connection default, the telltale panel LCD display shows "CAN", and on the HVAC control unit, the temperature display indicates "---". To confirm a CAN connection default, check that the f an speed on the driver's section HVAC control unit cannot be adjusted.

Moreover, specific error messages from these 2 modules can be read in the ELECTRICAL SYSTEM menu.

NOTE
While downloading a new vehicle program in the CECM from a computer, the CAN network is temporarily interrupted and therefore a CAN reference appears in the telltale panel LCD display.

4.3.2 Spare Can

A spare CAN network is installed between the front and the rear of the vehicle. It has connectors installed at each end to facilitate swapping from the regular CAN network to the spare CAN network. Refer to the vehicle wiring diagram and the section 4.2.3 for more information.

4.4 TEST MODE FOR SWITCHES AND SENSORS

The switch/sensor test mode provides useful information to diagnose problems complimentary to the electrical system diagnosis.

To enter this mode, activate the dashboard "Telltale Light Test" switch 3 times within 4 seconds. To exit the switch/sensor test mode, reactivate the test switch 1 time or turn OFF the ignition.

4.4.1 Information Available And Impact On The Functions In Switch/Sensor Test Mode

Telltale panel audible alarm emits a *beep* each time an OFF/ON transition is detected on a multiplex input. This allows quick verifying if the switches and sensors are detected or seen by the multiplex modules. When the vehicle is parked, the back-up alarm also emits a sound that allows verification of the sensors at the rear of the vehicle.

Certain inputs are doubled (ex. turn signal switch on multi-function lever, door operating buttons) and also other inputs activate at the same time (ex. kneeling switch and Kneeling proximity sensor switch). For these inputs, 2 *beeps* are emitted. If only one *beep* is heard, one of the inputs is defective.

SWITCHES AND SENSORS SUPPORTED BY THE SWITCH/SENSOR TEST MODE
HVAC control unit driver’s section ON/OFF
A/C door ajar open sensor
HVAC control unit driver recirculate switch
HVAC overhead compartment fan switch
HVAC control unit passenger’s section ON/OFF
Engine ether start switch
Radiator fan clutch switch
Engine front start enable switch
Engine rear start enable switch
Engine ignition front switch
Engine ignition rear switch
Entrance door inside closing switch
Entrance door outside opening /closing switch
Entrance door electric window down switch
Entrance door electric window up switch
Electric horn button
Kneeling down switch
Kneeling up switch
Lavatory emergency switch
Interior lighting switch, 2 positions
Driver’s area lighting switch
Reading lights switch
Multi-function lever LH turn signal
Multi-function lever RH turn signal
Fog lights switch
Hazard warning flashers switch
Multi-function lever courtesy blinkers switch
Headlights switch, 2 positions
Multi-function lever headlights beam toggle switch
Baggage compartment door lock/unlock switch
Tag axle signal
Wheelchair lift activation switch

Windshield lower wiper
Multi-function lever windshield wipers intermit.
Multi-function lever windshield wipers speed 1,2
Lower windshield wipers backup switch
Lower windshield washer switch
Upper windshield washer switch
Upper windshield wipers switch, 2 positions

The following inputs, either certain options or sensors which are difficult to activate, are not supported by the switch/sensor test:

- Low-Buoy switch,
- Starter Sensor,
- ABS Warning input,
- WCL switch,
- Driver's Power Window Switch (up & down),
- Fog Lights Switch,
- Alternator Sensors 1 & 2,
- Retarder Active Signal,
- Radiator fan speed 1 & 2 signals.

When in switch/sensor test mode, the A/C compressor HI and LO pressure values are displayed one after the other instead of the outside temperature in the telltale panel LCD display. This feature can be used when the vehicle is traveling to check the A/C compressor pressure values, but no *beep* can be heard.

In test mode, with the parking brake applied and the passenger set point set to a value higher than 64°F (18°C), the circulator pump is not set to OFF as it would normally do when the outside temperature gets above 50°F (10°C). This feature allows verification of the pump when inside a garage. This is also useful when working on the heating system to remove air pockets trapped in the system.

When performing an A/C cooling test and having the water pump shut off in switch/sensor test mode is required, just set the passenger set point temperature to the minimum 64°F (18°C) to shut off the pump.

4.5 TEST MODE FOR ELECTRIC MOTORS

The test mode allows testing the motors and electric contactors without the need to have the engine running. Note that while in test mode, the engine cannot be started.

Prerequisite conditions for the motor test mode:

A. The battery charger must be connected to a 110-120 volt power supply. If not, the test will be interrupted when the voltage drops below 24 volts,
B. Engine not running,
C. Parking brake applied,

⚠ WARNING ⚠

Before starting the test sequence, make sure nobody is working in the evaporator or condenser compartment.

NOTE

A delay of 15 seconds during which the back-up alarm will sound is introduced prior the test start to advise people that may be working on the vehicle.

To enter this mode:

- Activate the dashboard Telltale Light Test switch 3 times within 4 seconds;
- Push the ON/OFF button on the driver's side HVAC control unit 5 times (that makes 3 transitions from OFF to ON),
- A *beep* can be heard indicating the motor test mode has started.

Using the test mode:

During the entire test, the telltale panel audible alarm gives a signal each second to remind that the motor test mode is underway.

4.5.1 Test Sequence – Coaches only

1. Go to the condenser compartment. The condenser fans start at speed 1, then after a short pause, speed 2 activates.
2. The passenger's unit refrigerant solenoid valve activates.

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment.

In the engine compartment, the sequence is as follows:

3. A/C compressor clutch activates 3 times.
4. Left compressor unloader activates 3 times.
5. Right compressor unloader activates 3 times.

6. Toilet fan motor starts.

5 *beeps* from the back-up alarm indicate to go to the radiator fan clutch.

7. Fan clutch is disengaged (fan can be turned freely by hand).
8. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance).
9. Fan clutch engages in speed 2 (cannot be turned but hand).

5 beeps from the back-up alarm indicate to go to the evaporator compartment.

In the evaporator compartment:

10. Evaporator fan motor runs at speed 1 for 3 seconds then runs at speed 2 for 2 seconds.
11. Hot water pump starts running for 5 seconds and hot water pneumatic valve cycles 3 times.

5 beeps from the back-up alarm indicate to go to the overhead storage compartment inside the vehicle.

Inside the vehicle:

12. The driver's HVAC unit refrigerant solenoid valve cycles 3 times and the hot water pneumatic valve cycles 3 times also.
13. Left and right overhead compartment fans start running one after the other for 5 seconds.
14. The upper windshield defroster (optional) starts running.

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

4.5.2 Test Sequence – VIP With Central HVAC System

1. Driver's & passenger's unit fresh air damper opening. *[20 seconds delay]*
2. Go to the condenser compartment and check the fans. The condenser motors start at speed 1 for 3 seconds, then after a short pause, speed 2 activates. *[3 seconds delay]*
3. The passenger's unit refrigerant solenoid valve activates 3 times. *[10 seconds delay]*

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment and main power compartment.

In the engine compartment, the sequence is as follows:

4. The main power compartment door fan starts running for 3 seconds (will not run if door is open). *[10 seconds delay]*
5. A/C compressor clutch activates 3 times.
6. Left compressor unloader activates 3 times.
7. Right compressor unloader activates 3 times. *[5 seconds delay]*
8. Radiator fan clutch is disengaged (fan can be turned freely by hand). *[3 seconds delay]*
9. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance). *[3 seconds delay]*
10. Fan clutch engages in speed 2 (cannot be turned but hand). *[10 seconds delay]*

5 beeps from the back-up alarm indicate to go to the evaporator compartment.

In the evaporator compartment:

11. Evaporator fan motor runs at speed 1 for 3 seconds then runs at speed 2 for 2 seconds.
12. Hot water pump starts running for 5 seconds and hot water pneumatic valve cycles 3 times. *[20 seconds delay]*

5 beeps from the back-up alarm indicate to go to the spare wheel compartment behind the reclining bumper.

Inside the spare wheel compartment:

13. Driver's unit refrigerant solenoid valve activates 3 times.
14. Driver's unit hot water pneumatic valve cycles 3 times.
15. Closing of the fresh air dampers.

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

4.5.3 Test Sequence – VIP With Small HVAC System

1. Driver's unit fresh air damper opening. *[20 seconds delay]*

Then 5 beeps can be heard from the back-up alarm to indicate to go to the engine compartment and main power compartment.

In the engine compartment, the sequence is as follows:

2. The main power compartment door fan starts running for 3 seconds (will not run if door is open). *[10 seconds delay]*
3. A/C compressor clutch activated 3 times. *[5 seconds delay]*
4. Radiator fan clutch is disengaged (fan can be turned freely by hand). *[3 seconds delay]*
5. Fan clutch engages in speed 1 (fan can be turned by hand but with a certain resistance). *[3 seconds delay]*
6. Fan clutch engages in speed 2 (cannot be turned but hand). *[10 seconds delay]*

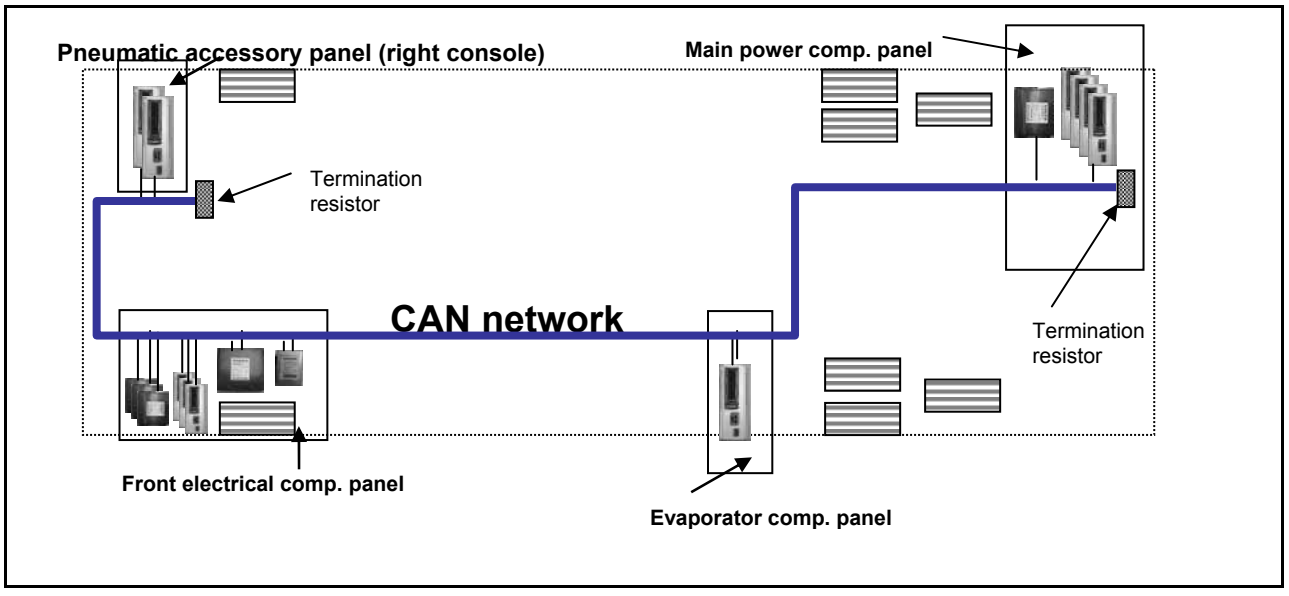
5 beeps from the back-up alarm indicate to go to the spare wheel compartment behind the reclining bumper.

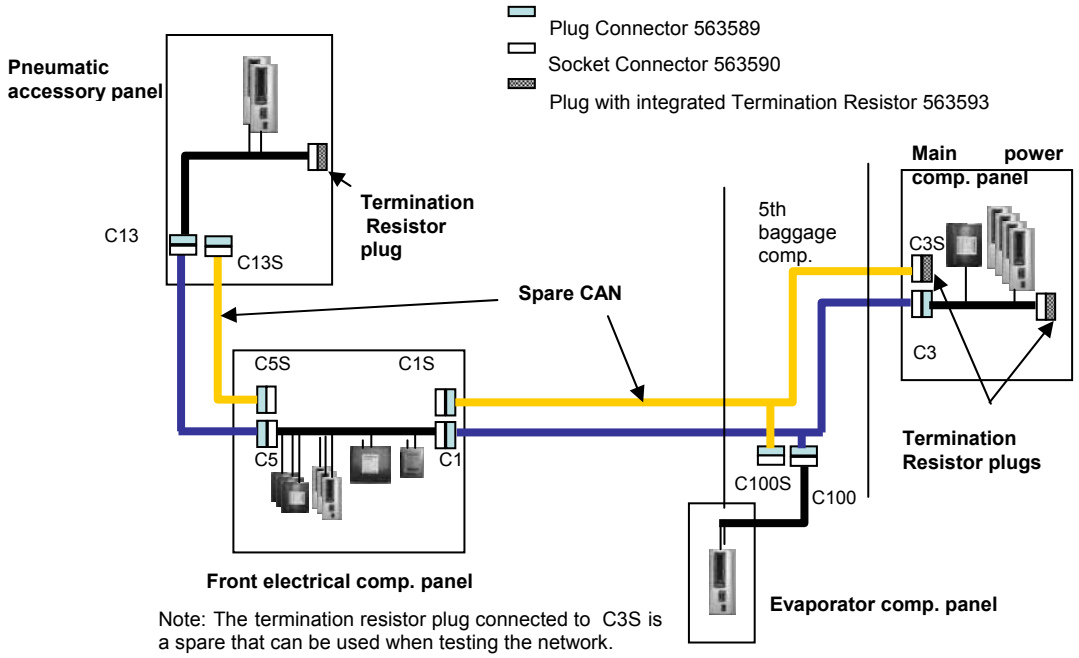
Inside the spare wheel compartment:

7. Auxiliary unit refrigerant solenoid valve activates 3 times. [*10 seconds delay]*
8. Hot water pump starts running for 5 seconds.
9. Driver's unit refrigerant solenoid valve activates 3 times.
10. Driver's unit hot water pneumatic valve cycles 3 times.
11. Closing of the fresh air dampers.

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

4.6 CAN NETWORK LAYOUT AND TROUBLESHOOTING

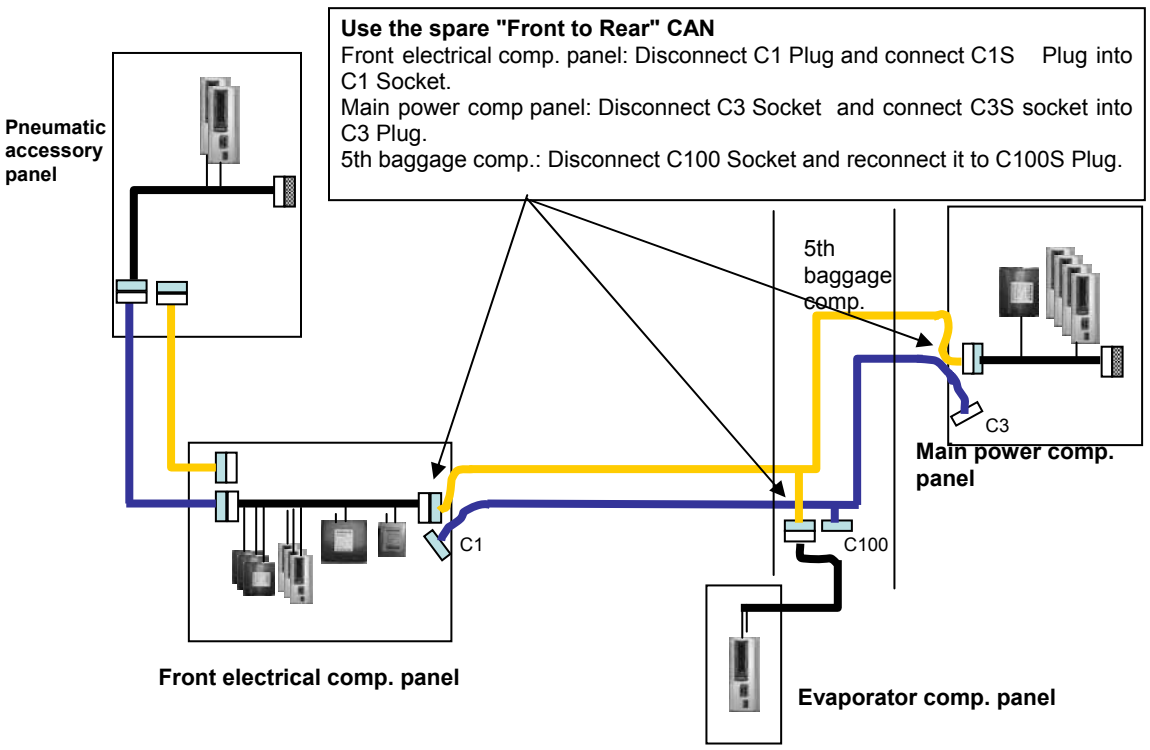




If all 14 modules (A41 to A54) are showed as Not Responding and Active Fault, the problem could be:

- A short circuit somewhere on the CAN network.
- The network is completely open circuit. That means none of the two termination resistors are connected.

Several simple tests can be done to locate the problem.



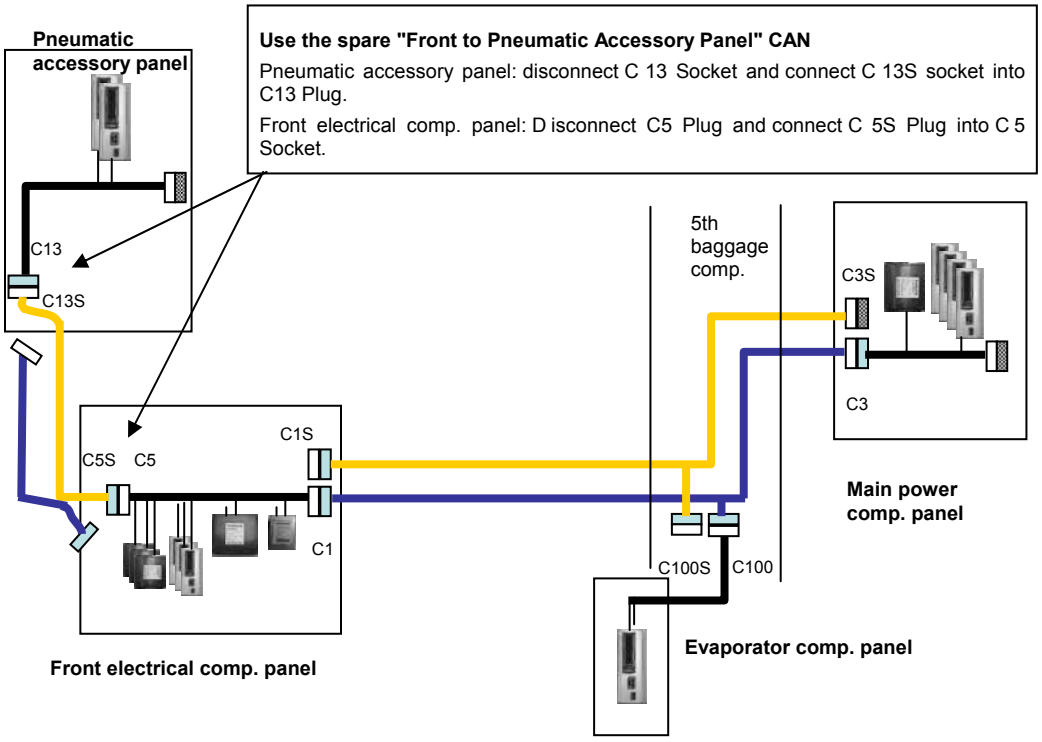
All modules including Wake-up modules and CECM have to be powered OFF prior to probe the CAN

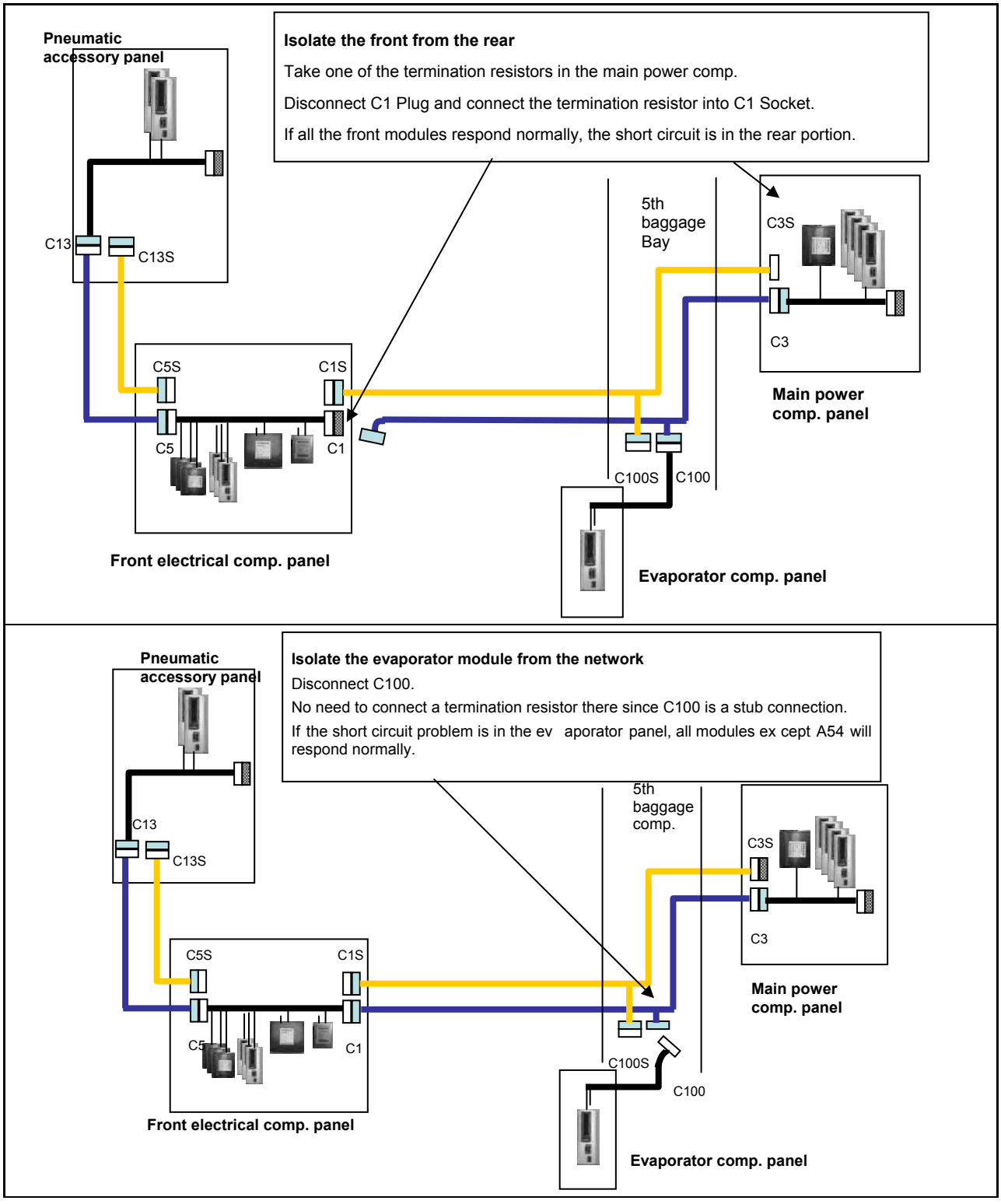
lines with an ohmmeter.

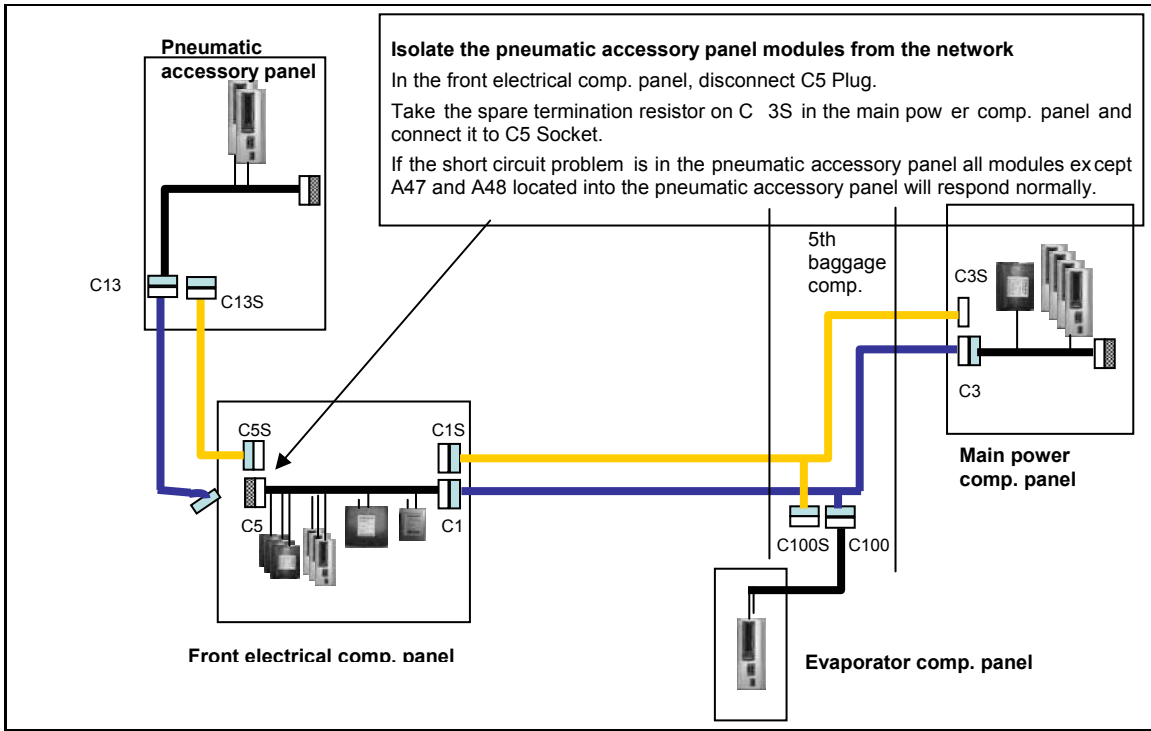
Probing the resistance between the CAN-H and CAN-L wire is a useful method to localise short circuits or open circuit on the CAN network. Ho wever, when doing so, make sure none of the modules connected to the CAN line are powered, including wake-up powered modules and battery direct supply module (CECM). Otherwise the m easured value is invalid and will always show OL (Open Load). This is because the modules are applying a voltage on the CAN lines and this is fooling the ohmmeter.

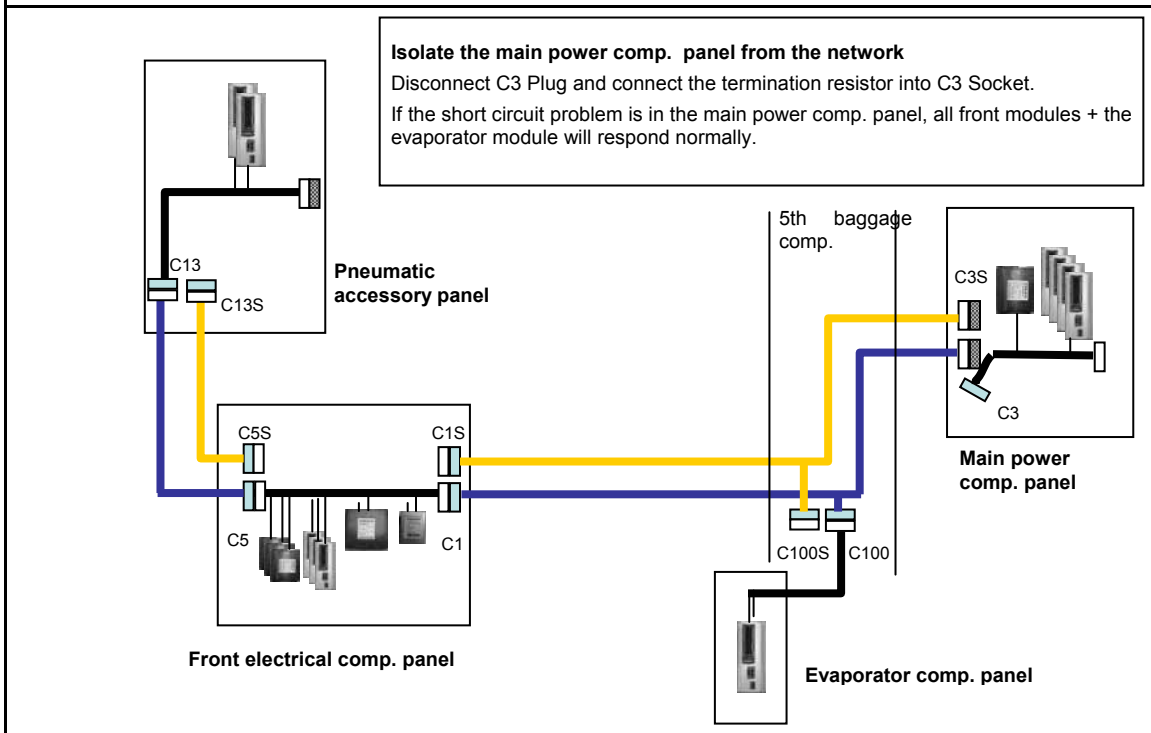
Proceed as follow when probing the CAN line with an ohmmeter in order to get a valid reading:

- **Turn ignition key to the OFF position.**
- **Set the battery master switch to the OFF position to turn all Wake-up modules power to OFF.**
- **Trip circuit breakers CB2, CB4 and CB6 to remove direct battery power from the CECM.**




Pneumatic accessory panel
C13
C13S
Isolate the front from the rear
Take one of the termination resistors in the main power comp.
Disconnect C1 Plug and connect the termination resistor into C1 Socket.
If all the front modules respond normally, the short circuit is in the rear portion.
5th baggage Bay
C3S
C3
Main power comp. panel
C5S
C1S
C5
C1
C100S
C100
Front electrical comp. panel
Evaporator comp. panel
Pneumatic accessory panel
C13
C13S
Isolate the evaporator module from the network
Disconnect C100.
No need to connect a termination resistor there since C100 is a stub connection.
If the short circuit problem is in the ev aporator panel, all modules ex cept A54 will respond normally.
5th baggage comp.
C3S
C3
Main power comp. panel
C5S
C1S
C5
C1
C100S
C100
Front electrical comp. panel
Evaporator comp. panel





CAN wires are not like other common electrical wires.

- Maintaining a proper wire twisting is import ant. The two yellow and green wires must be twisted and in close contact all along the network to maintain the transmission line impedance.
- A slack hand made twisting is not acceptable.
- There should be no more than 50 mm (2 inches) without twist at the connection points.

We recommend replacing the CAN harnesses instead of trying to repair them.

4.7 ROADSIDE TROUBLESHOOTING

Problem/Symptom	Probable Causes	Actions
Vehicle does not Start	Rear Start selector switch is not at the NORMAL position Battery master switch in the battery compartment is at the OFF position (down)	1. Check that the rear start selector switch is flipped up to NORMAL start position and battery master switch is flipped up to ON and retry cranking 2. Flip the rear start selector switch to "Rear Start" and start the vehicle from the rear
	CAN network problem (Multiplex) Module A53 not powered or is defective Engine ECM does not receive the ignition signal Engine ECM is not powered	If the vehicle does not start from the rear: 1. Verify that module A53 is powered: a) Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA53, Active" indicates a power problem on the module or a CAN network problem. b) Check / reset circuit breaker CB5 c) Check / replace fuse F65 d) Probe gray connector on module to see if it is powered. 2. Verify that the engine ECM is powered and get the ignition signal a) Check / reset circuit breaker CB8 Check / replace fuse F74 b) Check / reset circuit breaker CB2 Check / replace fuse F78

Problem/Symptom	Probable Causes	Actions
None of the Multiplexed functions are operating, including the basic limp-home functions (door opening, flashers, wipers in speed 1) Three dashes "---" appear in the telltale panel instead of the outside temperature *Note: The sunshades are still functioning since these are not multiplexed*	The program version in the CECM is different than the program in the I/O modules and the CECM is forcing all I/O modules to stay inactive	1. Engage the auto-programming of the I/O modules: Turn the ignition key to the OFF position, flip the battery master switch in the battery compartment to OFF and ON and then turn the ignition key ON. The letters CAN will appear in the telltale LCD panel for about 3 minutes Everything shall get back to normal once the letters CAN are replaced with outside temperature display 2. Try disconnecting the green connector on the CECM and reconnect 3. If step 1 and 2 are ineffective, try disconnecting the Master ID module completely and repeat step 1 4. Try disconnecting the CECM completely, leave it disconnected and see if the limp-home functions (start of the vehicle from the engine compartment, wipers speed 1, flashers, etc) are functioning
Many secondary functions (not essential for driving) not functioning (interior lighting, driver's area lighting, wiper speed 2 and intermittent) Outside temperature display in the telltale LCD panel displays three dashes "---" Marker lights and clearance lights are turned ON when setting ignition to the ON position	The CECM module does not receive 24 V power The CAN network is not working. It could be caused by a short on the network, an open circuit, a problem with the CECM or the CECM being disconnected from the network	1. Check / reset circuit breaker CB6 (4 th from the top on the right side column) Check / replace fuse F1 2. Operate in limp-home mode by starting the vehicle from the engine compartment (REAR START). All functions essential to drive are available To close and lock the door, pull the door manually up to its closed position and it will lock by itself. The door opening button is still functioning
No temperature control in the passenger area Passenger temperature display indicates two dashes "--"	Problem with the temperature sensor located in the evaporator compartment air intake or the sensor wiring	1. Instruct the driver to manually control the temperature by playing with the passenger set point. Set above 22°C (72°F) to heat and below 22° C (72°F) to cool
Entrance door does not open nor close using the control buttons	Module A47 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The

Problem/Symptom	Probable Causes	Actions
Defroster fan not functioning Lower windshield wipers not functioning in speed 1 or intermittent		message "No Response ModA47, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB6 3. Check / replace fuse F5 4. Probe gray connector on module to see if it is powered. 5. Use the air release valves near the entrance door and in the front service compartment to lock / unlock the door
Lower windshield wipers not functioning in speed 1 or intermittent	No power on R23	1. Check / replace fuse F82
HVAC condenser fans not functioning in speed 1	Circuit breaker CB12 was manually tripped and not reset	1. Check / reset circuit breaker CB12
HVAC condenser fans not functioning in speed 2	Circuit breaker CB7 was manually tripped and not reset	1. Check / reset circuit breaker CB7
Lower and upper windshield washer not functioning Upper windshield wiper not functioning Defroster fan is functioning but no heat or cooling available in the driver area	Module A46 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA46, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB1 3. Check / replace fuse F12 4. Probe gray connector on module to see if it is powered.
Low beam headlights and front flasher on left side not functioning Electric horn not functioning	Module A45 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA45, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.

Problem/Symptom	Probable Causes	Actions
Low beam headlights and flasher on right side not functioning	Module A48 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA48, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.
Rear flashers not functioning Stoplights and high-mounted stoplight not functioning	Module A51 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA51, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F80 4. Probe gray connector on module to see if it is powered.
Engine is overheating and radiator fan clutch does not engage The A/C compressor clutch does not engage	Module A52 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA52, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB5 3. Check / replace fuse F65 4. Probe gray connector on module to see if it is powered.
Evaporator fan not functioning	Circuit breaker CB3 tripped Module A54 is not powered or is faulty	1. Check / reset circuit breaker CB3 2. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA54, Active" indicates a power problem on the module. (A CAN network problem

Problem/Symptom	Probable Causes	Actions
		would show the same message but doesn't produce this symptom). 3. Check / reset circuit breaker CB5 4. Check / replace fuse F67 , F68 5. Probe gray connector on module to see if it is powered.
HVAC condenser fans not functioning in speed 1	Module A54 is not powered or is faulty	1. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA54, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB5 3. Check / replace fuse F67 , F68 4. Probe gray connector on module to see if it is powered.
Sound system not functioning	Circuit breaker CB4 or CB11 was manually tripped and not reset	1. Check / reset circuit breaker CB4 or CB11
Fire alarm telltale light and audible alarm always ON and there is no fire or high temperature in the engine compartment	Short-circuited fire sensor or defective sensor	1. Prior to start the vehicle, cycle the ignition key to the ON position, OFF position and then ON position again and then start the vehicle. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is re-started
The vehicle is parked and the electrical horn is activated to indicate a fire in the engine compartment but there is no fire	Short-circuited fire sensor or defective sensor	1. Cycle the ignition key between the ON and OFF position twice within 3 seconds. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is parked
A single light, a group of LED lights or another function of the vehicle is not functioning	The multiplex outputs are protected in current by an internal "soft-fuse". When an output is shorted, it turns OFF and stays OFF until the "soft-fuse" is reset	1. Turn the ignition key to the OFF position and turn to the ON position again. This resets all "soft –fuses"
No backlighting in the instrument cluster	Circuit breaker CB10 is tripped or fuse F20 blown	Check / reset circuit breaker CB10 Check / replace fuse F20
The radiator fan clutch does not function and the engine is overheating		1. Set the ignition key to the ON position. 2. Activate the dashboard Telltale Light Test switch 3 times within 4 seconds.

Problem/Symptom	Probable Causes	Actions
		3. In the engine compartment, set the starter selector switch to REAR START and then start the engine from the rear. While in this mode, the rear start push-button can be used to manually engage the fan clutch. The Multiplex system knows when the engine is already running, and it will not activate the starter. 4. Press the push-button one time to engage the clutch to 1st speed, press a second time to engage to 2nd speed, press a third time to stop the fan, press once again to return to 1st speed. If the fan clutch does not engage using this procedure then the clutch is faulty or the wiring between the multiplex module and the clutch is faulty. Mechanically lock the fan clutch as described in section 05: COOLING SYSTEM of the maintenance manual.

4.8 ESSENTIAL FUNCTIONS TO OPERATE THE VEHICLE

Even with a defective CECM (Chassis Electronic Control Module) or a CAN network problem, essential base functions are maintained to rear start the vehicle from the engine compartment and drive in a secure manner.

However, many secondary functions are lost. In this case, the following directives must be followed.

- Never connect a battery charger when the ignition is at the ON position on a vehicle with a CAN defective or certain functions will start up by themselves,
- Disconnect the charger before starting the vehicle, if not the default functions will not activate,
- If the default mode does not activate, try to turn the ignition OFF while ensuring that no charger is connected and then restart the vehicle.

4.8.1 Available Functions

- Startup: Turn on the ignition in the driver's area and rear start the vehicle from the engine compartment,
- Opening the door: Functions normally,
- Closing the door: Manually pull on the door and it will lock automatically,
- Windshield wipers: Wipers functions at 1st speed only,
- Windshield washer fluid: Lower windshield washer only,
- Headlights: Low beams only,
- Directional signals: Rear and front only,
- Stoplights: 2 upper stoplights + high-mounted stoplight are functional,
- HVAC: Functional with set point fixed at 70°F (22°C), evaporator and condenser fixed at speed 1, defroster fixed at speed 4.

4.9 LOWER PRIORITY MODULES FOR BREAKDOWN SERVICE

Modules A43 (IO-A) and A44 (IO-B) affect lower priority functions. These modules can therefore be used as spare parts for breakdown service while on the road.

Functions lost if A43 is removed and used as spare part:

- High beams,

- o Ability to turn on the parking lights only,
- o « Watch your step » sign,
- o Driver's area lighting,
- o Tag axle activation,
- o Courtesy lights.

Functions lost if A44 is removed and used as spare part:

- o Fresh air damper mix trap control,
- o Driver's area and entrance overhead light,
- o Front clearance lights.

4.10 MULTIPLEX MODULES

4.10.1 CECM

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

4.10.2 MASTER ID

The Master ID works in conjunction with the CECM. It keeps the specific back-up program of the vehicle. So, a specific Master ID cannot be removed from a vehicle and installed on another vehicle.

4.10.3 IO-A

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

4.10.4 IO-B

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

4.11 MULTIPLEX MODULES REPLACEMENT

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

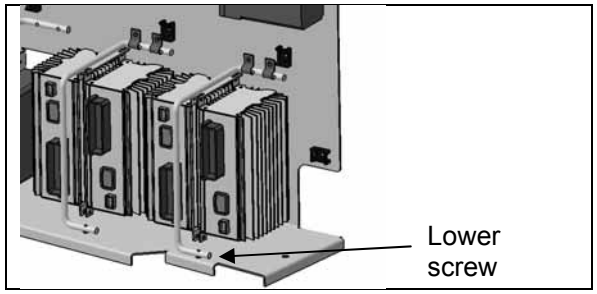


FIGURE 16: IO-B MODULE REMOVAL

4.11.1 Replacing IO-A Or IO-B Modules

- o Set the ignition key to the ON position and leave it in that position at all time while performing this procedure.
- o Inside main power compartment, trip circuit breaker CB6.
- o Replace the module (for IO-B modules, disconnect the green connector first, then the grey one and finish with the black connector. To disconnect the black connector, slide downwards the red latch. Remove the lower screw that holds the cable attachment rod onto the floor portion of the panel and flip the rod up, this will relieve the IO-B module, see Figure 16).
- o Reset circuit breaker CB6. This engages the automatic reprogramming.
- o The telltale panel LCD display indicates "CAN" until the reprogramming is complete. Once completed, "CAN" disappears and the temperature reappears.
- o Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. Verify the fault message to be certain the module is reprogrammed. If the module is not reprogrammed, the message « Axx Not Responding » appears where Axx is the module number (Ex: A41, A42…etc).

4.11.2 Replacing The CECM Module

- o Set the ignition key to the ON position and leave it in that position at all time while performing this procedure.
- o Inside main power compartment, trip circuit breaker CB6.
- o Replace the module.
- o Reset circuit breaker CB6. This engages the program transfer from the Master ID to the CECM module (the back-up program is inside the Master ID. The Master ID will identify the CECM as being new and will send the correct

program to it). The telltale panel LCD display indicates "CAN" during 3 minutes approximately. "CAN" disappears and "---" is displayed alternately with "CAN" (during that sequence, "---" will be displayed up to 6 times and the audible alarm will ring). Wait until "CAN" is replaced by "---" that remains for more than 10 seconds. At this point the MasterID module has finished loading the program in the CECM.

- Go to the main power compartment and trip circuit breaker CB6 once again. Wait 1 second and reset it. This engages I/O's modules automatic reprogramming.
- The telltale panel LCD display indicates "CAN" until the reprogramming is completed. Once completed, "CAN" disappears and the temperature reappears. Check the SYSTEM DIAGNOSTIC menu of the message center display (MCD). Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. Check the error messages. All modules appear in error but are not active. If an active error appears for a module, this one was not reprogrammed. In this case, trip CB6 once again. Wait 1 second and reset CB6. Re-verify the error messages when "CAN" disappears from the telltale panel LCD display.
- Do an error reset to remov e all errors (requires Password) from non-active modules, leave the SYSTEM DIAGNOSTIC menu and reopen to verify there are no more errors.

5. BOSCH ALTERNATOR

One or two 24-volt 140 amp., self regulated, belt driven, air-cooled BOSCH alternators may be used in the 24-volt electr ical system (instead of the DELCO 24-volt 270 amp. alternator).

Change the brushes and the voltage regulator as per “Repair and Testing Instructions for T1 Alternator 0120 69 552” every 100,000 miles (160 000 fm) or once every two years, whichever comes first.

Replace bearings as per “Repair and Testing Instructions for T1 Alternator 0120 69 552” every 200,000 miles (320 000 fm) or once every four years, whichever comes first.

Refer to Bosh T1 Alternator Maintenance Manual Annexed at the end of this section.

5.1 TWIN BOSCH ALTERNATORS INSTALLATION

If the alternators needed to be removed, reinstall as follows. Refer to Figure 17 for installation and to figure 14 for tightening specifications:

1. Install alternator mounting bracket (1,Figure 17) to the gear case. Use the four flanged phosphor alloy bolts on the pulley end of the bracket and the flanged nuts at the transmission end of the bracket;
2. Bolt the alternators to the bracket using the three inch bolt at the top of the upper alternator (2, Figure 17) and flanged bolts at the other mounting bosses (3 and 4, Figure 17). Tighten the bolts in the sliding sleeves (4, Figure 17) last as they will adjust to prevent breaking the alternator mounting bosses upon final tightening. Repeat for the second alternator;
3. On the drive shafts of both alternators, install key, pulley, spring washer and nut. Tighten to 220 Lbf-ft (300 Nm);

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

4. Install the snubber bracket (5, Figure 17) using three flanged bolts. Do not tighten the adjustment bolts on the snubber until after final tightening;
5. Install the compressor belt idler pulley (6, Figure 17) as shown. A stud inserts into one of the mounting holes of the pulley assembly. Fasten this one using a nut and bolts for the other two.

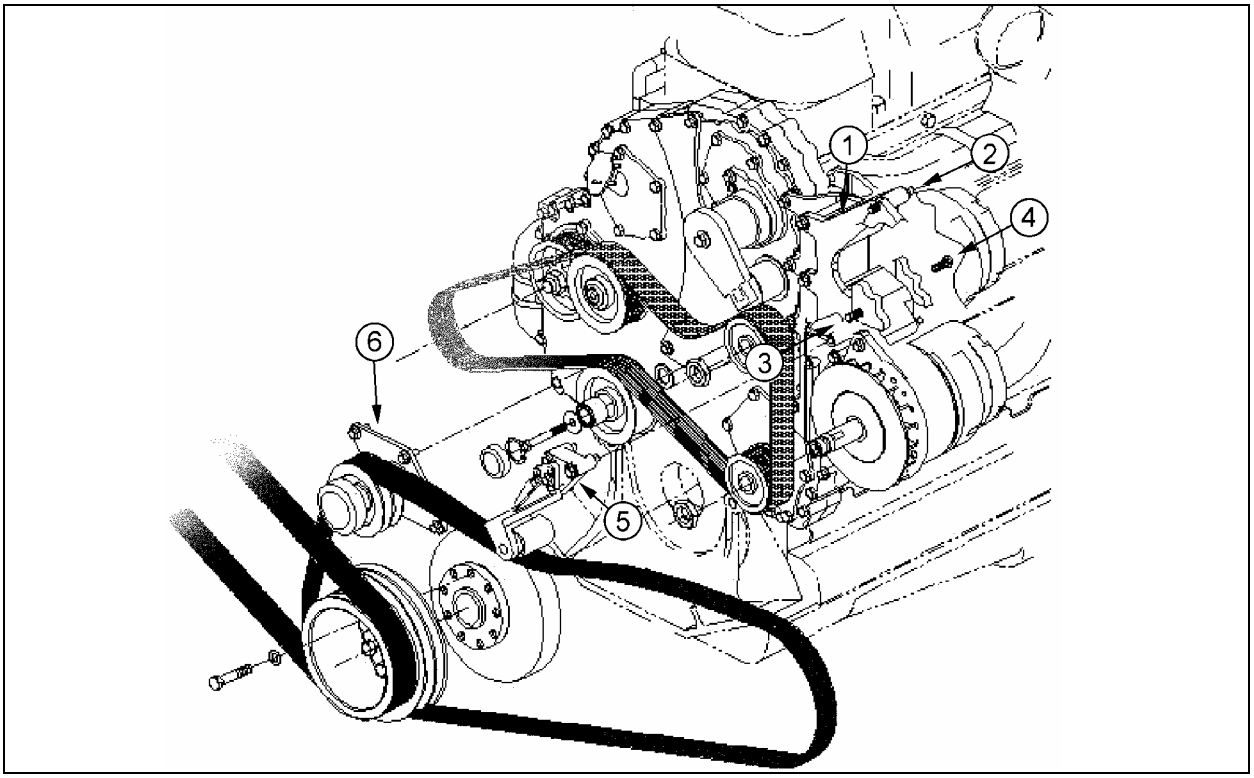


FIGURE 17: TWIN BOSCH ALTERNATORS INSTALLATION 01077

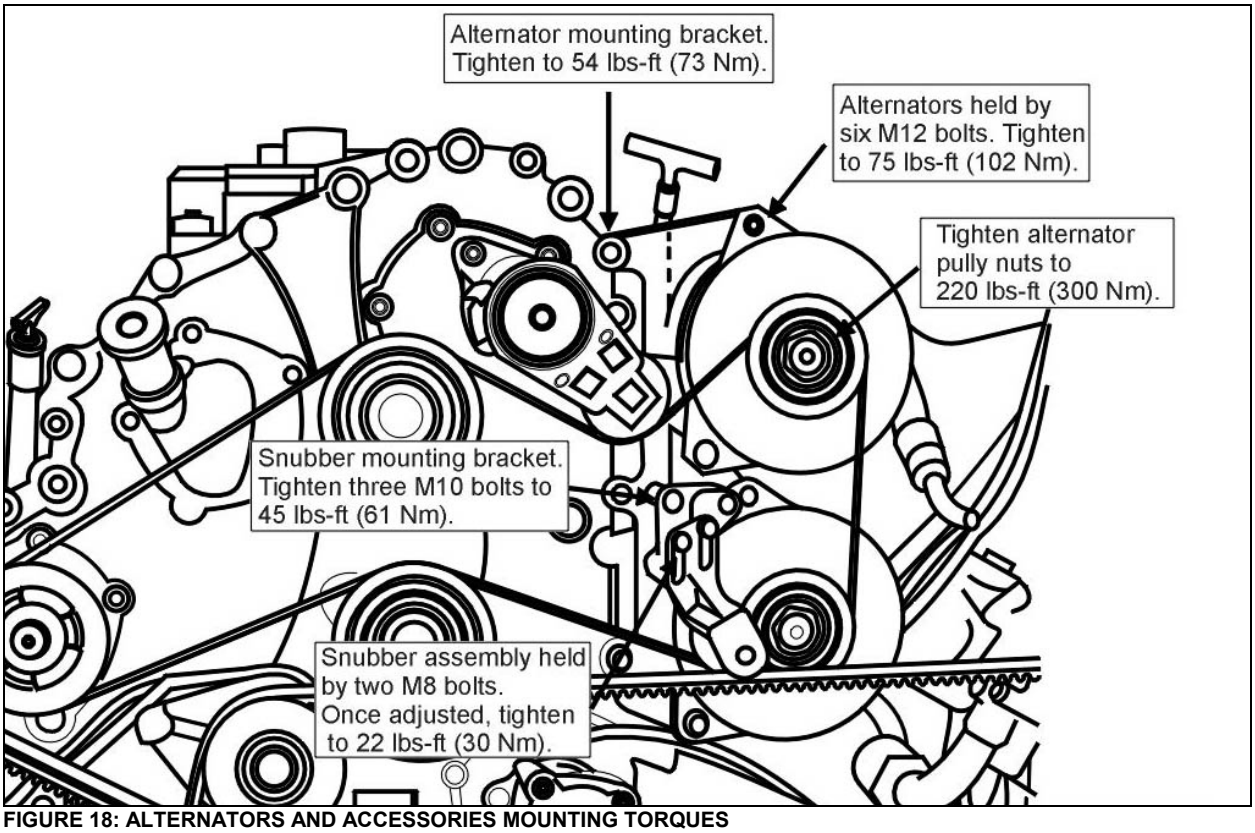


FIGURE 18: ALTERNATORS AND ACCESSORIES MOUNTING TORQUES

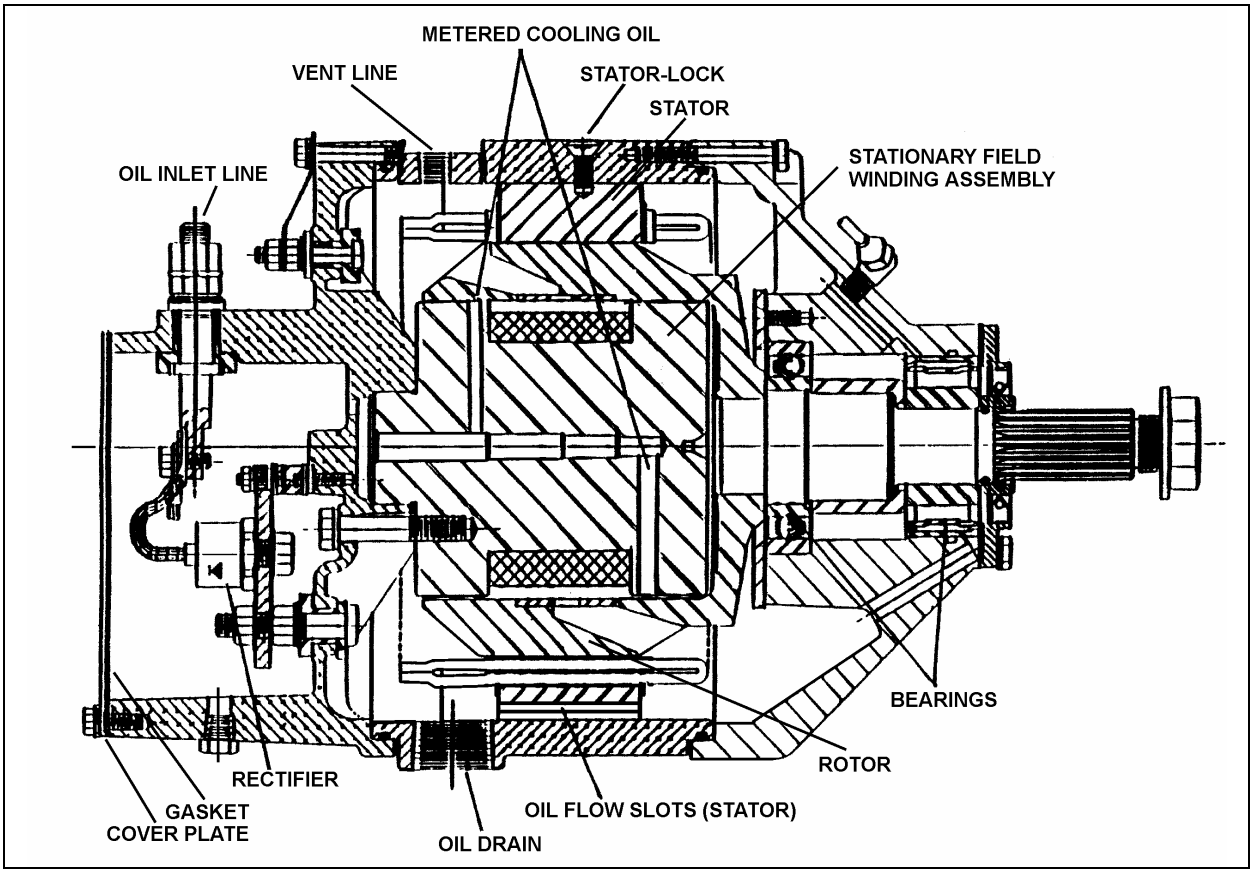


FIGURE 19: 50DN DELCO ALTERNATOR SECTIONAL VIEW 06493

6. DELCO ALTERNATOR

The 24-volt charging system consists of a belt driven, oil-cooled, brushless alternator, a 24-volt voltage regulator, an alternator relay and a 12-volt system that includes a 12-volt, 100 amp equalizer. The components used in this system are described under the applicable headings hereafter.

This oil-cooled alternator is self rectifying. All current carrying members, windings, built-in diodes, and field coils are stationary. The only moving component is the rotor. The alternator is a totally-enclosed unit, cooled and lubricated by engine oil. The oil inlet is on the diode end cover. The oil drains back into the engine crankcase through the drive end frame and drive adapter housing. This alternator should never be operated with the oil supply line disconnected. A continuous flow of engine oil through the alternator lubricates the bearings and cools the assembly. Four terminals are used on this alternator: the DC output terminal, two field terminals, and a 12-volt relay terminal. The alternator output voltage is regulated by a separate 24-volt regulator that controls the alternator field current (Figure 19 and Figure 20).

NOTE
The relay coils connected to the alternator "relay terminal" SHOULD NEVER BE PROVIDED WITH A SUPPRESSOR DIODE as the output current at this terminal is not rectified, thus rendering relay inoperative.

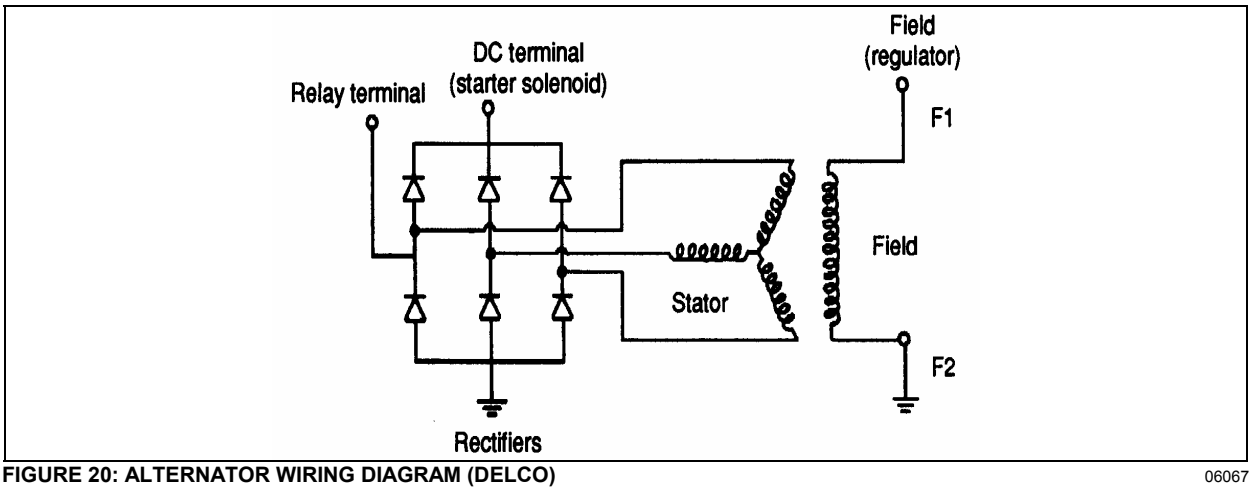


FIGURE 20: ALTERNATOR WIRING DIAGRAM (DELCO) 06067

⚠ CAUTION ⚠

The electrical system is NEGATIVE GROUNDED. Connecting the batteries or a battery charger with the positiv e terminal grounded will endanger the alternator diodes and vehicle wiring by a high current flow. Burned wiring harnesses and burned "open" diodes will result. Alw ays ensure that the alternator and battery polarities are matched prior to installation. THE ALTERNATOR WILL NOT REVERSE TO ACCEPT INVERSE POLARITY. Also, do not ground or short across any of the alternator or regulator terminals.

Since there are no brushes, slip rings, or rubbing seals, the alternator requires no periodic maintenance other than the following:

1. Check alternator-to-engine mounting bolts for looseness and tighten to the proper torque.
2. Check all electrical connections for tightness and corrosion. Clean and tighten connections as necessary. Be sure wiring insulation is in good condition and that all wiring is securely clipped to prevent chafing of the insulation.
3. With the engine running, listen for noise and check the alternator for vibration. If the alternator is noisy or vibrates excessively, it should be removed for inspection and repair.
4. Ensure that battery terminals are clean and tight.

7. CHARGING SYSTEM TROUBLESHOOTING

The troubleshooting of the charging system is made easier by the use of a 12 and a 24-volt voltmeter, "*Battery"*, *"Battery balance"* and *"Battery Hi/Lo"* telltale lights mounted in the dashboard (for location refer to the *"Operator's Manual"*). The definition of each warning light is explained under the "ELECTRICAL SYSTEM MONITOR"

7.1 ALTERNATOR OR VOLTAGE REGULATOR

⚠ ⚠

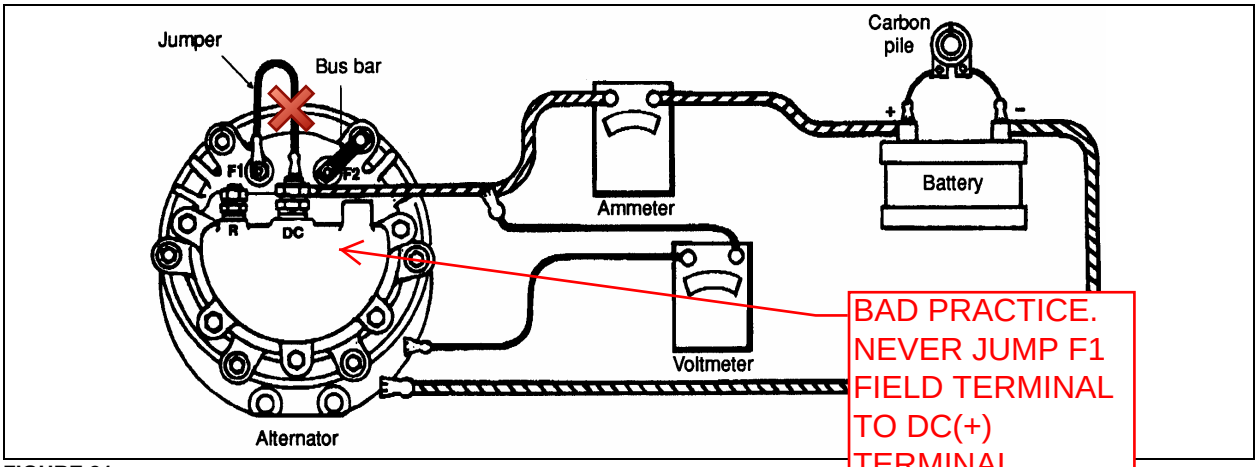


FIGURE 21: 06068

7.2 ALTERNATOR DIAGNOSIS

⚠ CAUTION ⚠

Before checking the alternator, set to "OFF" the battery main disconnect switch.

It is not necessary to disassemble completely the alternator to make elect rical checks. All electrical checks are made at the diode end of the assembly without having to remove the rotor, drive end frame or bearing. If the electrical components are not defective but bearing replacement is necessary, this can be done at the drive end without having to disassemble the diode end of the unit.

The components in the alternator that require electrical checks are t he field winding, the six diodes, and the stator winding.

7.2.1 Diode Checks

Each diode may be checked for shorts and opens as follows:

1. Ensure the battery main disconnect switch is set to the "OFF" position.
2. Remove the pipe plug from underneath the end housing to drain the oil in the rectifier engine oil supply.
3. Remove the cap screws (7) and lock washers that attach the diode end cover to the end housing. Remove the end cover from the end housing.

NOTE

Do not operate the alternator unless this unit is completely reassembled.

4. Remove seal from the end housing, detach and remove "DC" and relay terminals, stud, insulating sleeves and O-rings.
5. Disconnect all diode flexible leads; i.e. three from the output terminal stud and three from the diode supports. See Figure 22 for more details.

Each diode may be checked for short or open circuits with an ohmmeter.

NOTE

The ohmmeter polarity may be determined by connecting its leads to the voltmeter leads. The voltmeter will read up-scale when the negative leads are connected together and the positive leads are connected together. The polarity of the voltmeter leads may be determined by connecting the leads to the identified terminals on a battery.

NOTE

Use an ohmmeter with a single 1.5-volt cell. Most accurate reading will be determined when the 300 ohms value is calibrated to the center one-third of the scale. DO NOT USE high voltage, such as a 110-volt test lamp to check diodes.

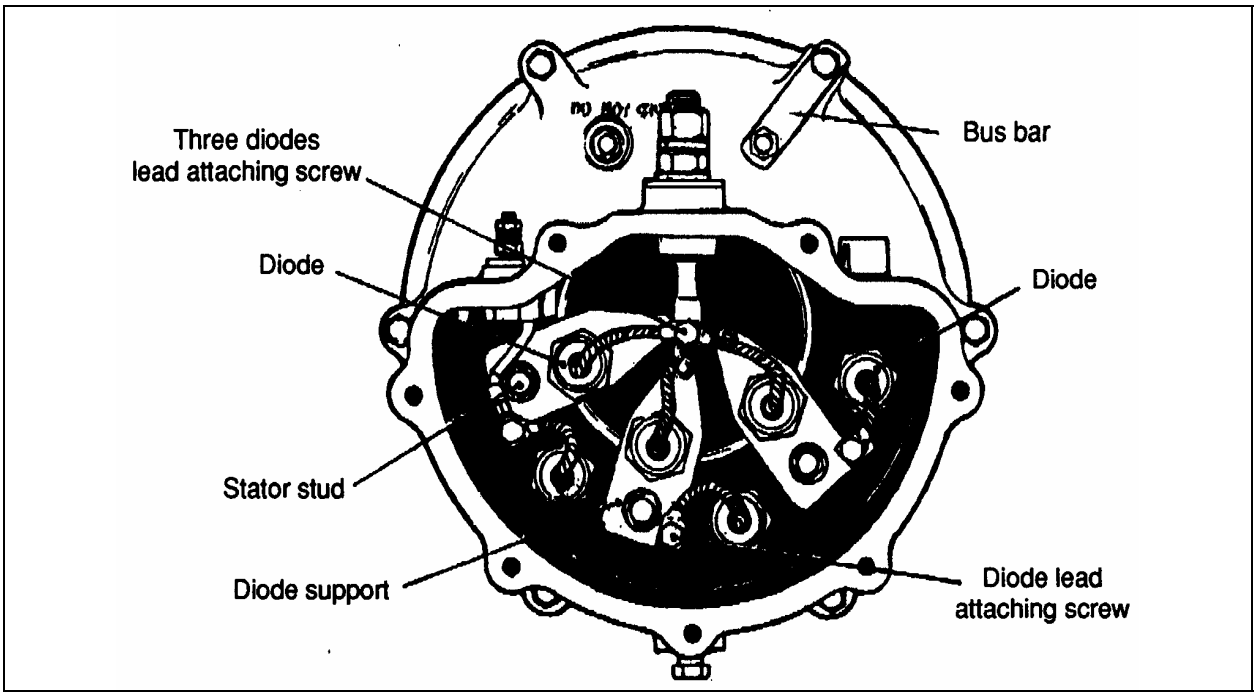


FIGURE 22: VIEW OF RECTIFIER END FRAME WITH COVER REMOVED 06069

To check diodes mounted in the supports for short fields, connect the positive ohmmeter lead to each diode lead and the ohmmeter negative lead to each support as shown in "A", "B", and "C" of Figure 23. To check diodes mounted in the end frame for shorts, connect the ohmmeter positive lead to each diode lead and the ohmmeter negative lead to the end frame as shown in parts "D", "E", "F". The ohmmeter readings may vary considerably when checking diodes for shorts, but if the reading is 300 ohms or less, the diode is probably defective and should be replaced. A diode that reads 300 ohms or less will allow excessive reverse current from the battery. Replace defective diodes as explained later in this section.

To check the diodes mounted in the diode supports for open fields, connect the ohmmeter negative lead to each diode lead and the ohmmeter positive lead to each support as shown in parts “A”, “B”, and “C” of Figure 24. To check the diodes mounted in end frame for shorts, connect the ohmmeter negative lead to each diode lead and the ohmmeter positive lead to the end frame as shown in parts “D”, “E” and “F”. An infinite resistance reading indicates an open diode. Diodes can be replaced by following the procedure outlined under DIODE REPLACEMENT”.

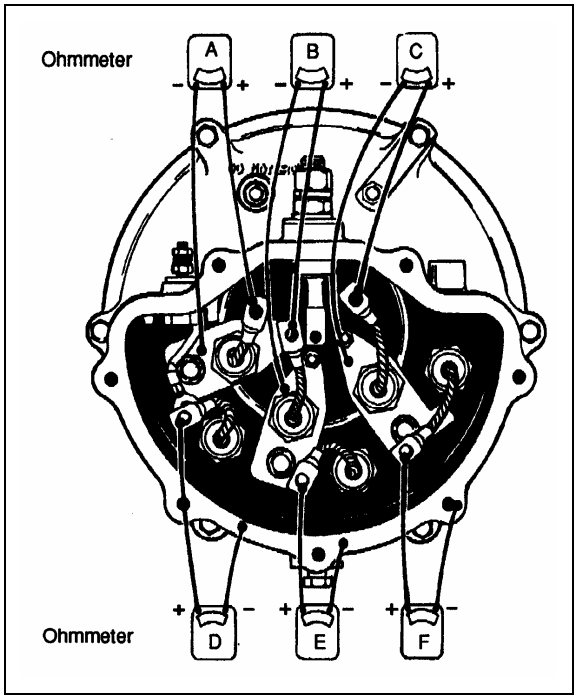


FIGURE 23: CHECKING DIODES WITH OHMMETER ON A TYPICAL OIL COOLED ALTERNATOR (END COVER REMOVED) 06070

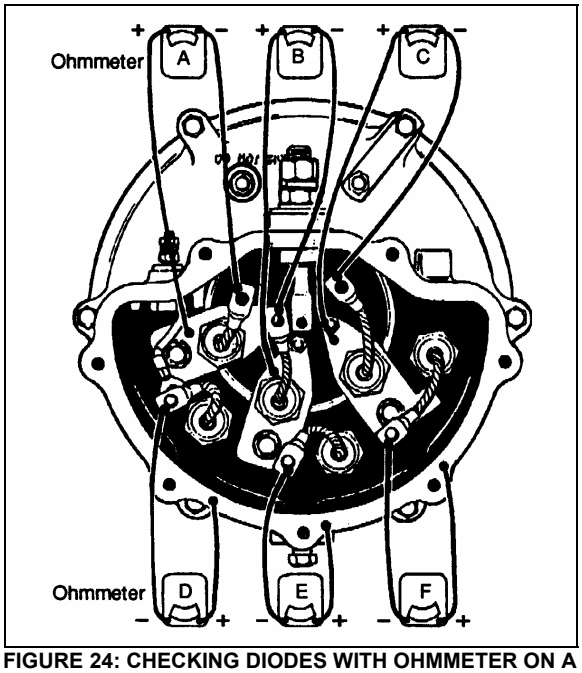


FIGURE 24: CHECKING DIODES WITH OHMMETER ON A TYPICAL OIL COOLED ALTERNATOR (END COVER REMOVED) 06071

When reinstalling diodes, torque to 9-11 lbf-ft (12-15 Nm). Re-stake next to the threads in an arbor press with an 1/8 inch (3,2 mm) round punch. Press the punch with gradual pressure. Do not strike as the shock may damage the diodes.

7.2.2 Field Winding Check

The field winding may be checked for shorts and opens with an ohmmeter. To check the field winding, connect the ohmmeter to field terminal and to ground. A resistance reading above normal indicates an open, and a reading less than normal indicates a short field. The normal resistance value is 3.0 to 3.3 ohms at 80 ^{o}F (27^{o}C). An alternate method of checking is to place a battery of specified voltage, and an ammeter in series with the field winding. The current should register 7.2 to 8.3 amperes at 24-volt. Coil resistance is approximately 3.1 ohms. Amperage readings, other than the above, indicate an open, grounded, or shorted field. A defective field coil can be replaced by removing the end frame on which the field terminal is located and then removing the four field coil mounting screws. See FIELD REPLACEMENT" for a detailed procedure.

7.2.3 Stator Winding Check

The stator winding may be checked for open and short fields with an ohmmeter as follows:

Open Fields

Connect the ohmmeter leads to two pairs of diode supports as shown in parts "A", "B", and "C" of Figure 25. Correct polarity of the leads must be observed. The ohmmeter should indicate a low resistance. If an infinite or a high resistance is measured in either one or both checks, the stator windings are open.

Ground

To check the stator windings for ground, connect an ohmmeter to the diode support and diode end frame as shown in part "C" of Figure 25. The ohmmeter should indicate a very high or infinite resistance. If zero, or a very low resistance is measured, the windings are grounded.

Shorts

The stator windings are difficult to check for shorts without finely calibrated laboratory test equipment due to the very low resistance values of the windings. However, if all other alternator checks are satisfactory, yet the unit fails to perform to specifications, shorted stator windings are probable.

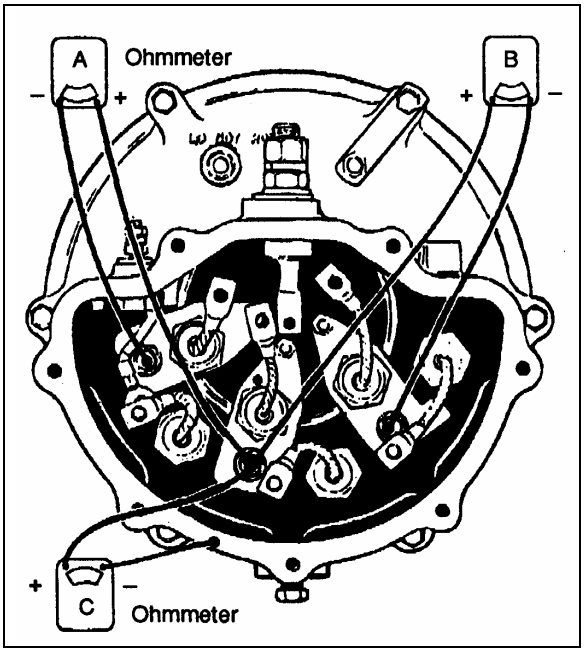


FIGURE 25: CHECKING STATOR WINDING FOR "OPEN" AND GROUND 06072

7.3 DIODE REPLACEMENT

The following replacement procedures are based on the assumption that the diode end

cover is still off and diode leads were disconnected as explained earlier in this section.

NOTE
When replacing a diode, make sure it is designed for a negative ground system. The diode can be identified by the symbol stamped on the diode case. The arrow must point toward the diode flexible lead.

To replace the three diodes that are mounted in the supports attached to the stator lead studs, it is necessary to remove the diode and support assembly. The two outer diode and support assemblies are identical and can be installed on either side. The center unit has a different support, with 2 inches (50,8 mm) between the mounting hole centers.

NOTE
The outer supports are provided with 2¼ inch (57, 15 mm) center holes.

7.3.1 Diode Replacement (In Support)

1. Remove nut with lock washer attaching the diode support to the stator lead stud.
2. Remove nut, lock washer, and flat washer attaching support to the small stud in the end frame.
3. Remove the diode and support assembly. Then remove insert from small hole in support or from small stud in the end frame.
4. Remove nut and flat washer from diode mounting stud, then remove diode from the support.
5. Place a new diode in the support and install a flat washer and nut on the diode mounting stud. Hold the diode with a wrench placed over flats on the diode, while tightening nut on the mounting stud to a torque of 160-180 lbf-in (18-20 Nm).
6. Place diode and support assembly over the stator lead stud and the small mounting stud. Place insert over small stud inside the hole in the support. Install flat washer, lock washer, and nut on the small stud, and tighten to a torque of 22-25 lbf-in (2-3 Nm). Install nut with lock washer on stator lead stud and tighten firmly.

7.3.2 Diode Replacement (In End Frame)

To remove diode, use a thin 1 inch open end wrench on flats of the diode case to unscrew diode from the end frame. Thread the new diode into the end frame and tighten to a torque of 160-180 lbf-in (18-20 Nm). If no other parts are to be replaced, refer to “DIODE END COVER INSTALLATION” in this section.

7.4 FIELD REMOVAL

1. Remove three diode and support assemblies from the end frame to provide access to the two lower field to end frame bolts.
2. Remove nut with lock washer and flat washer from three stator lead studs.
3. Remove the six bolts and lock washers attaching the diode end frame to the stator frame.
4. Separate the end frame from the stator frame, and remove the end frame and field assembly from the rotor while pushing the stator lead studs out of the end frame.
5. Remove nut, lock washer, flat washer, and insulating washer which secure the field lead terminal stud in the end frame. Push the stud out of the end frame.
6. Remove field terminal stud insulating bushing and seal from the end frame. Remove insulating sleeve from the field terminal stud.
7. Remove the four bolts and lock washers attaching the field to the end frame.
8. To separate the field from the end frame, install four 3/8-24 x 3 inch bolts in place of the 3/8-24 x 2 inch bolts removed in step 7. Thread bolts in to even heights. Support the end frame in an arbor press. Then, using a suitable press plate to exert pressure on all four bolt heads, press the field out of the end frame.

7.5 FIELD INSTALLATION

1. Position the field assembly on the end frame. Insert four 3/8-24 x 3 inch bolts through the end frame and thread into the field to keep holes aligned.
2. Support the end frame on an arbor press bed so that the diodes will not be damaged, and press the field into the end frame. Press in until shoulder on field coil bottoms against the end frame.
3. Remove the four guide bolts. Install four 3/8-24 x 2 inch bolts, using new lock washers to

attach the field to the end frame. Tighten bolts securely.

4. Place insulating sleeve in inner side of the field terminal stud hole in the end frame, and insert the terminal stud through the sleeve. Place two O-rings and insulating bushing over the terminal stud and push into hole in the end frame. Install insulating washer, flat washer, toothed lock washer, and nut on terminal stud. Tighten firmly.

5. Install each stator lead stud in the end frame as follows: Place insulating washer over the stud and insert the stud through the end frame. Place the insulating bushing over the stud and position in end frame hole. Install flat washer, lock washer, and nut on the stud. Tighten firmly.

6. Install three diode and support assemblies on the end frame as previously directed under “DIODE REPLACEMENT”.

7. Install a new seal in notch around end of the stator frame. Insert field into the rotor and position the end frame against the stator frame. Attach end frame to the stator frame with six bolts and lock washers. Tighten bolts firmly.

8. If no other parts require replacement, refer to "DIODE END COVER INSTALLATION" in this section to complete the assembly.

7.6 STATOR REPLACEMENT

If tests performed under “Stator Winding Checks” earlier in this section indicated an open circuit or short in the stator, the stator and frame assembly must be replaced.

7.6.1 Removal

1. Remove diode end frame and field assembly as previously directed in steps 1 through 4 under “Field Removal”.

2. Remove the six bolts and lock washers attaching the stator frame to the drive end frame.

3. Separate the stator frame from the drive end frame and remove the stator frame from the end frame and rotor.

7.6.2 Soldering Stator Terminal Leads

1. Using a wire brush, thoroughly clean the wire and terminal.

2. Silver solder the stat or lead to the terminal using a torch.

3. Thoroughly clean the silver solder connection with a wire brush.

4. Using a high grade energized rosin flux, coat the silver soldered connection with a 80-20 tin-lead solder or pure tin solder to prevent deterioration of the silver solder by engine oil.

NOTE
The silver solder will provide the required mechanical strength, which will not be affected by temperature. The tin-lead solder will protect the silver solder connection from deterioration by engine oil.

7.6.3 Installation

1. Position new seal in notch around the drive end of the stator frame.

2. Position the stator and frame assembly over the rotor against the drive end frame. Attach the stator frame to the drive end frame with six bolts and lock washers. Tighten bolts firmly.

3. Install diode end frame and field assembly as directed in steps 5, 6 and 7 under “installation”.

4. Install rectifier end cover as directed later.

7.7 DIODE END COVER INSTALLATION

1. Make sure all diodes are properly installed and securely tightened. Leads from diodes threaded into the end frame must be securely attached to the diode supports. The relay terminal lead must also be attached to the left diode support.

2. Connect leads from the three diodes mounted in supports to the output terminal stud. Tighten the attachment screw firmly. Place insulating bushing over relay terminal stud.

3. Place a new seal in the diode end frame.

4. With the end cover in place against the end frame, install the cap screws and lock washers. Tighten the cap screws evenly and firmly.

5. Make sure the drain plug is installed in bottom of the end cover and securely tightened.

7.8 ALTERNATOR REMOVAL (DELCO)

1. Place *"Starter Selector Switch"* in engine compartment to the *"OFF"* position.
2. Place the battery main disconnect switch to the "OFF" position.
3. Remove alternator drive belt (see "7.9 ALTERNATOR DRIVE BELT").

NOTE
When reinstalling drive belt, it is important to set the belt tension correctly. (refer to the appropriate heading later in this section).

4. Scratch off protective sealer from electrical connections (relay, field and positive terminals). Refer to Figure 26.

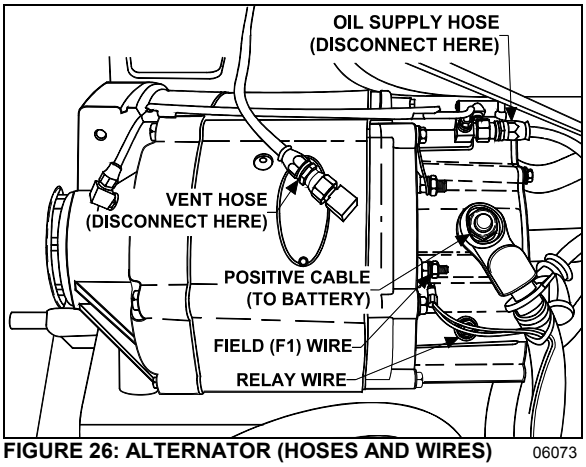


FIGURE 26: ALTERNATOR (HOSES AND WIRES) 06073

NOTE
After reconnecting electrical wires, it is important to cover terminals with protective sealer (Prévost #680745).

5. Disconnect wire #25 from the relay terminal, wire #107 from the field "F1" terminal and disconnect battery cable from the positive "+" terminal on the diode end cover. Tag wires removed to ease identification at time of installation. Refer to Figure 26.
6. Disconnect oil supply line and vent hose from top of alternator (Figure 26) and tape lines to prevent entry of foreign matter. Disconnect oil drain hose from bottom of alternator (Figure 27) and tape line to prevent entry of foreign matter.
7. Remove the four bolts and lock washer retaining alternator (Figure 27).

⚠ WARNING ⚠
Alternator weights approximately 154 lbs (70 kg). Another person is required to take the alternator out of engine compartment.

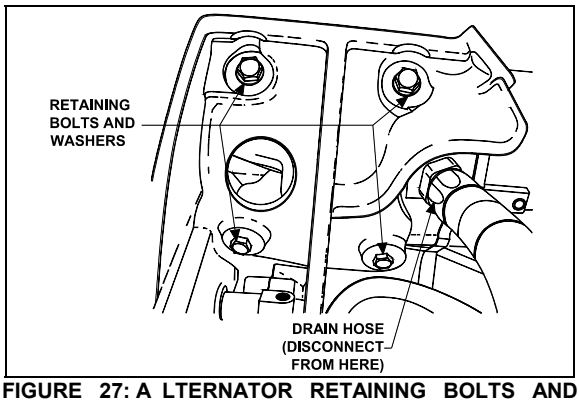


FIGURE 27: A LTERNATOR RETAINING BOLTS AND WASHERS 06350

7.8.1 Disassembly Of Alternator

After diode, field and stator winding checks, the alternator can be disassembled to repair a faulty component, such as field or stator, or to proceed with bearing or rotor replacement. Perform the following steps to disassemble the alternator:

1. Remove nuts and washers from "DC" terminal on diode end frame.
2. Separate the diode cover plate from the diode end frame by removing the mounting screws.
3. Remove the washer, nut and lock washer attaching the diode supports to the end frame, the three screws connecting the diode leads to the diode supports, and the three nuts which attach the stator studs to the diode supports.
4. Separate the diode support assemblies from the diode end frame, and the three nuts that connect the studs to the diode end frame.
5. Mark the position of the drive end frame and diode frame with respect to the stator assembly so that the parts can be reassembled in the same position.
6. Detach the diode end frame and field assembly from the stator assembly by removing the attachment screws.
7. Separate the field assembly from the diode end frame by removing the four attachment screws.

8. Separate the rotor assembly and drive end frame from the stator assembly by removing the attaching screws.

9. Remove the shaft nut and washer, and the pulley. Press the rotor shaft out of the drive end frame.

10. Remove the retainer plate and pull the bearings from the drive end frame.

7.8.2 Alternator Cleaning And Inspection

Whenever the alternator is disassembled, it should be cleaned and inspected.

Cleaning

If sludge has accumulated on the stator, a light mineral oil should be used to clean it.

Inspection

When the alternator has been disassembled to the extent that the stator is exposed, the stator should be checked for the following:

a) Adequate varnish.

b) Proper spacing of conductors so that “near shorts” do not exist.

c) Proper phase lead placement.

d) Strong conductor and cross-over welds.

7.8.3 Bearing Or Rotor Replacement

Whenever the rotor and drive end frame are disassembled for any reason, the single-row ball bearing must be replaced with a new one due to the probability of damage during disassembly.

Removal and Disassembly

1. If the pulley was not removed from the rotor shaft at time of alternator removal, remove the nut and flat washer from the shaft and pull the pulley off the shaft.

2. Remove the six bolts and lock washers attaching the drive end frame to the stator frame. Separate the drive end frame from the stator frame. Remove the drive end frame and support assembly.

3. Support the drive end frame in an arbor press so that the rotor can be pressed down out of the end frame. Using a suitable adapter against the end of the rotor shaft that will pass through the inner race of the double-row ball bearing, press the rotor down out of the end frame and bearings. Since the single-row bearing outer race is held in the end frame by the retainer plate, and the inner race is a press fit onto the rotor shaft, the bearing will probably be damaged when the shaft is pressed out and need to be replaced with a new part.

4. Remove the six screws attaching the bearing retainer plate to the drive end frame. Remove the retainer plate, the single-row bearing and the bearing spacer from the end frame.

5. Support the drive end frame in an arbor press with the double-row bearing down, so that the bearing can be pressed down out of the end frame. Using a suitable driver that will exert a force on the bearing outer race, press the bearing out of the end frame.

6. Remove the rubber bearing clamp from groove in the end frame.

Assembly and Installation

1. Install a new single-row ball bearing into inner side of the drive end frame. Install the bearing retainer plate and attach with six screws. Stake screws in place after tightening.

2. Position the rubber bearing clamp in the groove in bearing bore of the drive end frame. Lubricate the clamp to permit the bearing to be pressed in without dislodging or damaging the clamp.

3. Position the rotor in an arbor press with the shaft end up. Install the drive end frame and single-row bearing assembly over the rotor shaft. Using a driver over the rotor s haft, which will exert a force on the bearing inner race, press the bearing onto the shaft until it bottoms against the rotor.

4. Install bearing spacer over the rotor shaft. Position the double-row bearing over the rotor shaft at end frame bore. Using an adapter that will exert a force on both the inner and outer races of the bearing, press the bearing onto the shaft and into the end frame until the inner race bottoms against the bearing spacer.

5. Place a new seal around the drive end of the stator frame.

6. Insert the rotor between the stator and field, and position the drive end frame against the stator frame. Attach the end frame to the

stator frame with six bolts and lock washers. Tighten the bolts to a torque of 5 to 5.4 lbf-ft (6-7 Nm).

⚠ CAUTION ⚠

When replacing the alternator on the vehicle, ensure that an alternator w ith the proper drive ratio is used. Installation of an alternator with any other driv e ratio w ill result in severe and costly damage to the alternator and engine.

7.8.4 Alternator Reassembly

Reassembly is the reverse of disassembly.

Note: *When tightening the outside nut on the "DC" output terminal, torque the nut to 30-35 lbf-ft (41-47 Nm). The lower nut should be supported while doing so.*

When reinstalling diodes, tighten to a torque of 9-11 lbf-ft (12-15 Nm).

7.8.5 Output Check

When removed from the engine, the alternator may be checked without circulating oil on a test bench, providing the output is limited to 100 amperes or less. The alternator may be bench tested without circul ating oil at outputs exceeding 100 amperes, as long as the period of operation is limited to less than 15 seconds.

⚠ CAUTION ⚠

Operating the alternator at outputs greater than 100 amperes w ithout adequate oil circulation for periods exceeding 15 seconds, will cause the alternator to overheat, resulting in damage to the winding and diodes.

If the alternator is to be operated at an output greater than 100 amperes for longer than 15 seconds, circulating oil must be provided. SAE 30 engine oil must be applied to the connection on the diode end cover at a pressure of 35 psi and at a temperature of 60 ^{o}F to 220^{o}F (16^{o}C to 104^{o}C). This will provide an oil flow of about one gallon per minute.

To check the alternator on a test bench, make electrical connections as shown in Figure 24. Make sure the negative battery terminal is connected to the alternator frame.

7.9 ALTERNATOR DRIVE BELT

Removal

1. Insert a ¾ inch socket drive into one of the tensioning arm opening (Figure 28).

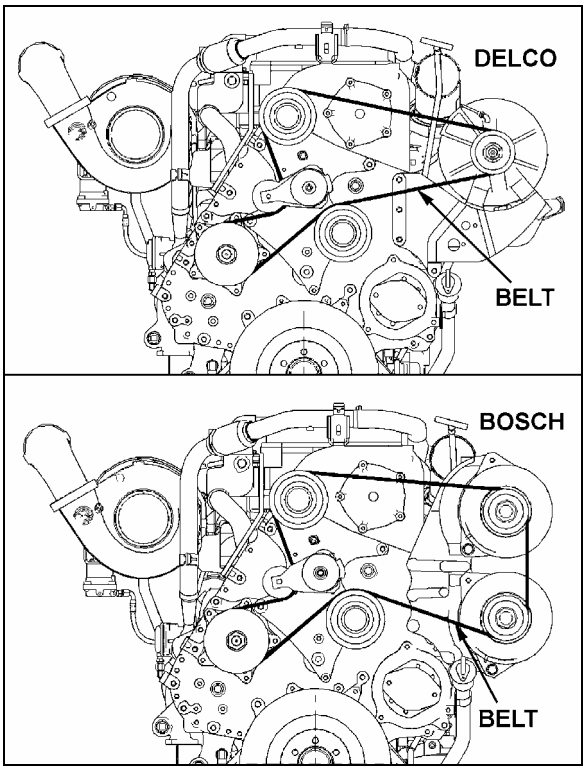


FIGURE 28: ALTERNATOR DRIVE BELT 06342

2. Twist the tensioning arm to slacken belt.
3. Remove belt.

Installation

Installation of the alternator drive belt is the reverse of removal.

7.9.1 Adjustment

Correct belt tension is required to maximize belt life. The tensioning arm maintains proper belt tension, no adjustment is required.

Check for wear and proper tension every 6,250 miles (10 000 km) or twice a year, whichever comes first.

8. VOLTAGE REGULATOR (DELCO)

The 24-volt regulator (Delco) is located in the main power compartment.

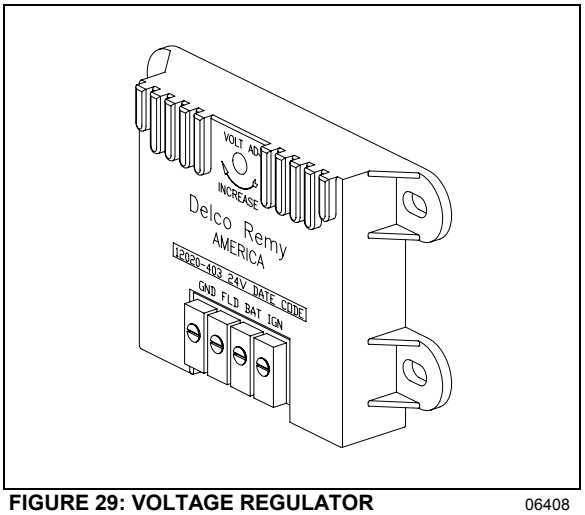


FIGURE 29: VOLTAGE REGULATOR 06408

The transistor regulator illustrated in Figure 29 is an assembly mainly consisting of diodes, capacitors, resistors and transistors. These components are mounted on a printed circuit panel board to form a completely static unit containing no moving parts. Regulators of this type have only four terminals which are identified "GND." (ground), "FLD" (field) "BAT" (battery) and “IGN” (ignition).

The regulator components work together to limit the alternator voltage to the preset value by controlling the alternator field current. This is the only function that the regulator performs in the charging system.

The voltage at which the alternator operates is determined by the regulator adjustment. Once adjusted, the alternator voltage remains constant. The regulator is unaffected by length of service, changes in temperature, or changes in alternator output and speed.

A typical wiring diagram of a negative ground system is illustrated in Figure 30. This diagram shows only the basic charging system components. It does not show any components such as the control relays. Refer to *“Charging system”* wiring diagram, in *“Wiring diagrams”* for the electric circuits and connections.

Voltage regulator maintenance

The voltage regulator is a service-free electronic unit. When it fails, it should be replaced. The following procedure must be used:

- Open the main power compartment door in order to get access to the voltage regulator;
- Unscrew the electrical cable connectors;
- Unscrew the voltage regulator unit;
- Install a new voltage regulator by reversing the procedure.

⚠ CAUTION ⚠

Place the battery main disconnect switch to “OFF” position.

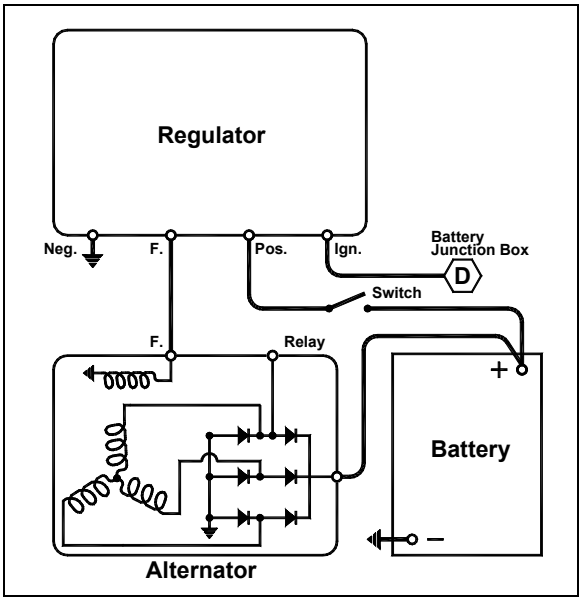


FIGURE 30: TYPICAL WIRING DIAGRAM OF A NEGATIVE GROUND SYSTEM 06415

NOTE

For information about BOSCH alternator and voltage regulator, refer to technical publication "Repair and Testing Instructions for T1 Alternator 0120 689 552".

8.1 TROUBLESHOOTING PROCEDURES

Trouble in the electrical system will usually be indicated by one of two conditions: an undercharged or an overcharged battery. Either condition can result from an improper voltage regulator setting:

Checking Battery Voltage

The absence of gas production during the continuous appearance of the green dot in the battery’s built-in hydrometer indicates that the voltage setting is satisfactory. Check the following conditions:

Checking Voltage Regulator Setting

1. To check the voltage setting, connect a voltmeter across the “POS” and “NEG” terminals on the regulator, and an ammeter to the “C” terminal on the alternator. Refer to Figure 31.

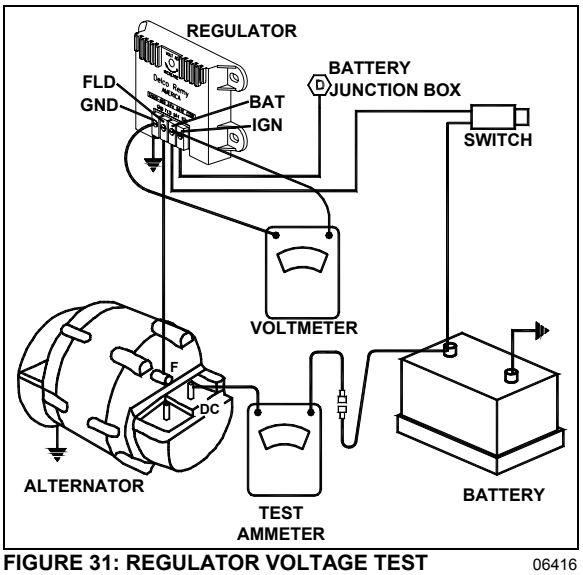


FIGURE 31: REGULATOR VOLTAGE TEST 06416

2. Operate the engine at approximately 1000 rpm (about 2300 alternator rpm), with accessories on, to obtain an alternator output of 20-200 amperes.
3. Note the voltage setting. It should be steady at 27.5 volts.
4. If not, the desired setting can be obtained by removing the plug from the voltage regulator cover and slightly turning the adjusting screw inside the regulator. Turn the adjusting screw clockwise to increase the voltage setting or counterclockwise to decrease it. See Figure 32 for details.

NOTE
If regulator voltage cannot be adjusted to the specified setting, remove the regulator and repair or replace it as necessary.

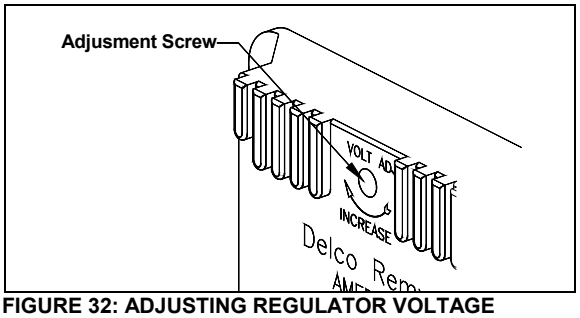


FIGURE 32: ADJUSTING REGULATOR VOLTAGE SETTING 06418

8.1.1 Undercharged Battery

If the voltage setting is steady and reasonably close to the specified value and the battery is undercharged, raise the setting by 0.3 volts, then check for an improved battery condition over a minimum service period of 48 hours. If the voltage cannot be adjusted to the desired value, the alternator should be checked as follows:

1. Stop alternator, turn off all accessories and disconnect battery ground cable.
2. Disconnect all leads from the regulator and from the alternator field. **Do not allow leads to touch ground.**
3. Connect a voltmeter and an ammeter in the circuit at the alternator "DC" terminal.
4. Connect a jumper lead from the alternator "DC" terminal to the alternator field terminal.
5. Connect a carbon pile resistor load across the battery. Turn to the *"Off"* position.
6. See Figure 33 for wiring connections.

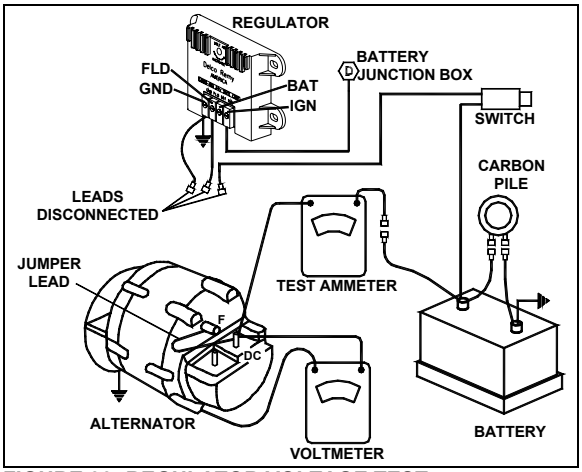


FIGURE 33: REGULATOR VOLTAGE TEST (UNDERCHARGED BATTERY) 06417

7. Reconnect battery ground cable
8. Turn on all vehicle accessories.
9. Operate alternator and adjust carbon pile resistor load as required to check for rated output as given in Delco-Remy Service Bulletin 1G-187 or 1G-188.
10. Check the alternator field winding as follows: Disconnect the lead from the field terminal and connect an ohmmeter from the field terminal to ground. A resistance reading above normal indicates an open field, and a resistance reading less than normal indicates a shorted or grounded field. The normal resistance can be calculated by dividing the voltage by the field current published in Delco-Remy Service Bulletin 1G-186, 1G-187, or 1G-188. The normal resistance value should be at or near midscale on the ohmmeter for accuracy. An alternate method of checking is to connect a battery of specified voltage and an ammeter

in series with the field winding, and compare readings with published specifications in Delco-Remy Service Bulletin 1G-186, 1G-187, or 1G-188. An alternator is defective if it does not produce rated output or if field windings are faulty. If the alternator provides rated output, and field windings check satisfactorily, the regulator should be checked as covered under "Regulator Checks".

8.1.2 Overcharged Battery

If the voltage setting as checked above is steady and reasonably close to the specified value, lower the setting by 0.3 volts and check for an improved battery condition over a minimum service period of 48 hours. If the voltage cannot be adjusted to the desired value, proceed as follows: where the alternator field is grounded internally in the alternator as shown in Figure 30 a shorted or grounded field or a defective regulator can cause an overcharged battery. The field winding can be checked as covered in paragraph "Undercharged Battery". If the field winding is found to be correct, the alternator is not defective, and the regulator should be checked as covered under "Regulator Checks".

8.2 REGULATOR CHECKS

Separate the cover from the base, and remove the panel assembly from the cover. Carefully note the location of all washers and lock washers.

The component parts are keyed to Figure 30. Before making electrical checks, visually inspect the components and make sure all soldered connections are secure. Various electrical checks with an ohmmeter can be made to determine which components are defective.

The ohmmeter **must** be accurate, and should be a scale-type meter with a 1.5 or 3-volt cell. Most digital ohmmeters cannot be used to check semiconductors. However, some digital ohmmeters are specially designed to test semiconductors and can be used to test components in the regulator. Consult the ohmmeter's manufacturer for specifications concerning the capabilities of the ohmmeter.

It is important that all of the following checks be made. If a defective part is found, replace it before proceeding with the remaining checks. Be sure to make all the checks since more than one component may be defective.

A defective regulator can be repaired according to the following methods:

A) By changing the printed circuit board in the regulator. Unscrew the retaining screws on the printed circuit and remove it. Install a new printed circuit board. This method is the most commonly used.

B) By removing any retaining screws involved and unsoldering the connections. When resoldering, limit solder time to a minimum as excessive heat may damage the printed circuit board and component parts. However good soldered connections are essential for satisfactory operation. A resin core 63% tin 37% lead solder with a 360 ^{o}F (182^{o}C) melting point is recommended along with a soldering iron rated at 50 watts or less. Use extreme care to avoid overheating. Before checking the printed circuit board, remove transistor TR1, which must be checked separately. Connect the ohmmeter as shown in Figure 33, and then reverse the ohmmeter leads to obtain two readings on the same component. Use the middle scale on scale-type meters on which the 300 ohm value should be within, or nearly within, the middle third of scale.

Capacitors C1 and C2 = The ohmmeter should read high and low on each capacitor. If not, replace capacitor.

Diodes D1, D2 and D3 = Each diode should give one high and one low reading. If not, replace diode.

Resistor R2 = Turn voltage adjustment screw (identified in Figure 32) with ohmmeter connecting each way. Reading should change as slotted screw is turned. If not, replace R2.

Transistor TR1 = See Figure 34. Use the low scale. Each of the three checks should read low and high. If not, replace TR1.

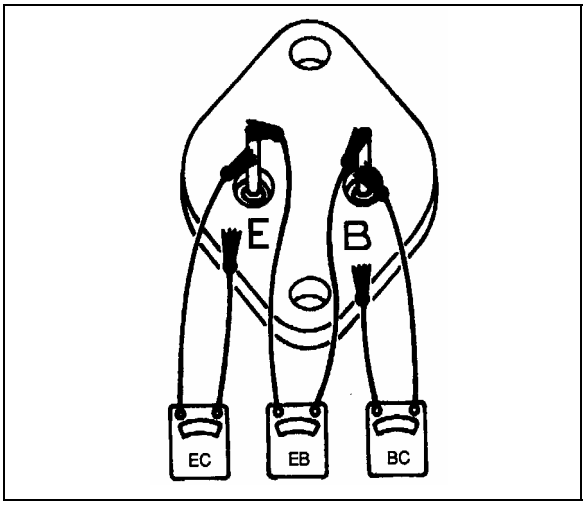


FIGURE 34: CHECKING TRANSISTORS TR1 06081

Transistor TR2 = Change the ohmmeter to use the low scale. EB should read low and high. BC should read low and high. EC should both read high. If not, replace TR2. See Figure 35.

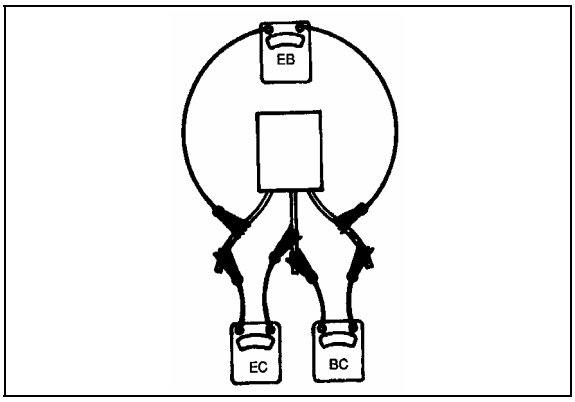


FIGURE 35: CHECKING TRANSISTORS TR2 06082

8.3 ADJUSTING VOLTAGE

After repair, the regulator must be adjusted to the desired voltage setting. Follow the procedure under "Checking Voltage Regulator Setting". Slowly turn the adjusting screw full range and observe the voltmeter to ensure that the voltage is being controlled, then, while still turning, slowly adjust to the desired setting.

9. BATTERY EQUALIZER

VoltMaster Battery equalizer owner's manual (100 amps) is annexed at the end of this section.

Battery equalizer is located in the main power compartment.

10. STARTER

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

⚠ CAUTION ⚠

Prior to the installation of the Mitsubishi starter, the Flywheel Ring Gear must be examined for excess wear or damage. Service Bulletin A1-M1N-1729EN included at the end of Section 06 shows acceptable levels of wear, and illustrates the proper measuring procedure. Maximum wear is 0.5mm. Ring Gears with more than 0.5mm of wear or damage must be replaced before installing the new starter to prevent engagement and/or disengagement problems. **Failure to do so w ill render the Warranty null and void.**

11. ENGINE BLOCK HEATER

The vehicle may be equipped with an engine immersion-type electric block heater to assist cold weather starting. The heater male electric plug is located on the engine compartment door (Figure 36) or on the engine compartment R.H. side 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.

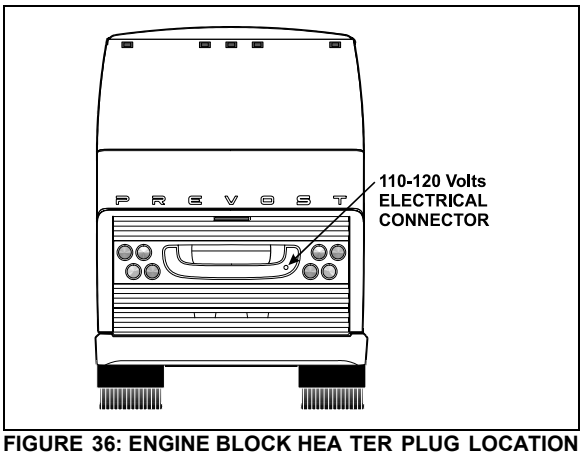


FIGURE 36: ENGINE BLOCK HEA TER PLUG LOCATION 06481

11.1 MAINTENANCE

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

12. EXTERIOR LIGHTING

The circuit for exterior lights, as well as their control switches, relays and circuit breakers are shown on the applicable wiring diagrams. Wiring diagrams are located in the technical publication box.

12.1 HEADLIGHTS

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

NOTE

If vehicle is equipped with optional Xenon headlights, refer to paragraph 12.1.6.

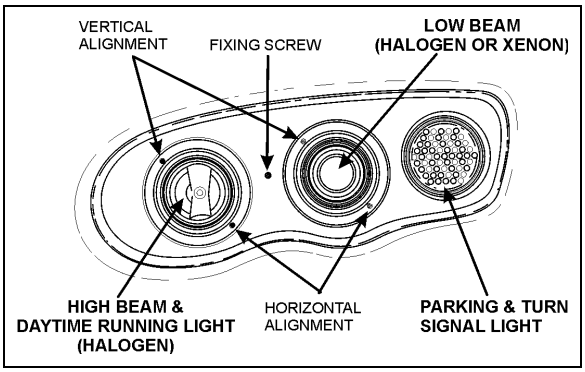


FIGURE 37: HEADLIGHT ASSEMBLY 06481

12.1.1 Headlight Beam Toggle Switch

The multifunction lever located on the steering column is used to select proper lighting. High beams or low beams can be selected by pulling the lever rearward. A high beam indicator on the central dashboard panel is illuminated when the high beam circuit is energized.

NOTE

Pulling the lever rearward while the lights are off will flash the headlights.

12.1.2 Maintenance

Clean headlights with soap and water and a good glass cleaner whenever dirty. For maximum illumination, headlight connections must be coated with a dielectric grease to prevent oxidation and proper voltage must be maintained. Low battery voltage, loose or dirty contacts in wiring system and poor ground contribute to a decrease in voltage. Check wiring and connections regularly and keep battery properly charged. When a headlight burns out, a new bulb must be installed. Headlights must be properly aimed to provide maximum allowable road illumination. When using mechanical aiming devices, follow manufacturer's instructions.

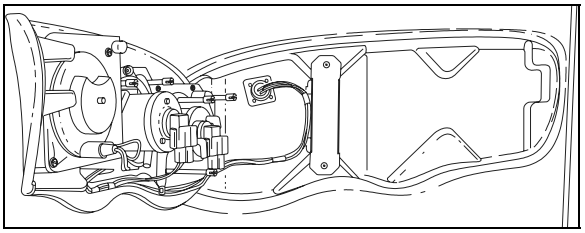


FIGURE 38: OPENING HEADLIGHT ASSEMBLY 06482

Headlight aim should be checked after installing a new bulb. Aiming can be performed without opening headlight assembly. Horizontal and vertical aiming of each module is provided by two adjusting screws that pivot the module in the housing for proper alignment (Figure 37). There is no adjustment for focus since the module is set for proper focus during manufacturing assembly.

NOTE

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

⚠ CAUTION ⚠

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

12.1.3 Headlight Adjustment

The following is a general procedure for headlight adjustment using a mechanical equipment, such as a *"Hoopy 100" Aligner.* If your mechanical equipment is different, refer to the manufacturer's instruction manual.

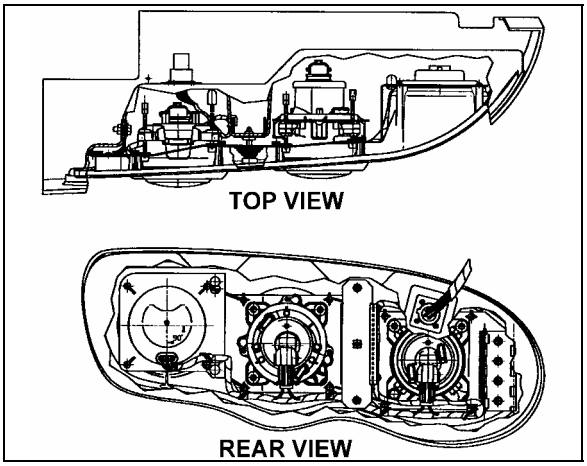


FIGURE 39: HEADLIGHT ASSEMBLY TOP & REAR VIEW 06495

Setting aligner according to slope

1. Park vehicle on a level floor.
2. Set the support rail (Prévost #29261) down (Figure 40). Using shims, adjust its level to stabilize it.

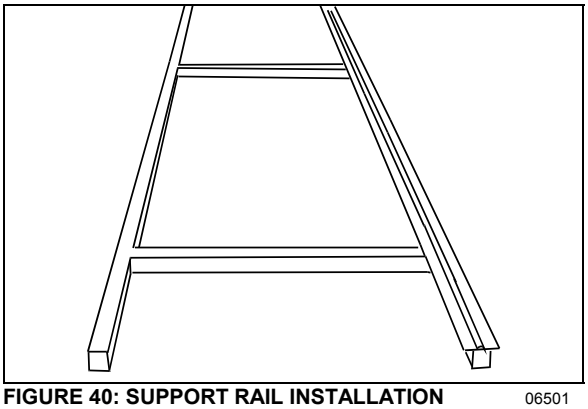


FIGURE 40: SUPPORT RAIL INSTALLATION 06501

3. Install jigs #29263 and #29262 onto the support rail. Position the support rail so that both stops are centered between the two beams (Figure 41). Mark the position for future reference.

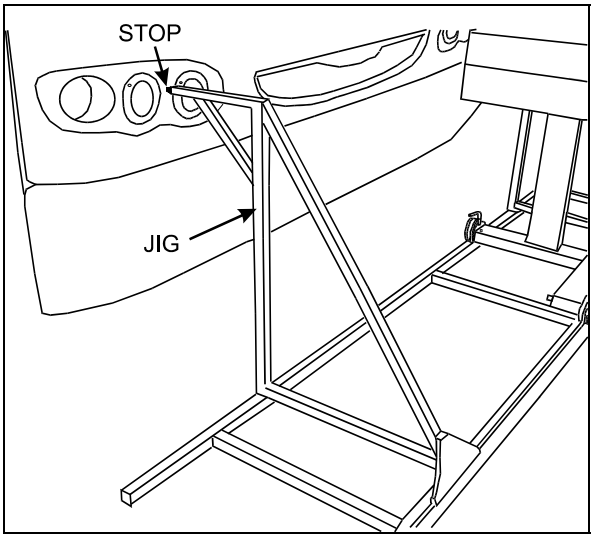


FIGURE 41: INSTALLATION OF JIGS 06499

NOTE
The stops will position the support rail between 16-24 inches of vehicle.

4. Remove the jigs.
5. Install *"Hoopy 100" Aligner* onto support rail (Figure 42).
6. Using an Allen key on the front wheel, level Hoopy 100 aligner until spirit level bubble is centered (Figure 43 and Figure 44).

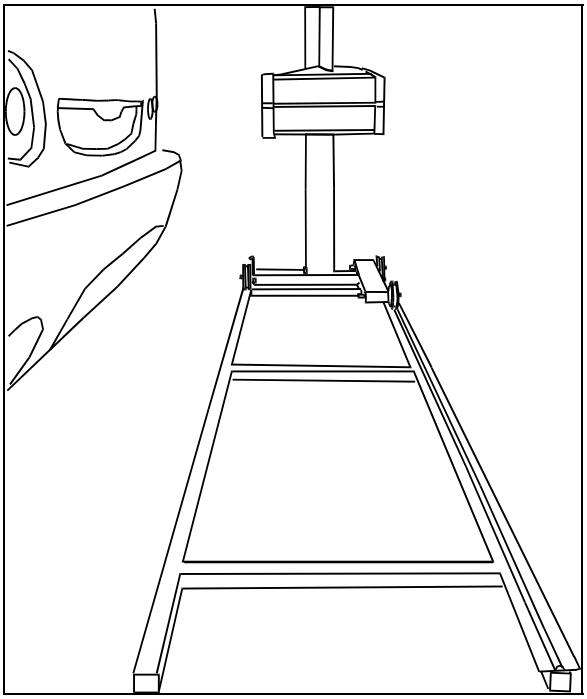


FIGURE 42: INSTALLATION OF HOOPY 100 ALIGNER 06496

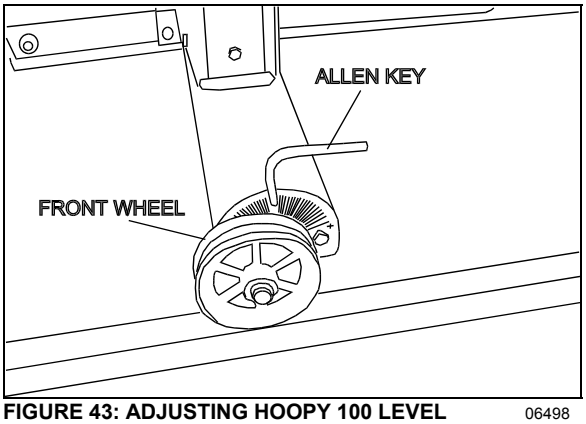


FIGURE 43: ADJUSTING HOOPY 100 LEVEL 06498

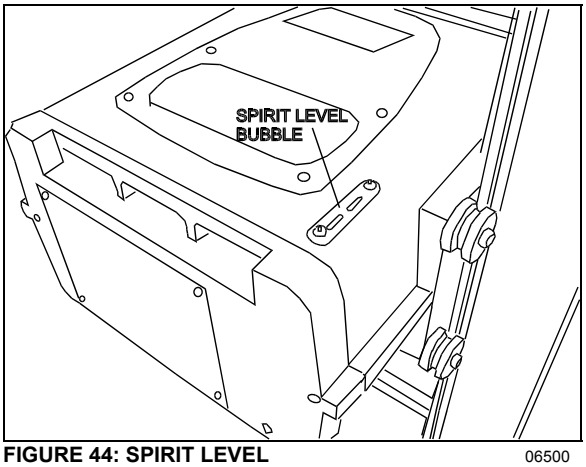


FIGURE 44: SPIRIT LEVEL 06500

7. Install a calibration fixture in the axis of front axle wheel and one in the axis of rear axle wheel (Figure 45).

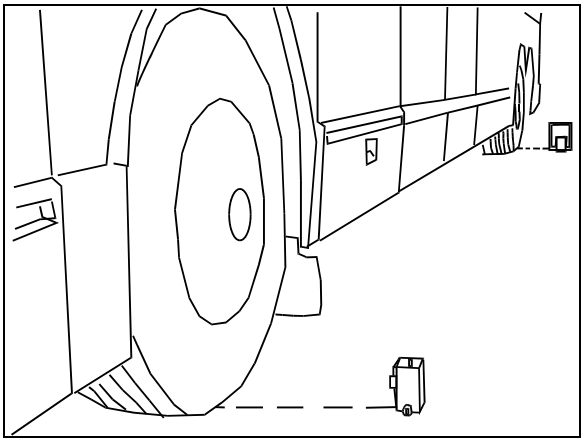


FIGURE 45: INSTALLING CALIBRATION FIXTURES 06497

8. Adjust mirrors so that lines are perfectly aligned.
9. Record reading.

NOTE
The floor level reading must be added to the aligner reading to ensure a precise alignment.

10. Transfer positive (+) or negative (-) reading of calibration fixtures to the front wheel of Hoopy 100 aligner. Add this reading to Hoopy 100 aligner level reading.
    - eg – level: 0.2, mirrors: 0.1 = 0.3
    - eg – level: -0.2, mirrors: 0.1 = 0.1

NOTE
If vehicle remains stationary during the headlight alignment procedure, it is not necessary to check floor slope each time.

Headlight Alignment

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

⚠ CAUTION ⚠
This mechanical equipment must be calibrated by metrology before initial set-up or after major overhaul. Calibration must be performed annually.

1. Set the support rail (Prevost #29261) down (Figure 40). Using shims, adjust its level to stabilize it. Use previous reference marks to ensure proper positioning.
2. Make sure that headlight assembly fixing screw is properly fastened (Figure 37).

NOTE
Make sure that vehicle is at proper height (suspension) and that air pressure is above 90 psi.

3. Install *"Hoopy 100" Aligner* onto support rail (Figure 42). Turn aligner ON.

⚠ CAUTION ⚠
Vehicle must be parked at the same location each time. If location is changed for any reason, floor slope alignment and aligner leveling must be redone. Refer to "Setting aligner according to slope".

NOTE
If aligner indicates LOW BATT, battery must be charged for 12 hours.

Low beam adjustment

1. Turn ON low beam lights.
2. Press ALIGN TO LAMP and move aligner in front of first beam.

NOTE
If beam is offset, a LOW CANDLES message will appear. Using vertical and horizontal alignment screws, adjust beam as needed (Figure 37).

3. Adjust aligner height (move aligner sideways if needed) so that XX appears in the aligner sight. Lock aligner side handle.
4. Open Hoopy 100 aligner door.
5. Press AIM LAMP down, press a second time so that LOW ADJUST appears in the sight. Arrows indicate in which direction to adjust the beam using the vertical and horizontal adjustment screws. Perform this adjustment until XX appears in the sight.
6. Aligner will reset after 5 minutes.
7. Repeat for other low beam light.

High beam adjustment

1. Turn ON high beam lights.
2. Press ALIGN TO LAMP and move aligner in front of first beam.

3. Adjust aligner height (move aligner sideways if needed) so that XX appears in the aligner sight. Lock aligner side handle.
4. Open Hoopy 100 aligner door.
5. Press AIM LAMP down, press a second time so that HIGH ADJUST appears in the sight. Arrows indicate in which direction to adjust the beam using the vertical and horizontal adjustment screws. Perform this adjustment until XX appears in the sight.
6. Aligner will reset after 5 minutes.
7. Repeat for other high beam light.
8. Store equipment away in a safe place.

if proper mechanical equipment is not available, perform adjustments as described below:

1. Headlight aiming and inspection can be accomplished by visual means. This is done on a screen located at a distance of 25 feet (7,6 m) of the headlights. It should be of adequate size with a matte-white surface well shaded from extraneous light and properly adjusted to the floor area on which the vehicle stands. Provisions should be made for moving the screen or its vertical centerline so that it can be aligned with the vehicle axis. In addition to the vertical centerline, the screen should be provided with four laterally adjustable vertical tapes and two vertically adjustable horizontal tapes.
2. The four movable vertical tapes should be located on the screen at the left and right limits called for in the specification with reference to centerlines ahead of each headlight assembly.
3. The headlight centerlines shall be spaced either side of the fixed centerline on the screen by ½ the lateral distance between the light source centers of the pertinent headlights. The horizontal tapes should be located on the screen at the upper and lower limits called for in the specification with reference to the height of beam centers and the plane on which the vehicle rests, not the floor on which the screen rests (Figure 46).
4. The nominal vertical aim position on lower beam headlights shall be adjusted based on the headlight mounting height, from the ground to the light source center of the headlight, according to table1.

TABLE 1 – VERTICAL BEAM AIM GUIDELINES

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

5. High beam headlights are aimed so that the center of the high-intensity zone is located at the horizontal and straight ahead vertically (Figure 47).
6. Low beam headlights are aimed so that the top edge (the cutoff) of the high-intensity zone is at the vertical location as per Table 1 and the left edge of the high-intensity zone is at the vertical centerline of the headlight (Figure 48).

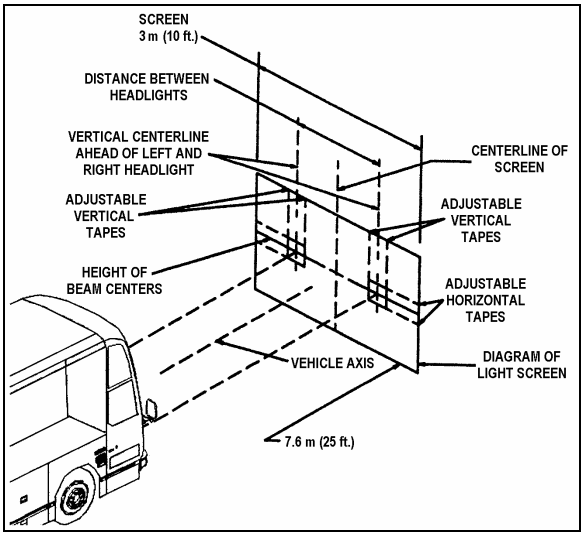


FIGURE 46: A LIGNMENT OF HEA DLIGHT AIMING SCREEN 06502

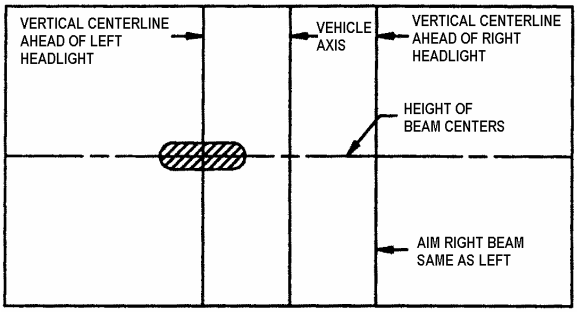


FIGURE 47: HIGH-INTENSITY ZONE (SHADED AREA) OF A PROPERLY AIMED UPPER BEAM ON THE A IMING SCREEN 7.6 M (25FT) IN FRONT OF VEHICLE 06503

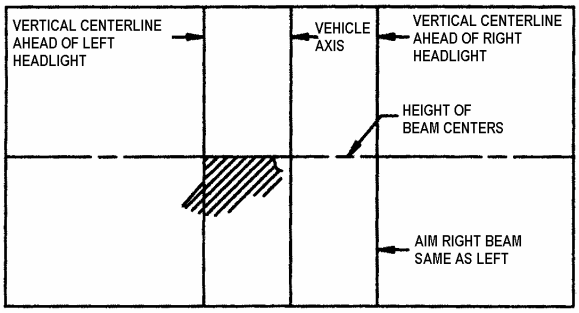


FIGURE 48: HIGH-INTENSITY ZONE (SHADED AREA) OF A PROPERLY AIMED LOWER BEAM ON THE AIMING SCREEN 7.6 M (25 FT) IN FRONT OF VEHICLE 06504

7. The inspection limits for high-beam headlights shall be with the center of the high-intensity zone from 10 cm (4 inch) up to 10 cm (4 inch) down; and, from 10 cm (4 inch) left to 10 cm (4 inch) right on a screen at 7.6 m (25 ft.) (Figure 49).

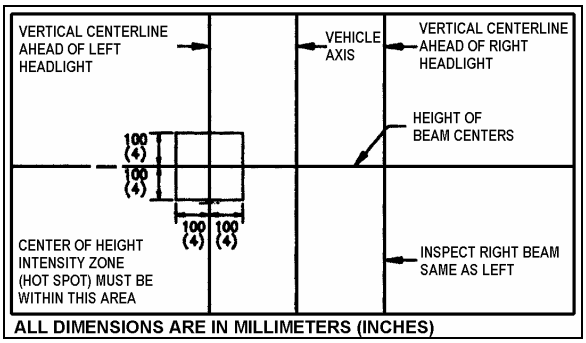


FIGURE 49: AIM INSPECTION LIMITS FOR UPPER-BEAM HEADLIGHTS 06505

8. The inspection limits in the vertical direction for low-beam headlights or the low beam of a dual-beam headlight, shall be as described in Table 1. In the horizontal direction, the left edge of the high-intensity zone shall be located from 10 cm (4 inch) left to 10 cm (4 inch) right of the vertical centerline of the beam. The viewing screen shall be located 7.6 m (25 ft.) in front of the vehicle (Figure 50).

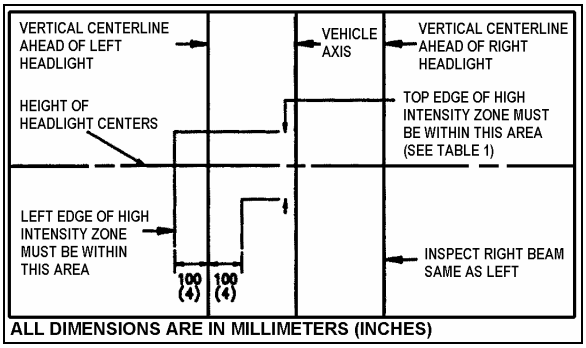


FIGURE 50: A IM INSPECTION LIMITS FOR LOWER-BEAM HEADLIGHTS 06506

12.1.4 Sealed-Beam Unit

Bulb Removal and Replacement

1. Remove the headlight screw fixing the headlight assembly, then pivot headlight assembly out (Figure 37 and Figure 38).
2. Remove connector from headlight bulb.
3. Remove the bulb by pushing and rotating it out of the socket.
4. Install the new bulb by reversing the previous procedure.

⚠ CAUTION ⚠

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

NOTE

Do not disrupt headlight adjustment screws.

Module Replacement

1. Remove screw fixing headlight assembly to its housing (Figure 37) and pivot assembly out.
2. Remove connector from headlight bulb.
3. Unfasten three metal clips attaching headlight unit to support.
4. Install new module and fasten metal clips.
5. Install wiring connector on back of new sealed beam unit.
6. Pivot headlight assembly back into its housing then secure using fixing screw.

NOTE

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

7. Perform alignment procedure.

NOTE

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

12.1.5 Front Turn Signal

The front turn signal is part of the front headlight assembly. The turn signal is a sealed unit (LED) located on each front corner and should be replaced as an assembly. Turn signal is visible from both front and side.

Removal and Replacement

1. Remove screw fixing headlight assembly to its housing (Figure 37) and pivot assembly out.
2. Partially unfasten ba ck plate fixing screws, then remove signal lamp.
3. Remove socket from signal lamp.
4. Install wiring connector on back of new signal lamp then install signal lamp.
5. Fasten back plate fixing screws then pivot headlight assembly back into its housing then secure using fixing screw.

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

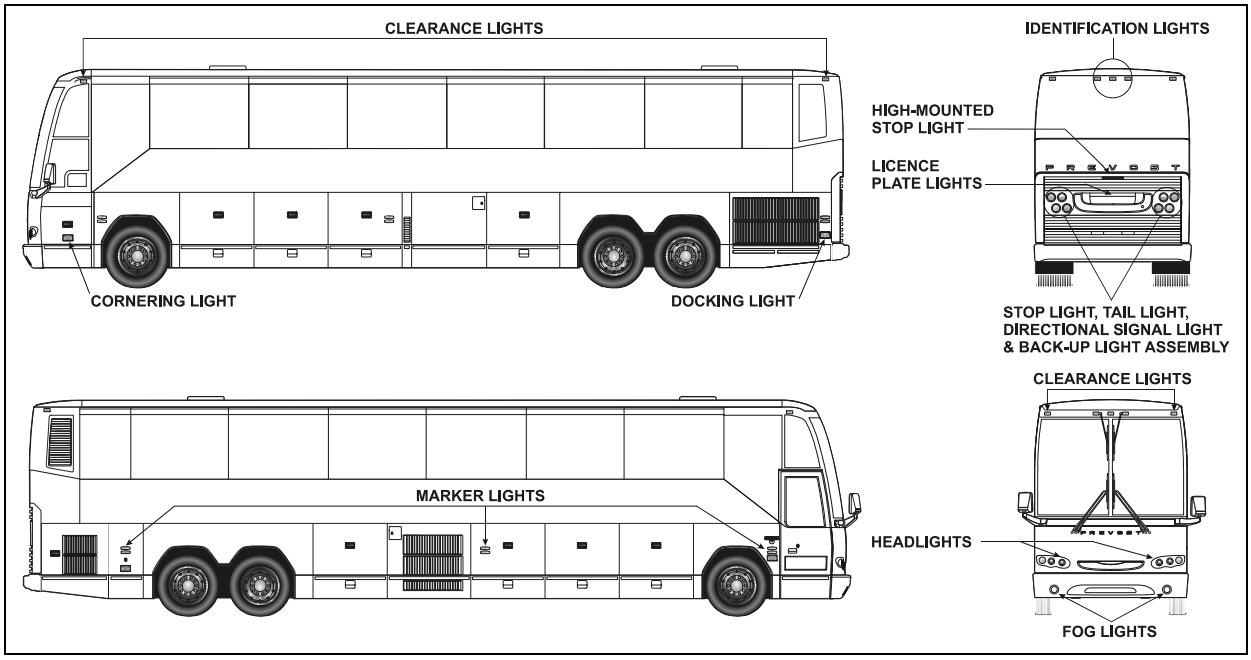


FIGURE 51: VARIOUS LIGHTS LOCATION 06480

12.1.6 Optional Xenon Headlamp

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

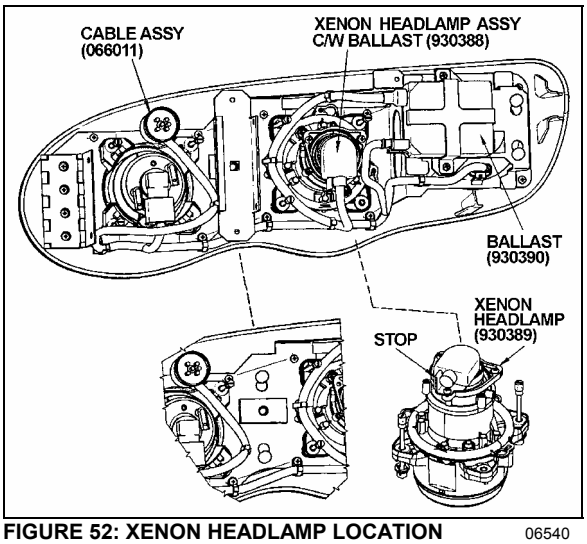


FIGURE 52: XENON HEADLAMP LOCATION 06540

Bulb Removal and Replacement

1. Remove the headlight screw fixing the headlight assembly, then pivot headlight assembly out (Figure 37 and Figure 52).
2. Remove main cable connector (066011).
3. Remove connector from headlamp bulb by turning counterclockwise.
4. Unscrew the three Phillips head screws, pull the retainer and bulb out.

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

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

⚠ CAUTION ⚠
During this step, av oid contacting the bulb with the fingers not to alter the bulb life.

⚠ CAUTION ⚠
Never connect a voltmeter or V.O.M. to

measure bulb voltage as instrument will be destroyed.

NOTE

Do not disrupt headlight adjustment screws.

Troubleshooting and Safety

When switching on the Xenon headlamp using the rocker switch, a lamp short -circuit test is performed.

Current is detected in the lamp circuit before the ignition time and ignition prevented. Connection of the "hot" lamp to the body mass also prevents ignition. In both cases, the system is cut off within < 0.2 s and can only be restarted via the rocker switch.

In general, the maximum ignition time is < 0.2 s, which period is followed by c utoff. This would happen if a lamp was defected.

Lamp missing: system is cut off after < 0.2 s.

If lamp components or cables are damaged by force (accident) so that contact with hazardous parts is possible, the current in these lines is earthed by the vehicle body and - as with a defective household appliance - switched off when 30 mA are reached within < 0.2 s. the cutoff time is shortened by a more powerful defect current.

To protect the ballast, a counter in the electronic safety system ensures that a defective lamp can only be switched off 7 times consecutively after a successful ignition, after which the device is cut off. This prevents flutter and flashing. This counter is put out of action when the lamp cutoff time repetition interval is longer than 1.3 s so that temporary non-defect disturbances that result in immediate invisible re-ignition do not cause lamp cutoff.

A warning notice on the lamp plug makes you aware of the fact that the lamp is operated in this system on a higher voltage (you should therefore switch off the lamp before working on this part).

After taking out the lamp, the contact pins are in a practically idle stat (< 34 Volt) after < 0.5 seconds so that there is no immediate danger of electric shock even if the warning is disregarded.

With this safety concept there is no danger to check the ballast with a new bulb. There is a very high probability that t he ballast is OK if the ballast can ignite the bulb.

One simple test to check the ballast would be to measure the Nominal current of 1.58 A after one minute for the 24V ballast.

12.2 STOP, TAIL, DIRECTIONAL, BACK-UP, AND HAZARD WARNING LIGHTS

A combination stoplight, taillight, directional signal light and back-up light assembly is mounted at the rear, on each side of the vehicle. Furthermore, when braking, a high-mounted stoplight will illuminate simultaneously with the stoplights on the sides for increased safety.

The stop and tail lights are combined in the same 6-LED lamp. The directional signal and license plate lights consist of individual LED lights mounted on the engine rear door, and each light is serviced individually as a complete unit. The back-up light sealed unit uses a regular tungsten bulb.

The hazard warning flashing system uses the front, side and rear directional lights simultaneously. This system is energized by a switch on the L.H. dashboard.

12.2.1 Lamp Removal And Replacement

1. Open engine compartment rear door.
2. Unscrew the lamp support retaining screws (2), and then from the outside, remove the lamp and its support.
3. From the outside, install the new lamp with its support then fasten the retaining screws.

12.2.2 High-Mounted Stop Light Removal And Replacement

This vehicle is equipped with a high-mounted stop light (LED). This light is a sealed unit and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both *"Phillips"* light screws, then remove the light assembly.
2. Position the new light assembly and install the *"Phillips"* screws.

12.3 LICENCE PLATE LIGHT

Two LED units are mounted above the rear license plate(s) of vehicle. In case of burn out, the LED unit must be changed according to the following procedure.

1. Pry out the rubber seal with a small screwdriver. Pull on the LED unit and disconnect it.

2. Reconnect new LED unit, place rubber seal, and press on it until it is seated in position.

12.4 CLEARANCE, IDENTIFICATION AND MARKER LIGHTS

The vehicle is equipped with marker, identification and clearance lights (LED). The clearance lights are mounted at each corner of the coach near the top and the identification lights are in the upper center of rear and front sections. The rear clearance and identification lights are red and the front ones are amber.

The amber marker lights are mounted along the sides of vehicle.

12.4.1 Marker Light Removal And Replacement

The side marker light is a sealed unit (LED) and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both *"Phillips"* light screws, disconnect and remove the light assembly.

2. Connect and position the new light assembly and install the *"Phillips"* screws.

12.4.2 Clearance And I dentification Light Removal And Replacement

The clearance and identification lights are sealed units (LED) and should be replaced as an assembly in accordance with the following procedure:

1. Unscrew both "Phillips" light screws, disconnect and remove the light assembly.

2. Connect and position the new light assembly, then install the "Phillips" screws.

12.5 DOCKING AND CORNERING LIGHTS

This vehicle is provided with two halogen sealed-beam units that serve as cornering lights. They are mounted on the vehicle as follows: one is mounted on the front L.H. side service compartment door, while the other is located between the front wheel and the entrance door on the R.H. side. The ma in function of these lights is to increase lateral visibility when turning a corner. These lights are energized simultaneously with the directional lights. On the V.I.P. model, a dashboard-mounted rocker switch may be actuated to cancel this system in special situations.

Two additional halogen sealed-beam units are installed on rear electrical compartment door (R.H.) and radiator door. These lights are used as docking lights and both will illuminate automatically when reverse range is selected to facilitate back-up or docking procedure.

On the V.I.P. model, these lights do not operate automatically when the reverse range is selected, but by means of a dashboard-mounted rocker switch. When actuated, the docking as well as the cornering lights illuminate. Furthermore, a *"Low docking"* switch, also located on dashboard, allows the use of the docking and cornering lights at a lower intensity when the docking switch is actuated.

12.5.1 Lamp Removal And Replacement

Both docking and cornering sealed-beam units can be changed in accordance with the following procedure:

1. Remove the two "Phillips" screws attaching the retaining ring.

2. Disconnect the light unit connection.

3. Remove the lamp.

4. Position new lamp.

5. Connect and position the light unit.

6. Finally, install the retaining ring and screw.

12.6 FOG LIGHTS

Optional halogen fog lights can be mounted on this vehicle to give the driver better visibility in foggy weather, or to improve the range of vision just ahead of the coach.

12.6.1 Bulb Removal And Replacement

1. To access the spare wheel compartment, pull on the release handle located in the front electrical and service compartment, near the door lower hinge. The bumper will lower gradually.

2. Unscrew the wing nut and pivot assembly upwards.

3. Unscrew the outer ring. Disconnect the light unit connection and remove the bulb.

⚠ CAUTION ⚠

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

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

5. Reinstall the outer ring, pivot the assembly downwards.
6. Fasten the wing nut and securely close the bumper.

13. INTERIOR LIGHTING EQUIPEMENT

13.1 CONTROL PANEL LIGHTING

The instrument gauges and switches mounted on all control panels are energized whenever the exterior light switch is pushed to the first position. A control dimmer located on the dashboard is used to vary the brightness of the panel gauges, switches and indicator lights.

The gauge lights, panel light s, switch lights and indicator lights have a different bulb arrangement. Thus, the procedure to change a defective bulb can vary according to the application.

13.1.1 Switch Lighting

1. Slightly pull the swit ch with a defective LED away from the control panel.
2. Disconnect the electric cable from the switch.
3. To install a new switch, reverse the procedure (Figure 53).

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

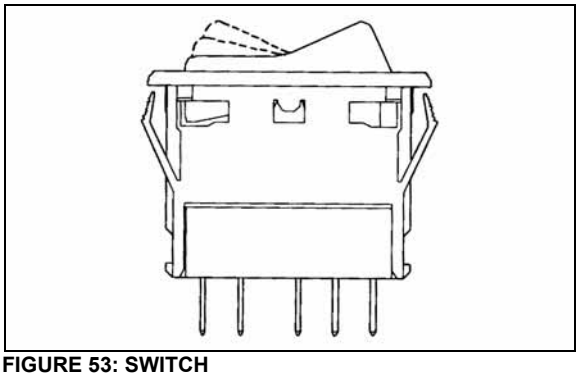


FIGURE 53: SWITCH

13.1.2 Telltale Light Replacement

Telltale module is non-serviceable and must be replaced as a unit.

1. Unscrew and remove the top dashboard panel.
2. Remove the telltale back wire electric connectors.
3. Unscrew and remove the telltale module.
4. To replace the telltale module, reverse the procedure.

13.1.3 Gauge Light Bulb Replacement

1. For any gauge light bulb replacement, the dashboard panel must be removed in order to have access to the rear of gauges.
2. Remove bulb socket from the gauge, turn the defective bulb counterclockwise and pull it out of the gauge.
3. Push a new bulb and socket ASM and turn clockwise to lock in place.
4. Replace the rear dashboard housing.

13.2 STEPWELL LIGHTS

13.2.1 Coach Entrance

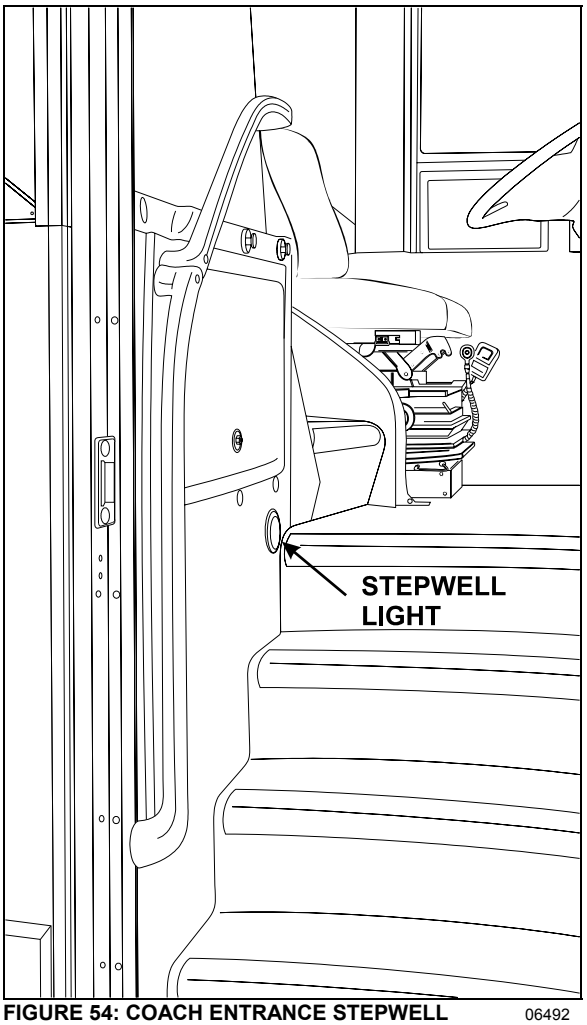


FIGURE 54: COACH ENTRANCE STEPWELL 06492

The three stepwell lights are illuminated when the door opening system is activated (Figure 54).

Light Removal and Replacement

1. Unsnap the lamp outer ring with a flat head screwdriver and remove it.
2. Unfasten the three fixing screws, remove and disconnect LED light assembly.
3. Connect and install the new LED assembly in position.
4. Fasten the three fixing screws and replace the lamp outer ring by snapping it back in place.

13.2.2 VIP Entrance And Bus Entrance Door

The stepwell light is illuminated when the door opening system is activated (Figure 55).

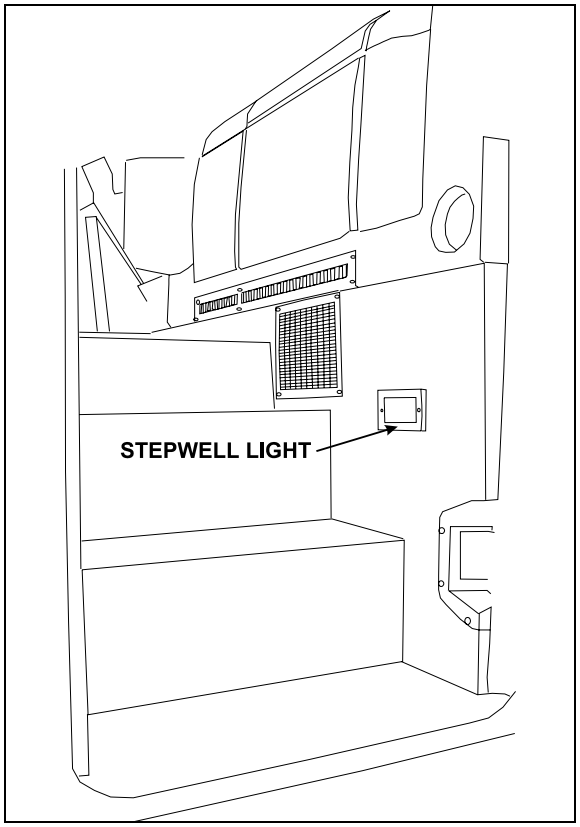


FIGURE 55: VIP ENTRANCE STEPWELL 06507

13.2.3 Bulb Removal And Replacement

Proceed as follows to replace defective bulb:

1. Unscrew the two Phillips-head screws retaining the lens to the wall, and remove it.
2. With the light lens removed, pull bulb from the lamp while applying lateral pressure.
3. Install the new bulb into the lamp.
4. Position the light lens and install it.

13.3 LAVATORY NIGHT-LIGHT

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

13.3.1 Bulb Removal And Replacement

Proceed as follows to replace defective bulb:

1. Unscrew the two Phillips-head screws retaining the lens to the lavatory wall, and remove it.
2. With the light lens removed, pull bulb from the lamp while applying lateral pressure.
3. Install the new bulb into the lamp.
4. Position the light lens and install it.

13.4 DRIVER'S AREA LIGHTS

One halogen ceiling light is installed over the stepwell and another one over the driver's area. These lights are frequently used for nighttime operation when passengers board or leave coach.

13.4.1 Bulb Removal And Replacement

1. Unsnap the lamp with a flat head screwdriver and remove it.
2. Pull the defective bulb out of the socket.
3. Install the new bulb by pushing it in position.
4. Replace the lamp by snapping it back in place.

⚠ CAUTION ⚠

Do not touch halogen bulbs with bare hands as natural oils on skin will shorten bulb life span.

13.5 PASSENGER SECTION LIGHTING

The passenger section of coach is lit by two types of fluorescent tube lamps installed on the parcel racks.

The aisle or indirect lights are located on front of parcel racks, and provide soft, indirect cabin lighting and parcel rack interior lighting. More powerful lighting for general and in-station applications is provided by fluorescent tubes located under the parcel racks, close to the windows. A dual power system is available for this lighting either from the 24-volt vehicle power supply or from a 110-volt outlet supply. In order to save batteries during extended periods of in-station lighting, no current is drawn from the

batteries as soon as the 110-volt circuit is connected.

Moreover, adjustable reading lamps are installed under the parcel racks for passenger accommodation.

13.5.1 Fluorescent Tube Replacement

Indirect Fluorescent Light

1. Open the parcel rack access door, if so equipped, unscrew the two Phillips screws (one each end). Let the hinged cover down.
2. Remove fluorescent tube from light socket.
3. Install a new fluorescent tube.
4. Lift the hinged cover and replace the two retaining screws (Figure 56).

Parcel Rack Interior Lighting

1. Open the parcel rack access door, if so equipped, unscrew the two Phillips screws (one each end). Pull the hinged cover down.
2. Push on the bulb, turn and then, pull it from the socket.
3. Install a new bulb.
4. Lift the hinged cover and replace the two retaining screws.

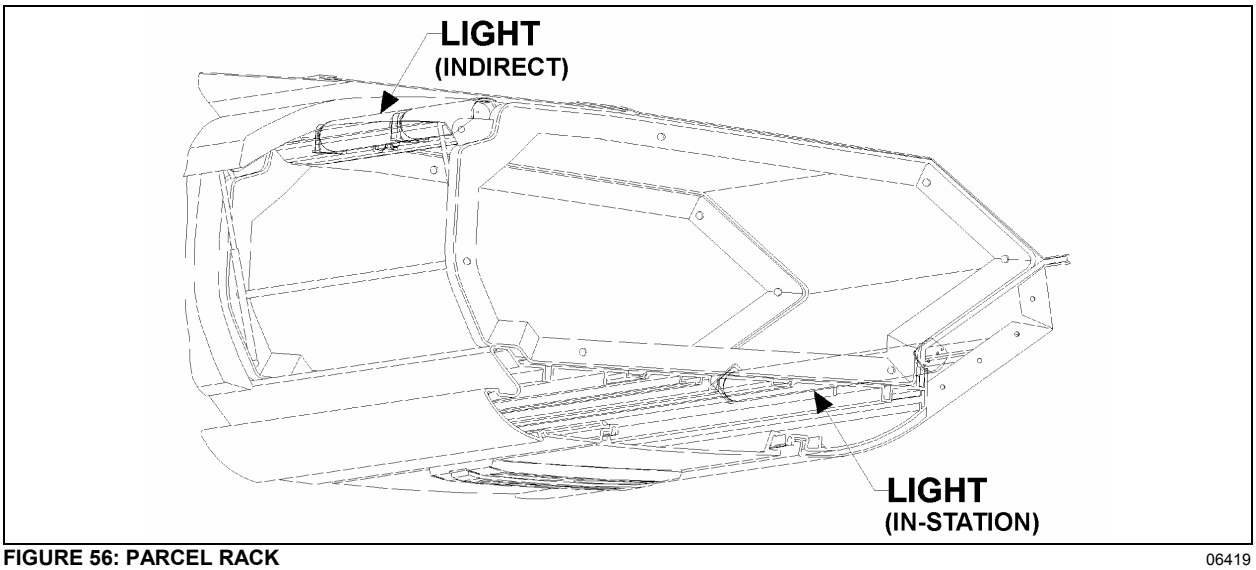


FIGURE 56: PARCEL RACK 06419

13.5.2 Removal And Replacement Of In-Station Fluorescent Tubes

1. Start by pulling out the corner of the lens then delicately peeling it out of its seat.

⚠ CAUTION ⚠

The lens is fragile. Be v ery careful w hen removing and handling.

2. Rotate and pull the fluorescent tube from its sockets.
3. Install a new fluorescent tube, rotating the tube to secure it in the sockets.
4. Replace the screen lens by first inserting one side in the seat, then push the other side in and snap it in place by running it in from one corner to the next.

13.5.3 Removal And Replacement Of Reading Lamp Bulb

1. Engage the tool (#830164) over the lamp and turn one quarter turn counterclockwise. Then, remove the tool slowly.
2. Pull the bulb socket off the reading lamp unit.
3. Push and turn bulb counterclockwise, then pull it out of the socket.
4. Install new bulb in the socket, then push and turn clockwise to lock bulb in position.
5. Push the bulb socket in the reading lamp unit.
6. Position the reading lamp with the tool (#830164), turn one quarter turn clockwise.

13.6 ENGINE COMPARTMENT LIGHTING

Two lights illuminate the engine compartment upon opening of the engine door (Figure 57).

Each light is sealed and can be replaced as follows:

1. Disconnect the light unit connection.
2. Remove the lamp.
3. Position new lamp.
4. Connect the light unit.
5. Make sure the retaining ring is installed properly.

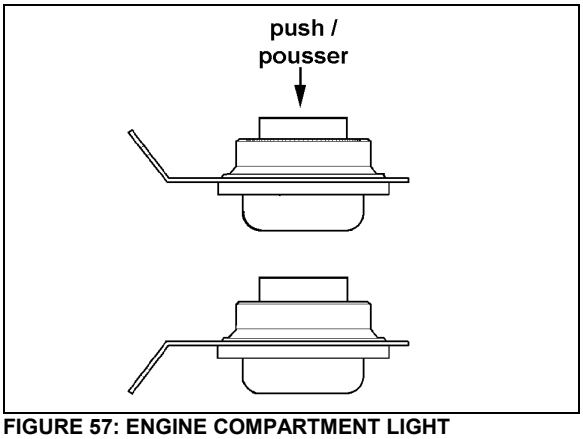


FIGURE 57: ENGINE COMPARTMENT LIGHT

13.7 LAVATORY LIGHT

The lavatory halogen lights are installed on ceiling. A microswitch, mounted in the door exterior frame, is activated by the door lock mechanism upon locking to energize the circuit. This switch is readily serviced by removing the two Phillips-head screws securing the mounting plate to the door exterior frame.

Proceed as follows to replace the bulb:

1. Unsnap the lamp with a flat head screwdriver and remove it.
2. Pull the defective bulb out of the socket.
3. Install the new bulb by pushing it in position.
4. Replace the lamp by snapping it back in place.

⚠ CAUTION ⚠
Do not touch halogen bulbs w ith bare hands as natural oils on skin will shorten bulb life span.

14. LIGHT BULB DATA

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

NOTE
Exterior and interior lights can be 12 volts or 24 volts.

Application	Prévost part no.	Trade or SAE number	Watts or Candle Power	Volts	Qty
EXTERIOR LIGHTING					
Hi-beam	930359	H9	65 W	12	2
Low-beam	930360	H9	65 W	12	2
Low-beam Xenon (optional)	930388	D2S	35 W	12	2
Docking & cornering	930319	H9415	37.5 W	12	4
Fog	930361	H3	55 W	12	2
License plate (sealed)	930368	Led	.05 A	12	2
Side marker (red)	930340	Led	.06 A	12	2
Side marker (amber)	930341	Led	.06 A	12	10
Identification (red)	930334	Led	0.10 A	12	3
Identification (amber)	930337	Led	0.10 A	12	3
Clearance (red)	930334	Led	0.10 A	12	4
Clearance (amber)	930337	Led	0.10 A	12	4
Front directional (hazard and marker)	930364	Led	0.75 / 0.10 A	12	2

Application	Prévost part no.	Trade or SAE number	Watts or Candle Power	Volts	Qty
Rear directional	930365	Led	0.55 A	12	2
Stop	930366	Led	0.3 A	12	4
Back-up	930367	Sealed Unit	2.1 A	12	2
Center stop (high-mounted)	930330	Led	---	12	1
Tail	930366	Led	0.03 A	12	4
Exterior compartment (except engine)	562278	6429 (78207)	10 W	24	A R
Engine compartment	930383	Sealed Unit	2.1 A	12	2
INTERIOR LIGHTING					
Speedometer	560145	2721 M OSRAM	1 cp	24	2
Tachometer	560145	2721 M	1 cp	24	2
Turbo boost	561167	2721 M	3 W	24	1
Other instruments (1/unit)	560144	2721 MFX OSRAM	1.6 cp	24	A R
Step (VIP)	562278	6429	10 W	24	1
Step (Coaches)	830173	LED	0.7 W	12	3
Lavatory	561009	6423	5 W	24	1
Parcel rack	561553	313	1.6 cp	24	A R
Driver’s area	830176	Q20MR16	20 W	12	2
“EMERGENCY EXIT” decal	560601	456	2 cp	24	20
“LAVATORY OCCUPIED”	561166	1820	1.6 cp	24	2
“WATCH YOUR STEP”	561166	1820	1.6 cp	24	2
Aisle	563546	---	---	24	A R
Reading	563073	623	.37 A	24	A R
Fluorescent (In-Station)	830153	F32T8/SP41	32 W	---	A R
Lavatory	830176	Q20MR16	20 W	12	1
Destination sigh fluorescent	830080	F30T8CW4	30 W	---	1
Fluorescent (Indirect)	830152	F13T5/CW	13 W	---	---

15. SPECIFICATIONS

Battery

Make ..... Volvo
Model 20359831
Type ..... Maintenance-free
Terminal type ..... Top Stud
Group size 31
Volts 12
Load test amperage 290
Reserve capacity (minutes) 195
Cold cranking (in amps)
-At 0°F (-18°C) ..... 950 (each battery)
Maximum dimensions (inches/mm)
-Length (including flange) 13.0/330,2
-Width 6.7/169,3
-Height (including top posts) 9.3/237,0
-Approximate weight (lbs/kg) 59/26,7

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

Torque specifications

Battery cable to post ..... 10-15 ft-lbf (13-20 N· m)
Battery cover ..... 45-50 ft-lbf (5-6 N· m)

Alternator

Make ..... Delco Remy
Model Number 1117702
Series 50DN
Type 600
Field current at 80°F (27°C)
-Amperes ..... 7.2 – 8.0
-Volts 24
Hot output
-Amperes ..... 270 at 80°F (27°C) ambient
-Volts 28
-Approximate rpm 3000
Ground ..... negative
Prévost number 561723

Alternator

Make..... BOSCH
Model Number.....0120689552
Series T1

Hot output

-Amperes..... 140 at 25°C (AMBIENT)
-Volts 28
-Approximate rpm.....6000
Ground ..... negative
Prevost Number 562752

Regulator

Make..... Delco-Remy
Model Number.....
Type .....Transistor
Voltage adjustment ..... External screw
Prevost number.....562775

Battery equalizer

Make..... Vanner
Model..... 60-100D
Amperes..... 100 amps
Prevost Number 562542

Starter

Make.....Mitsubishi Electric Corporation (MELCO)
Model Number.....M009T82479
Type 105P70
Voltage 24
Prevost Number 510752

No-load test

-Volts 23.5
-Max. current draw .....125 amperes
-Min. rpm .....3000 rpm

Starter solenoid

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

Model Number 1115557
Pull In Voltage ..... 16 volts max.

IO-A Volvo multiplex module

Rated voltage ..... 24 or 12 VDC
Operating voltage ..... 9-32 V
Over voltage ..... 35 V
Number of inputs 15
Number of outputs 6
Prevost number 563272

IO-B Volvo multiplex module

Rated voltage ..... 24 or 12 VDC
Operating voltage ..... 9-32 V
Over voltage ..... 35 V
Number of inputs 10
Number of outputs 6
Prevost number 563273

CECM Volvo multiplex module

Rated voltage ..... 24 VDC
Operating voltage ..... 8-24 V
Over voltage ..... 35 V
Number of inputs 10
Analog inputs 1
Number of outputs 16
Prevost number 563274

Master-ID Volvo multiplex module

Rated voltage ..... 24 VDC
Operating voltage ..... 18-32 V
Over voltage ..... 36 V
Prevost number 563295