

Driver's Handbook

Volvo 9700 US/CAN
B13R



VOLVO

Foreword

This manual contains information concerning the operation and function of the Volvo 9700 US/Can bus with version 2 of the multiplex electrical system. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1 (888) 327-4236, by writing to NHTSA, U.S. Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their website at www.nhtsa.dot.gov.

Volvo Bus Corporation

Göteborg, Sweden

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Driver's Responsibility

- As the driver, you are responsible for the safety and comfort of the passengers during the journey. Therefore, do not drive the bus before you have read this driver's manual. You must be familiar with all the indicators and warning lights and know what to do if something unexpected happens.
- As the driver of the vehicle, you should be aware of the vehicle weight and loading capacity. See instructions on warning stickers, the vehicle registration book and on the identification plate.
- As the driver of the vehicle, it is your responsibility to foresee any hazards that could threaten your passengers.
- It is also your responsibility to ensure that all the safety equipment of the bus is in place. Therefore check regularly the working order of safety belts, emergency door opening, door sensitive edges, fire extinguishers and first aid equipment.
- The brakes on the bus are operated by compressed air. Never drive if the air pressure is too low or if you discover other problems with the brakes.
- Pay attention to any steering faults. The vehicle can be steered even if the power steering is not working, although the steering will be heavy.
- Never crawl under the bus if it is supported by a jack. Use approved vehicle supports or a solid pallet in case of punctures or wheel changes.
- Lifting devices and supports should stand securely on a horizontal surface. The wheels that are not to be lifted should be blocked to ensure that the vehicle will not start to move.
- Re-tighten the wheel nuts after approximately 200 km (125 mi) if the wheels have been removed.
- Tighten the wheel nuts every 6 months regardless of whether the wheels have been removed or not.
- Follow the recommended service and maintenance programme to maintain the bus's condition and safety.
- Pay attention to exhaust and fuel smells. Any leaks should be taken care of immediately at the garage.
- The bus tires and rims should be approved for the intended load and speed in accordance with current legal requirements.

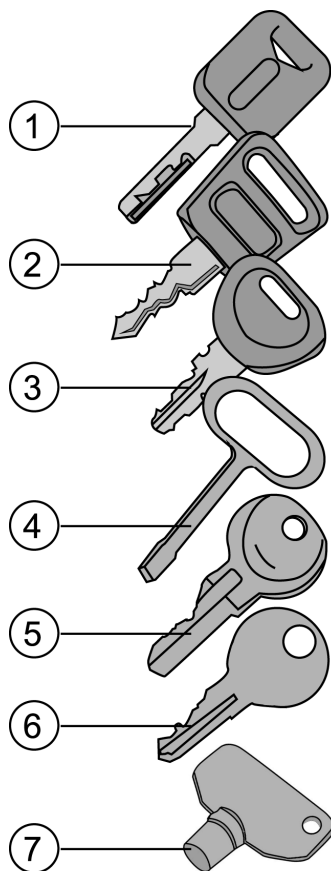
2 Introduction

Keys

The following keys are delivered with the bus:

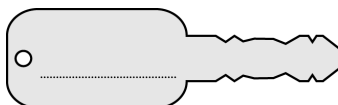
- 1 Ignition key
- 2 Glove compartment key
- 3 Door, luggage compartment hatch and toilet
- 4 Service hatch square key
- 5 Electric centre compartment key
- 6 Side glove compartment key
- 7 Fuel filler cap key

There may be alternative versions of the keys, depending on the types of locks that are fitted.



T0015481

Note: Note the number of the ignition key to facilitate ordering of spare keys.



T0013333

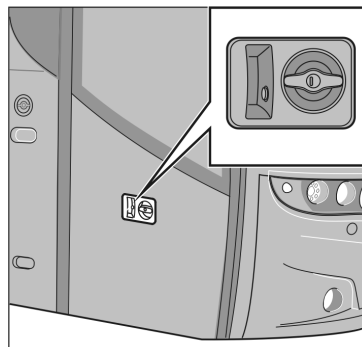
Entering the Bus

To open the front door:

- turn the key in the lock to the horizontal position
- turn the knob to the vertical position
- push the pneumatic door opening button

The button for the pneumatic opening of the first door is placed in the door handle.

Note: In case of total or partial emptying of the door pneumatic system, open the door by pushing the right side of the door.

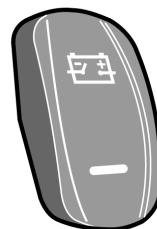


T8012405

Main Power Switch

Is located on the dashboard. Always turn off the power supply with the main switch before leaving the bus.

Note: Never turn off the main switch while the engine is running.

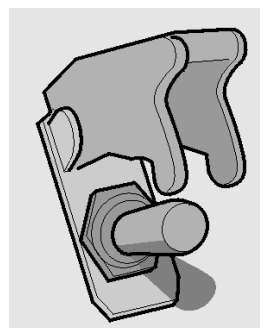


T0012043

Emergency Stop

An emergency switch is located on the left side of the dashboard. Depending on the market specification, the emergency switch may disconnect the bus electrical power supply, cut off the fuel supply and activate the hazard warning lights.

Note: Only use the emergency cut out in an emergency situation.



T0009170

Protection Against Battery Discharge

In order to prevent battery discharge while the bus is standing, the Volvo 9700 bus is equipped with a function that disconnects the supply to major electrical consumers such as: the kitchenette, electric heaters, some external lighting etc.

Power to these consumers is switched off around 30 seconds after the engine is shut down, and it is then switched back on once the engine is started and its revolutions reach at least 1000 rpm for 10 seconds.

Doors

The Volvo 9700 bus could be equipped with up to two single-leaf doors opening outwards. The doors are normally operated by pneumatic cylinders.

The doors may be equipped with a system protecting passengers from being trapped in the doorway during opening or closing, this system has sensors measuring the air pressure in the door system.

Note: In the case of excessive drop of the door pneumatic system air pressure, the “Door failure” warning lamp lights in the lower right corner of the bus instrument cluster.



T0012008

Opening from Inside

There are two buttons for door opening on the right hand side of the driver's dashboard. These buttons are numbered accordingly. Pushing the button causes the door to open. The button indicator lamp is lit when the door is open.

Note: Before closing the door/doors ensure that there are no passengers standing in the doorway.



T3018176

6 Doors and Hatches

Closing

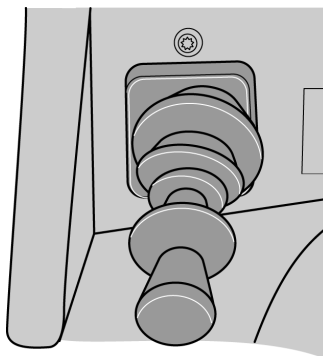
Proceed as follows:

- 1 Move the gear selector into neutral position
- 2 Engage the parking brake
- 3 Turn on the switch that activates the door opening push-button in the door handle
- 4 Open the door
- 5 Turn off the power supply with the main switch
- 6 Leave the bus and close the door using the push-button in the door handle
- 7 Lock the door with the key

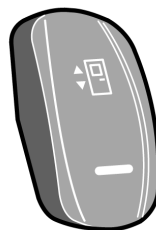
Note: After locking the door with the key, the push-button in the door handle becomes inactive.

After turning off the power supply with the main power switch, the light above the entrance door remains on for about 90 seconds.

If the button activating the button in the handle for opening the door **is not switched on**, in order to enter the bus again, the emergency valve must be used.

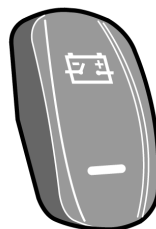


T5014881



T1008555

Button for outside opening of the door



T0012043

Hatches

If any of the bus hatches are open or not properly closed, a “hatch open” symbol will appear on the instrument panel display.

Note: The engine cannot be started unless the engine hatch is closed.

Note: With the engine hatch open, the engine can be started by means of a button in the control box. See: “Engine Control Box in Engine Bay” page 59

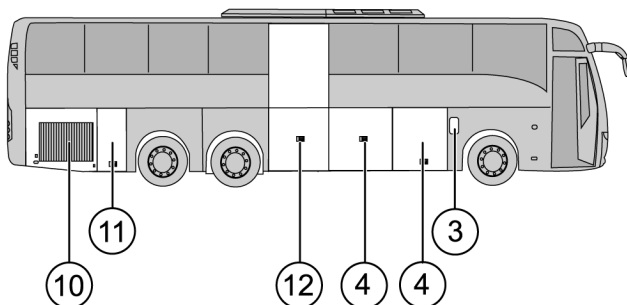
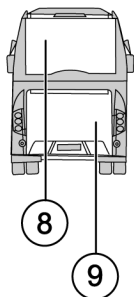
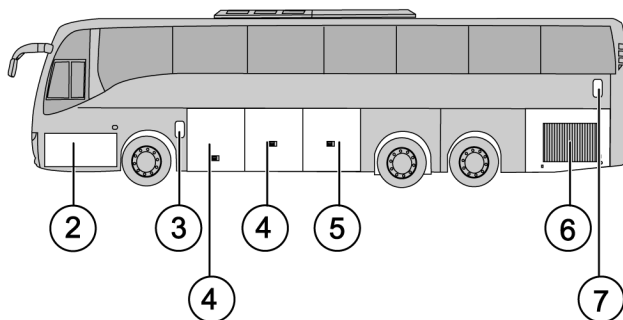
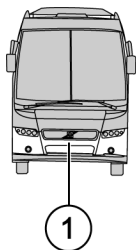


T3018116

The configuration of the service and luggage compartment hatches depends on the bus variant. Possible variants are shown below. The description refers to items located behind the hatch.

8 Doors and Hatches

9700 US/CAN (with Wheel Chair Lift)

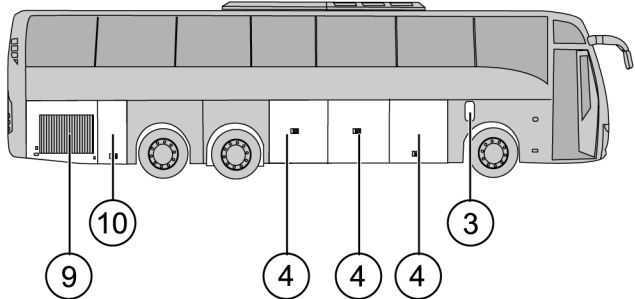
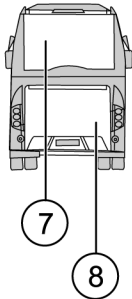
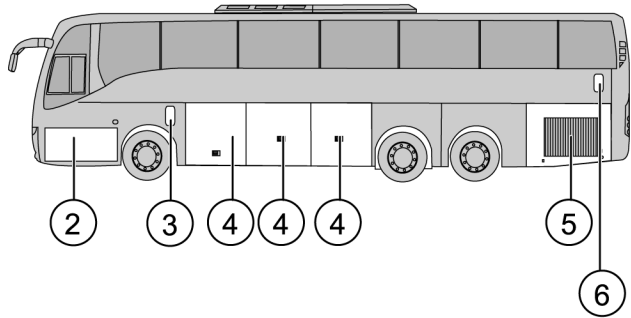
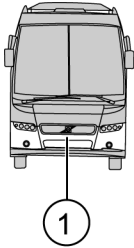


- 1 External air valve, towing point, spare wheel
- 2 Battery box, battery cut-off switch, main fuses, washer fluid reservoir
- 3 Fuel filler
- 4 Luggage compartment hatch
- 5 Wheel chair lift mechanism

- 6 Radiator
- 7 Coolant filler
- 8 DPF
- 9 Engine
- 10 Auxiliary heater
- 11 Waste tank
- 12 Wheel chair lift

T0015488

9700 US/CAN (without Wheel Chair Lift)



- 1 External air valve, towing point, spare wheel
- 2 Battery box, battery cut-off switch, main fuses, washer fluid reservoir
- 3 Fuel filler
- 4 Luggage compartment

- 5 Radiator
- 6 Coolant filler
- 7 DPF
- 8 Engine
- 9 Auxiliary heater
- 10 Waste tank

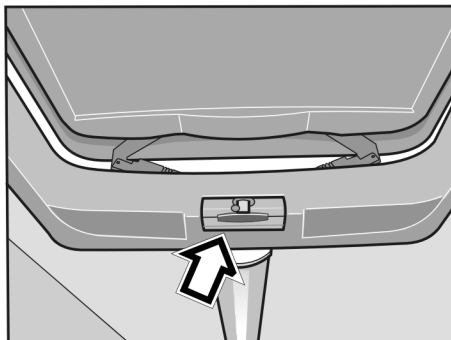
T0015489

Roof Hatches

The Volvo 9700 bus is equipped with roof hatches manually operated. Manually operated hatches are opened by the handles on each side of the hatch.

Note: When the A/C is activated in the bus its hatches should be closed, since the air coming in from outside may interfere with the operation of the equipment controlling the temperature inside the bus.

Note: Make sure that the hatches are closed when it's raining and when you leave the bus for a longer period of time.



T8010110

Driver's Position



T0015299

- | | | | |
|---|-------------------------------|----|---------------------------------|
| 1 | Side sun visor | 6 | Controller, AC |
| 2 | Side Panel | 7 | Controllers, audiovisual system |
| 3 | Driver's seat | 8 | Locker, audio equipment |
| 4 | Front sun visor | 9 | Steering wheel |
| 5 | Dashboard, instrument cluster | 10 | Gear selector |

12 Driver's Position

Driver's Seat

The Volvo 9700US/CAN bus is equipped with driver's seat type National.

For more information see separated instructions "Driver's seat".

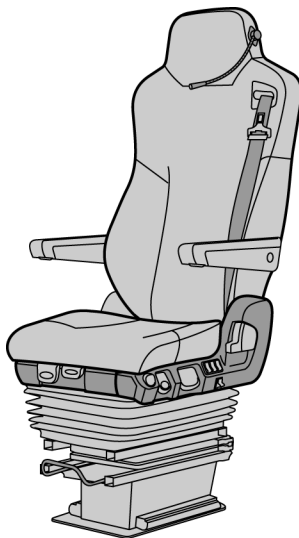


DANGER

Adjusting seat position or fastening a seat belt should only be performed when the vehicle is stationary. Attempting this while the vehicle is moving may lead to an accident, causing serious personal injury or death.

Note: The safety belt should not be twisted or blocked when properly fastened.

Note: Before adjusting, check whether there are any objects in front of the seat or behind it, that could hinder adjustment.



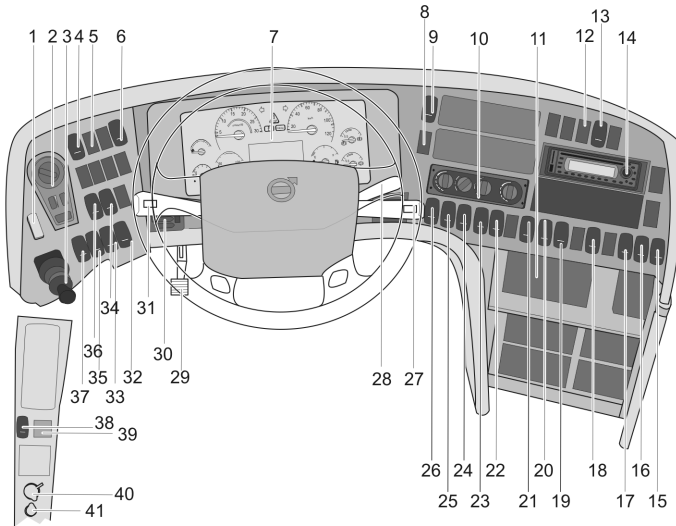
T8010545

Horn

The Volvo 9700US/CAN bus is equipped with one electrical horn (diaphragm) and one operated by compressed air. Pushing the central part of the steering wheel activates the electrical horn, while pushing one of the two small buttons beneath activates the air horn.

Note: Remember that the use of horns is subject to regulations.

Dashboard



T0015385

- | | | | |
|----|--------------------------------|----|--|
| 1 | Emergency stop | 23 | Night light under seats |
| 2 | Light switch | 24 | Interior lights |
| 3 | Parking Brake | 25 | Reading light |
| 4 | Light for driver's position | 26 | Night light |
| 5 | Over speed | 27 | Display control stalk, wipers and washers control stalk |
| 6 | Front sun visor | 28 | Retarder |
| 7 | Instrument cluster | 29 | Steering wheel adjustment pedal |
| 8 | Emergency Windows Open warning | 30 | Air inlet |
| 9 | Destination sign light | 31 | Control stalk at the steering wheel, direction indicators and cruise control |
| 10 | AC controller | 32 | Traction control system |
| 11 | Video Player DVD | 33 | Hill start auxiliary |
| 12 | Wheel chair lift warning | 34 | Bogie |
| 13 | Wheel chair lift | 35 | Bus level |
| 14 | Audio controller | 36 | Kneeling |
| 15 | Toilet devices | 37 | Main switch |
| 16 | Driver's fan | 38 | Mirror heater |
| 17 | Audio system | 39 | Mirror adjustment |
| 18 | Central lock | 40 | 12V Output |
| 19 | Middle door | 41 | 24V Output |
| 20 | Position lights | | |
| 21 | Service first door | | |
| 22 | Door lock | | |

Faults and Warnings

There are three different types of signals that give the driver all the necessary information on the vehicle:

- STOP message
- warning message
- information message

Above the display there are three lamps (for information, warning and STOP messages), that alert the driver's attention when necessary.

Messages with appropriate symbols are shown automatically on the display.

Several messages can be active simultaneously. A new message will only replace the current message on the display if it is of higher priority. This means that the display always shows the message with the highest priority.

For more detailed information about display functions, see the separate Operating Instruction "Display".

Accelerator Pedal Deactivated

The bus is fitted with prioritized brake function.

This function deactivates a request for acceleration if **both** the accelerator pedal and the foot brake pedal or parking brake have been activated simultaneously.

The accelerator pedal remains deactivated until it is reset, which occurs once the pedal has been fully released.

For additional information on this function, see the separate Operating Instruction "Display".



T0013511

STOP Message



WARNING

If this lamp lights while driving, stop the bus immediately and turn off the engine. Continuing to drive may severely endanger the vehicle, the driver and/or passengers.

Note: If the STOP message appears while the engine is running, it is accompanied by activation of the audible warning buzzer.



T3014364

Warning Message

If this lamp lights, the vehicle must be taken to a workshop for repair as soon as possible. There is no immediate danger of the vehicle breaking down, and under normal circumstances it should be possible to complete the journey. This lamp is also used to draw the driver's attention to problems other than vehicle failures, e.g. as a warning in the case of an open luggage compartment hatch.



T3014365

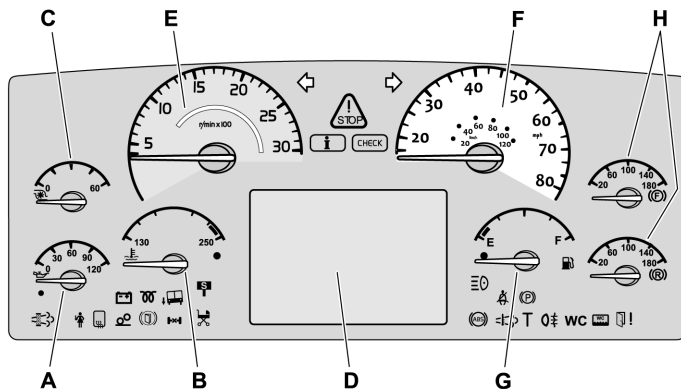
Information Message

Simultaneously with this lamp lighting up, a new message is shown on the display. The fact that this lamp lights up does not mean that there is something wrong with the vehicle. This lamp may for example illuminate to draw the driver's attention to low fuel level.



T3014366

Instrumentation



T0015634

Types of Instruments

- A Engine oil pressure gauge
- B Coolant temperature gauge
- C Turbo pressure gauge
- D For the display, see the separate Operating Instruction "Display"
- E Tachometer
- F Speedometer
- G Fuel gauge
- H Air pressure gauge for brakes

Oil Pressure Gauge (A)

The oil pressure gauge indicates the engine oil pressure. While driving with a warm engine, the pointer should show 3–5 bar (40–70 psi).



CAUTION

The bus must not be driven when the pointer is in the red zone! Failure to stop the vehicle immediately may result in engine damage.

Note: It is possible that the pointer will move slightly into the red zone when the engine is idling while it is warm. This does not present any danger as long as the pointer rises above 3 bar (40 psi) when the engine speed increases.

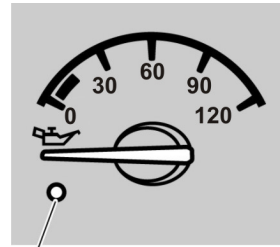
The following will be indicated if the oil pressure in the engine drops too low:

- warning lamp (1) lights,
- STOP– lamp lights
- the acoustic signal sounds (if the engine is running)



CAUTION

If the warning light comes on while driving; stop the engine and locate the cause! Failure to do so may result in engine damage.



T0015288

1 Warning lamp, red

18 Instruments and Controls

Engine Coolant Temperature Gauge (B)

This gauge indicates the temperature in the engine's coolant system. Under normal driving conditions, the pointer should stay just below the red zone (normal operating temperature is between 80°C (176°F) and 100°C (212°F)).

The engine is fitted with overheating protection, that reduces the engine power output to 50% if the temperature reaches the red zone. The bus can still be driven even after activation of the overheating protection.



CAUTION

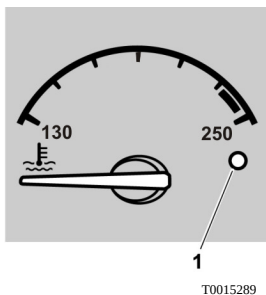
The bus must not be driven if the temperature rises even higher as this can result in damage to the engine.

An indicator signals when the cooling system temperature is too high.

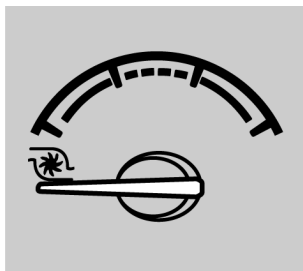
- warning lamp (1) lights
- STOP– lamp lights
- the acoustic signal sounds (if the engine is running)

Turbo Pressure Gauge (C)

The turbo pressure gauge indicates the pressure in the intake manifold. A high turbo pressure increases fuel consumption. This gauge helps you drive in the most economical manner. When driving on level roads at constant speed, the pointer should remain still within the green zone.



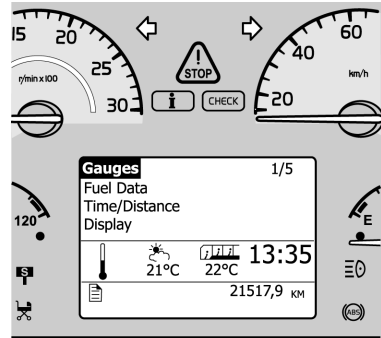
1 Warning lamp, red



T0011983

Display (D)

The display consists of the main menu and several submenus with their relevant functions. For additional information, see the separate Operating Instruction “Display”.



T0012082

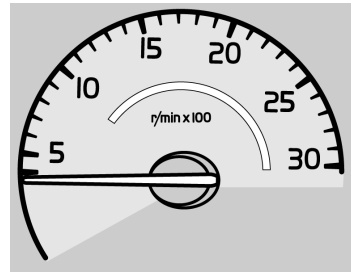
Tachometer (E)

The tachometer scale is divided into three zones. During normal driving you should stay within the green zone, which gives the best fuel economy.



CAUTION

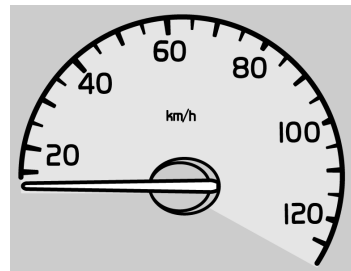
Avoid operating the vehicle with the tachometer in the red zone. Such high engine speeds can result in damage to the engine and the transmission.



T0011984

Speedometer (F)

The speedometer indicates the speed of the bus in mph. For some markets, speedometers are also available that indicate speed both in mph and km/h.



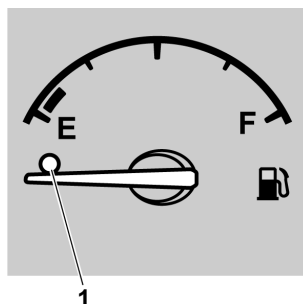
T0011985

20 Instruments and Controls

Fuel Gauge (G)

The fuel gauge shows the amount of fuel in the tank. The red zone and the warning lamp (1) give a warning of low fuel level.

The display gives considerable information on the fuel situation, i.e. fuel consumption, A to B information and remaining fuel. For more information, see separate driver instructions “Display”.



T0011986

Air Pressure Gauge for Brakes (H)

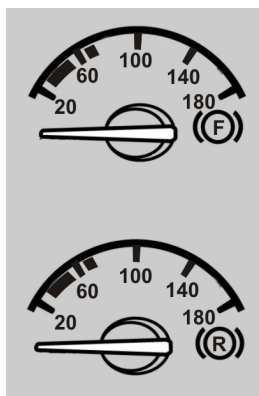


DANGER

Stop the bus immediately if any of the warning lamps illuminate! A warning lamp will illuminate if there is an excessive pressure drop in the braking system. Investigate the cause of the fall in pressure. Failure to do so may result in failure of the vehicles brakes that may cause an accident, leading to serious personal injury or death.

If the engine remains switched off for a long time, the compressed air pressure may fall to a level which will prevent the bus being started immediately. The warning lamp remains lit until the pressure in the braking system rises to a sufficiently high level. If the compressed air in the braking system has been completely exhausted, it may take quite a long time before the pressure starts to rise.

During driving, the gauge pointer should remain within the green zone, but it can temporarily drop below that zone during braking.

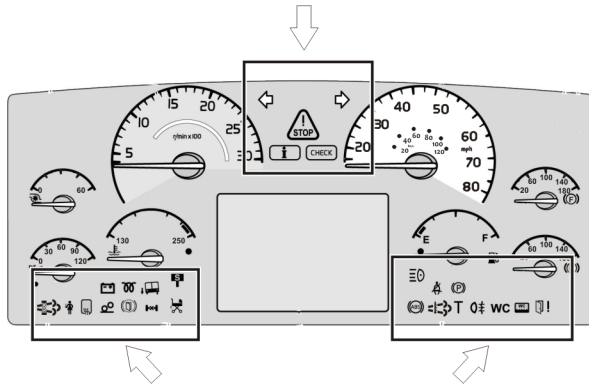


T0015292

F. Air Pressure, front brake circuit

R. Air pressure, rear brake circuit

Instrument Panel Lamps and Symbols



T0015293

Symbol	Meaning	Symbol	Meaning
	Left indicator on		Service personnel
	Right indicator on		Screen / mirrors heating activated
	If there is a problem with the bus you must stop.		Battery not charging
	Information message		The switch for increasing load on the drive axle (bogie lift) of the bogie is on
	Check		Pre-heating on
	Door brake activated		Safety belt reminder
	Kneeling activated (for easier access)		Parking brake applied

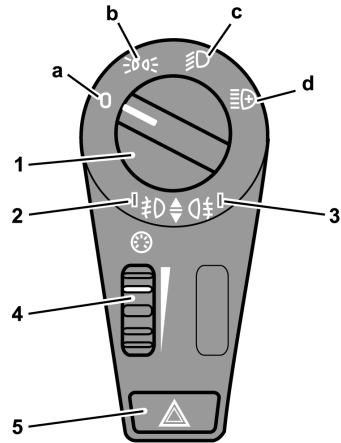
22

Instruments and Controls

	Differential lock activated		OBD – On-Board Diagnostics
	Stop at the next lay-by		Check the tachograph
	Entering or exiting the bus with a pram		Rear fog lights are on
	Main beam		WC engaged
	ABS not functioning		WC tank full
 T0015482	DPF Regeneration Required		Fault in the door
 T0015483	High Exhaust System Temperature (HEST)		

Light Switch

- a Lights off or automatic activation of dipped beam
 - b Parking lights
 - c Dipped beam
 - d Auxiliary spotlights
- 1 Lighting switch
Pressing the switch turns the front fog lights on and off. Pulling it turns the rear fog lights on and off.
 - 2 Indication (repeater) lamp, front fog light
 - 3 Indicator light, fog light, rear
 - 4 Instrument lighting rheostat
 - 5 Hazard warning lights



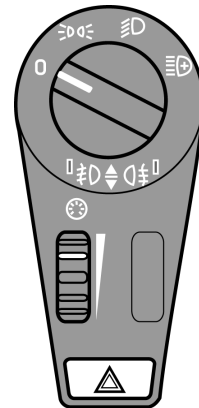
T0012036

Hazard Warning Lights

Pressing this switch will turn on all the bus hazard warning lights (both sets of direction indicators). The hazard warning lights will work even if both the ignition and power supply are turned off (with the main power switch).



Use the hazard warning lights if the bus is stopped in a manner that may put other road users at risk. Failure to do so may lead to an accident, resulting in serious personal injury or death.



T0014325

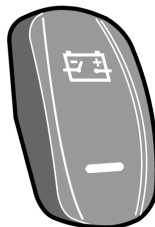
Switches

The number of switches depends on the bus specification.

Main Switch

The bus is equipped with a main power switch. By switching off the main power before leaving the bus, all the major electrical consumers are switched off, which helps to preserve sufficient battery capacity to enable subsequent bus starting. The main switch does not cut off the power supply to the clocks and auxiliary heater.

Note: Never turn off the main switch while the engine is running.



T0012043

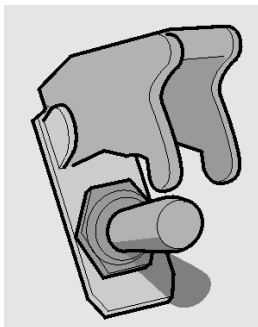
Emergency Stop

Note: Only use the emergency cut out in an emergency situation; to switch off the electrical feed in normal conditions use only the main switch.

When the emergency stop is activated the following occurs (can vary from country to country):

- air is exhausted from the door system
- engine is stopped
- power supply to the main electrical consumers is cut off
- fuel supply to the engine is cut off and so is outflow of fuel from the tanks
- hazard lights are switched on
- lights above the doors are switched on

Activate the emergency cut out by lifting the cover upwards and pressing up the switch. When the cover is closed the power switch automatically is pressed down to the disconnected position.



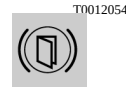
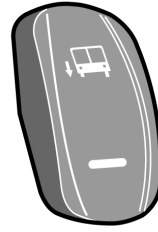
T0009170

Kneeling

This switch allows the right-hand side of the bus to be lowered (kneeling) to a level that facilitates passenger entry and exit.

There are two possible operating modes for the kneeling switch:

- 1 The bus lowers while the kneeling switch is depressed. After reaching the lowest level, i.e. entry/exit level, kneeling stops and the switch can be released. Releasing the switch prior to reaching the lowest level causes the bus to return to the normal ride height.
- 2 Pressing the switch once lowers the bus to its lowest level for entry/exit. When kneeling function is active, three icons in the instrument cluster lit and a blinking lamp is activated at the door as well a acoustic signal



T0011994

Various ways to resume normal riding height:

- pressing the upper part of the switch
- closing the doors
- starting the bus and accelerating beyond 5 km/h (3 mph) road speed (only buses without door brake)
- restarting the engine

Conditions for kneeling:

- engine running (vehicle stopped)
- without extra step



WARNING

Ensure that the bus can kneel without the risk of trapping passengers' feet between the door sill and the kerb. Failure to do so may result in serious personal injury.

Level Control

The ground clearance of the bus can be adjusted with this switch.

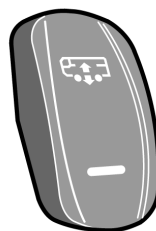
- to lower the bus press the lower part of the switch, e.g. while passing under a low bridge.
- to raise the bus press the upper part of the switch, e.g. while driving onto a ferry.

Note: Levelling control should only be used temporarily. During normal driving the switch **must** be in the middle position.

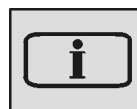
When the bus reaches the selected level a symbol and INFO lamp are shown on the display panel.

The suspension system attempts to keep the bus at the required height irrespective of the load. Any faults in the system are indicated by a symbol and INFO lamp on the display panel.

Note: The speed of the bus must not exceed 30 km/h (20 mph) in the high position or 5 km/h (3 mph) in the low position. If this happens a warning message and warning signal are sent.



T0012058

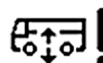


T3014366



T0012224

Low pressure in the air suspension system



T0012467

Fault in the air suspension system

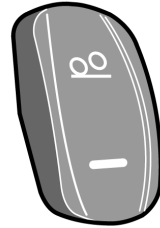
Increasing Load on the Driving Axle (trailing axle lift)

The drive axle load is increased by pressing this switch. Increase in drive axle load is often an advantage when moving on slippery surfaces.

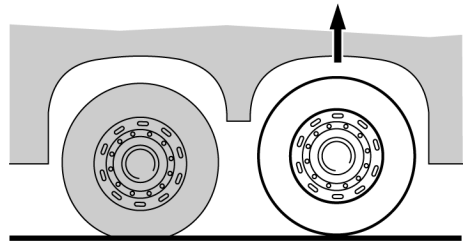
Pressing this switch increases the load on the driving axle by removing the suspension load on the trailing (non-driving) axle.

The unweighting continues until one of the following takes place:

- speed of the bus rises above 30 km/h (20 mph)
- the switch is pressed again



T0012046



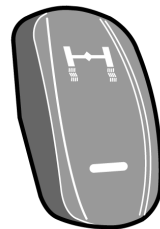
T6009559

Traction Control System (TCS)

The TCS system automatically reduces the driving torque of the engine if the drive wheels start to spin.

At speeds below 40 km/h (25 mph) the TCS system also acts as an automatic differential brake, braking the driving wheel that begins to spin.

For more information, see separate driver instructions “EBS”.



T0012059



CAUTION

Turn off the TCS before towing. Failure to do so may result in damage to the system components.

Differential Lock

Differential lock allows drive axle shafts to be connected together. The wheels then rotate at the same speed, which makes driving on slippery surfaces easier.

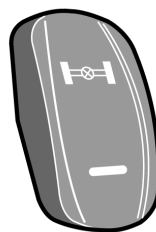
The differential lock is only to be used on slippery surfaces. Engage as soon as the bus is on the slippery surface. It can be coupled in during driving, at any speed, but will not actually engage until the bus is travelling at less than 15 km/h (10 mph).

Do not forget to disengage the differential lock when you have left the slippery surface! For more information, see separate driver instructions “EBS”.



CAUTION

The differential lock is only to be used on slippery surfaces. Other uses may result in damage to the drive axle.



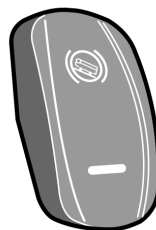
T0012041

3 stage switch for the manual/automatic coupling of the differential lock.

Hill Start Assistance

This function helps the driver to pull away on inclines by holding the bus still until the required torque at the wheels is applied.

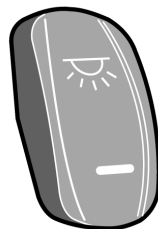
This function's mode of operation depends on whether the bus is equipped with a manual or automatic transmission. Additional information, see separate Operating Instruction “EBS”.



T0012045

Passenger Compartment Lighting

This switch turns on the passenger compartment lighting as follows:
 Press one time— half of the lamps lights up.
 Press two times—all the passenger compartment lighting lights up.
 Press and hold by 3 seconds — to turn off passenger compartment lighting.

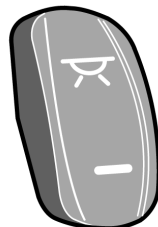


T1008556

Night Lighting

This switch has two positions, on and off. Activation of the night lighting turns on the lamps illuminating the gangway, which are located under the seats.

When the night lighting is on, the passenger compartment lighting level is dimmed to 30% regardless of the positions of the other switches.



T1008549

Half-light

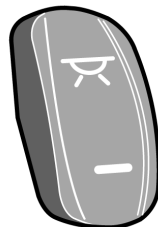
Switches on small blue lights.

Press once — to turn on only the blue lights in the passenger compartment.

Press twice — to turn on the blue lights in the driver's compartment.

Press three times — to turn on all the blue lights.

Press and hold for 3 seconds — to turn off all the blue lights.



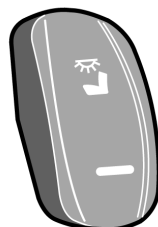
T1008549

Driver Compartment Lighting

This switch has three positions as follows:
 Position I — or bottom position, all lighting is off.

Position II — or middle position, the lighting is off if the door is close, but the lighting is on if the door is open.

Position III — or top position, the lighting turns on without any restriction.



T1008557

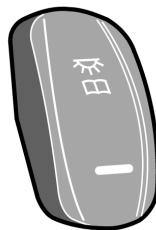
Passengers' Individual Lighting

Enabling/disabling of the passengers' individual lightning. Lamps are located in the panels above the passenger seats. See "Passengers' panel" page 52.

Position I - or bottom position all lamps are turned on, which is useful for example when checking whether all bulbs are OK

Position II - or middle position all lamps are turned off.

Position III — or top position every passenger can individually turn on the lighting with the push-button on the panel.



T1008548

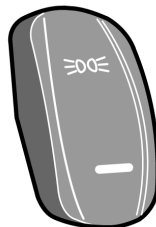
Rear Door Lighting

When this button is activated, the entrance lighting of the rear door switches on when it is open.

In some buses there is a double-position control. It operates as follows:

Position I — the light switches on when the door is open.

Position II — the lighting switches on when reverse gear is selected.



T3019957

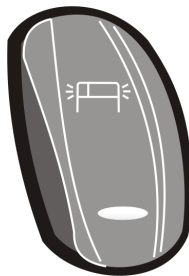
Position Lights

This switches allows to make signs with position lights

If the position lights are off, press and hold the switch to turn on the position lights.

If the positions lights are on, press and hold the switch to turn off the position lights.

Press and depress and so on for position lights blinking



T0015279

Lighting Strip

9700 DOT bus is equipped with a lighting strip mounted along the luggage racks.

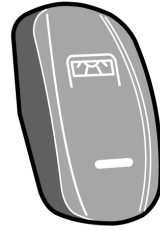
These stripes lights 100% on when the main switch is turned on, but when the parking brake is released, the stripes lights 50%.

Destination Sign Lighting

This switch has three positions as follows:
Position I — or bottom position, destination sign lighting is off.

Position II — or middle position, destination sign lighting turns on when parking lights are on.

Position III — or top position, lighting turns on when the ignition switch is in position II.

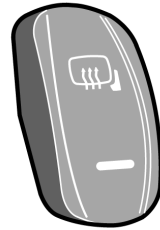


T1008545

Electrically Heated Rear Mirrors

Pressing the button switches on the heating for 8 minutes.

In buses for the Scandinavian market, this button operates as follows: One brief press of the button (less than 1 second) switches on the heating for 8 minutes. Pressing for longer than 1 second switches on the heating permanently until the button is pressed again. Heating can be used to remove water droplets and ice from the mirror glass. Make sure the mirrors are free of mist or ice when driving.

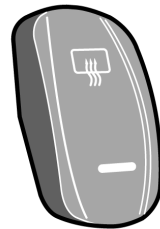


T1008551

Note: On some buses this switch, besides heating the rear-view mirrors, also switches on heating of the driver's window and front door window.

Driver's Window Heating

Pressing the button switches on the heating for 8 minutes. Pressing the button again switches off the heating.

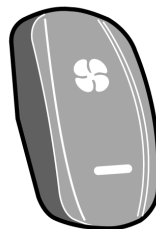


T1008580

Driver's Blower

Switch for the driver's blower.

It turns on/off two small fans located on the top of the driver's and guide's places. Push the switch to turn on both fans and push again to turn off.



T1008550

Central Locking

This switch locks/unlocks all luggage compartment hatches.

Additionally this switch turns on the luggage compartment lights (Luggage compartment lighting turns off after 10 minutes of luggage hatches stills opened).



T1008543

Sun Blind

This switch facilitates lowering and raising of the front sun blind as follows:

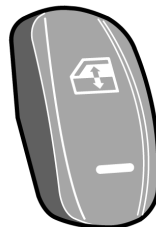
- Lowering — Press at the bottom to low the sun blind, depress to stop the movement.
- Raising — Press at the top to raise the sun blind, depress to stop the movement.



T3018180

Driver's Window

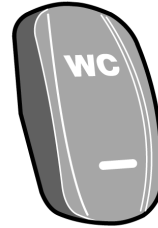
This switch facilitates lowering and raising of the driver's window.



T3018172

Activation of the Toilet

Activates the power for the toilet and disengages the lock.



T3018183

Audio System

Once the control is activated, the audio and video system is enable.

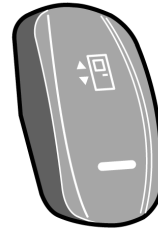


T0015523

Opening the Doors from the Outside

Allows for the opening of the doors using the external push-button.

Note: Always press this button on leaving the bus.



T1008555

Middle Door

Allows for the opening of the middle door for the wheel chair.

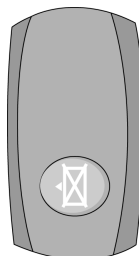


T3018176

34 Instruments and Controls

Emergency Window in use Indicator Lamp

This lamp lights up to indicate that one of the emergency windows has been opened.



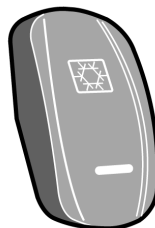
T0015524

Switches in the Electrical Center

The Volvo 9700 bus is equipped with additional push button switches in the electrical distribution box.

Air Conditioning Test.

Using this switch the driver can check if the air condition is working.



T3018175

Controls

Starting Switch

The ignition switch has four positions:

- 0 Stop position.**
- I Intermediate position.** In this position certain electrical devices can be used according to customer requirements.
- II Drive position.** Between positions II and III there is a spring-return position for preheating.
- III Start position.** Spring-return.



T0014333

Note: Removing the key from the starting switch activates the steering lock.

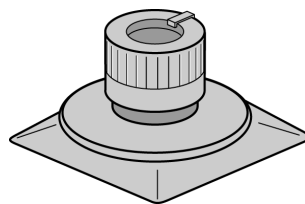
Note: The key can only be removed from the starting switch when it is in the stop position.

Note: Do not remove the key from the starting switch while driving or when the bus is being towed!

Note: Always remove the key from the starting switch when leaving the bus.

Adjusting External Rear-view Mirrors

Both rear-view mirrors are adjusted using the same switch. The switch can be turned to one of the two positions (adjustment of the right or left mirror). The arrow shows which of the mirrors has been selected. The selected mirror is adjusted by moving the switch in the appropriate direction.



T0014718

Note: Rear-view mirrors should be adjusted before starting to drive.

Door Brake

The door brake can be activated in various ways, depending on its design and customer requirements. The door brake is activated at speeds below 5 km/h (3 mph) if any of the/specified doors are opened. In the event that the door brake is activated, its indicator light comes on the instrument panel.

Note: The door brake does **not** engage if the brake system registers poor traction when the bus is stopping on a slippery surface. This prevents the bus skidding when stopping on a slippery surface.

Door Brake Deactivation

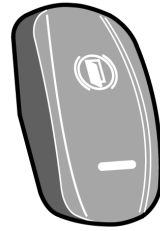
- 1 The accelerator must not be active (fully release the accelerator)
- 2 Doors/The specified door(s) must be completely closed.
- 3 The accelerator must be activated again (depress the accelerator again)

In the event that, due to the bus stopping on a slippery surface, the brake system has not activated the door brake, you must brake again (in a place where no slippery surface is detected) to enable this brake to be reactivated.

General Door Brake Deactivation

Depending on the design, the electrical distribution box may also be equipped with a disabling switch (bypass switch). This switch deactivates the door brake independently of the other functions.

Note: This switch should only be used in the event that the bus cannot be transferred in the normal manner. The door brake should normally be **always** on, i.e. the bus must not be able to move until the doors are closed.



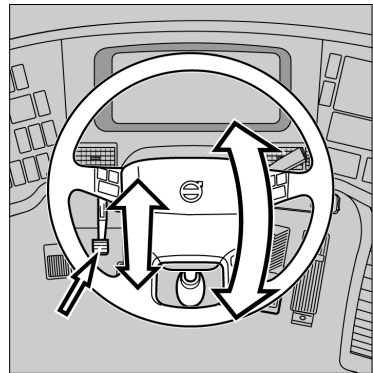
T1008554

Steering Wheel Adjustment

Both the steering wheel height and its tilt allow of continuous adjustment.

Adjust the steering wheel as follows:

- depress the pedal to which the arrow points
- Setting the steering wheel
- after releasing the pedal the steering wheel is locked in its new position.



T6010216



DANGER

Steering wheel adjustments should only be performed while the bus is stationary. Adjustments with the vehicle is moving may lead to an accident, resulting in serious personal injury or death.

Direction Indicator, Dipped/full Beam Changer

1 **Location of point of resistance.**

When making manoeuvres requiring only slight movements of the steering wheel (changing lanes, overtaking), move the stalk up or down and hold it there. After releasing the stalk, it will immediately return to its neutral position.

2 **Move the stalk beyond the pressure point.**

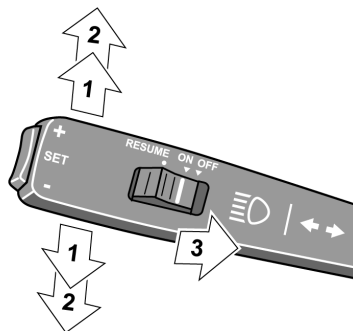
The direction indicators will continue to flash until the stalk is manually moved back to the neutral position, or the steering wheel is returned to the straight ahead position after the turn.

3 **Main beam “flash”.**

Pull the stalk towards the steering wheel (until you feel slight resistance). The main beam will stay lit until the stalk is released.

Main/dipped beam switching (lights on).

Pull the stalk towards the steering wheel beyond the “flashing point” and release it. Each time you do this, the headlamps will toggle between main and dipped beam.



T0012077

In addition, engine idling speed can be controlled with this stalk. See: “Low Idle Adjustment” page 68

Windscreen Wipers, Windscreen/headlight Washer

Note: This stalk also provides control of the display, for additional information about display control, see the separate Operation Instruction “Display”.

1 Interval wiping

Used when driving in mist or drizzle conditions.

The wipers make one sweep every 10 seconds. To reduce the time between sweeps, move the stalk to the normal position, and then, after the desired time interval, back to the interval wiping position. This permits the wiping interval to be set to any value between 1 and 10 seconds.

2 Flick wipe position.

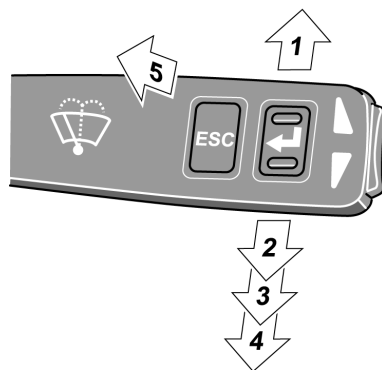
If you want the wiper to make only one or two strokes (e.g. drizzle), move the lever to the flick wipe position and keep it there with your finger. The wipers will stop in parking position after releasing the lever.

3 Windscreen wipers, normal speed.

4 Windscreen wipers, high speed.

5 Windscreen washers + headlight washers.

Moving the stalk to this position will also activate the windscreen wipers, which will make an additional 2-3 sweeps after the stalk has been released.



T0012079

The headlight washers and windscreen washers have a common fluid reservoir.

Transmission

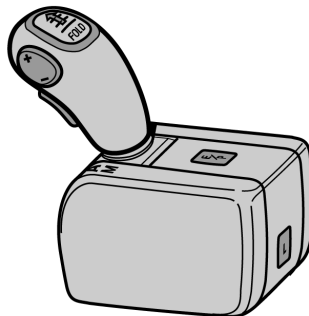
Transmission, I-shift

The bus may be fitted with an I-shift automatic transmission.

Both clutch operation and gear shifts are performed fully automatically. If necessary the gears can be changed manually.

By pressing the FOLD button and tilting the lever downwards to the position where the lever is on a level with the seat, extra room may be created for the driver.

For more information, see separate driver instructions “I-shift”.



T4021276

Retarder

The transmission has an integrated retarder, which helps to brake the bus reducing the load on the brakes as a result. It is automatically engaged by the initial movement of the foot brake pedal, even before the wheel brakes are engaged.

Note: The retarder brakes only the driving wheels. If the bus is fitted with the Anti-Lock Brake system (ABS), the retarder is automatically disengaged on any signs of the wheels locking. When the retarder is active, its symbol is shown on the display.

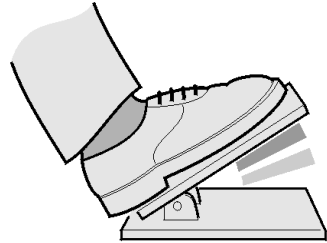
The retarder can be disabled by pressing its switch on the dashboard.

Note: Under normal driving conditions, the retarder should not be disabled.



DANGER

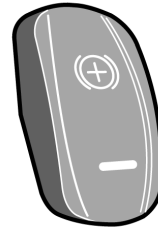
Avoid using the retarder on slippery roads because of the risk of locking the wheels and skidding (the retarder brakes only the driving wheels). Failure to do so may lead to an accident, resulting in serious personal injury or death.



T0009004



T3018117



T1008547

Retarder Overheating

If the retarder remains engaged for a long time (e.g. during a long downhill stretch) it may overheat, causing an increase in retarder oil temperature.

The first indication of retarder overheating is the white “INFO” lamp lighting and the temperature symbol showing up on the display. If this happens, select a lower gear and make greater use of the main brakes.

If the temperature continues to rise, the red “STOP” lamp will light and there will be an increase in the temperature accompanying the symbol on the display. Stop the bus as soon as possible and select neutral, i.e. N. To increase the circulation of the coolant run the engine at higher idle until the temperature returns to the normal level.



T3014366



T3008844



T3014364



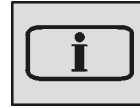
CAUTION

Do not switch off the engine before the temperature is back to normal. Failure to do so may result in component damage.

Transmission Overheating

If the transmission overheats, the white “INFO” lamp will light and the display will show a red symbol.

If the temperature rises further, the red “STOP” lamp will light. Slow down and stop the bus as soon as it is safe to do so. Contact Service for advice.



T3014366



T3014364



T0008817

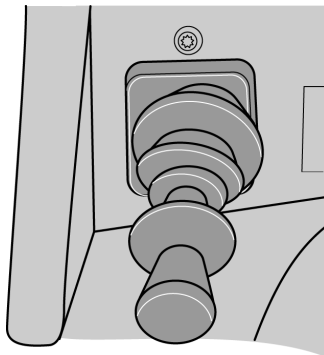
Brakes

Parking Brake

The parking brake acts on the drive wheels. When the hand control is in the forward position with the compressed air system charged and the blocking valve depressed, the parking brake is released.

When the parking brake hand control is moved backwards, the parking brake is gradually applied. It is fully applied when the hand control is in its backmost, locked position.

To release the parking brake hand control from the locked position, lift the ring upwards and move the lever forwards.



T5014881



DANGER

Never leave the bus without engaging the parking brake. Failure to do so will prevent the bus from staying stationary leading to an accident that may result in seriously personal injury or death.



DANGER

If the warning lamp lights while driving, stop the bus immediately. Failure to do so may result in serious personal injury or death.



DANGER

Never start driving while the brake system warning lamp is still lit. Failure to do so may result in serious personal injury or death.

Emergency Brake

To use the parking brake as an emergency brake, move the lever gradually backwards to the parking position. Keep the catch pulled in all the time, or the control will fasten in the locked position.

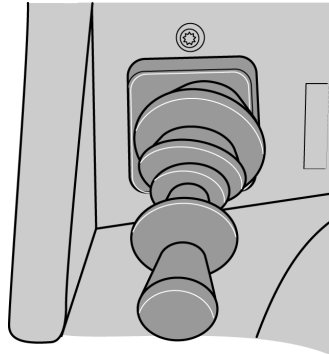
Note: The parking brake is only to be used for parking or as an emergency brake in case of malfunction of the foot brake system. The parking brake only brakes the drive wheels, the braking distance will be longer than when using the foot brake. There is also an increased risk of skidding because only the drive wheels are used for braking.

Blocking Valve

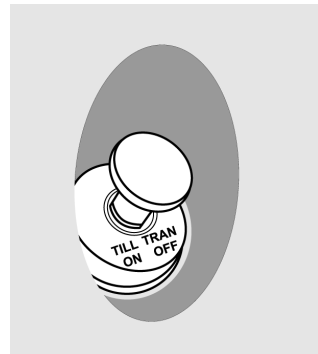
If the brake system at any point in time is emptied of air, for example by the bus standing parked for a longer time period, the parking brake cannot be released.

To release the parking brake you must first start the engine and wait until the brake system warning light has gone out. Then press the locking valve.

Even if the hand lever for the parking brake has been moved to the forward position, the brake will not be released until the blocking valve has been pressed in.



T5014881



T0015484

Service Brakes

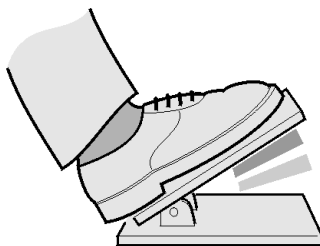
The bus is equipped with an EBS brake system (Electronically-controlled Braking System). This system monitors and controls brake operation. For additional information concerning the EBS system, refer to the separate Operating Instruction “EBS”.

If the main brakes are used without care when driving down steep and long inclines, they will heat up very quickly to extreme temperatures. The low speed that is generally the rule in such cases means that the brakes are not cooled as efficiently as when driving on level roads.

When driving downhill, in the first instance use the retarder brake, and only supplement this with the main brakes as necessary. For additional information about the retarder, see “Retarder” page 70.

If you have to use the footbrake while driving downhill, do not pump the brakes, as this will only use up compressed air. Brake sufficiently hard, and then release the brake pedal completely, or just to the pedal position where only the retarder is engaged. Heat builds up very quickly in the brakes, causing increased wear of the brake linings and reduced brake efficiency.

This system has a reserve pneumatic system. The main purpose of the EBS system is to increase road traffic safety by shortening braking distances.



T0009004

Dark zone — only retarder

Light zone — retarder and foot
brake



T0009682



T3008834

EBS controls the ABS and ASR braking forces. It is fitted only on buses with disc brakes. ABS is a part of the EBS system and works completely automatically. The ABS (Anti-lock Brake System) prevents the wheels from locking up during braking. In case of ABS failure, the appropriate symbol appears on the instrument panel.

Note: ABS efficiency is limited. Remember, that on slippery surfaces ABS will not shorten the braking distance significantly. It can nevertheless help in avoiding obstacles during braking.



T0009682



T3008834

Compensating for Differences in the Wear of the Brake Pads

If the brake pads on one of the axles wear down faster than those on the other, braking force is redistributed so that a greater portion of the braking force is applied to the wheels on the axle with less wear.

Note: This function activates when braking lightly. During hard braking the braking force is distributed so as to achieve the most efficient braking.

When the thickness of the brake pads is reduced to 20% of the thickness of new pads, a warning symbol is shown on the display.





DANGER

When brake pad warning symbol is displayed, immediately proceed to the nearest service station to replace the brake pads with new ones. Driving any further with worn out brake pads may lead to losing control of the vehicle and cause an accident resulting in serious personal injury or death.

Brake temperature High Warning

If the temperature of the brakes increases too much, the “CHECK” lamp lights, and the relevant symbol is shown on the display.

Note: If the temperature is allowed to rise further, maintaining the same braking force will require increased pressure on the brake pedal.



Destination sign control

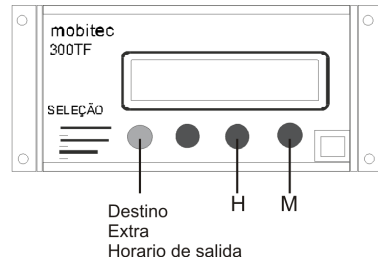
The Volvo 9700 bus is equipped with a high definition destination sign.

Use instructions:

- **Destination text:** Press the select button up to the D letter appears in the display. Insert the destination text code using the buttons of units, tens and hundreds (for example D001)
- **Extra text:** Press the select button up to the E letter appears into the display. Insert the extra text code using the buttons of units, tens and hundreds (for example E002).
- **Departure time:** Insert the time into the display in E (Normally E001 is reserved). Press the button up to the S letter appears, adjust the hour with button H and minutes with button M.

Destination sign will be updated 4 seconds after.

For more information see separated instructions “Destination sign”.

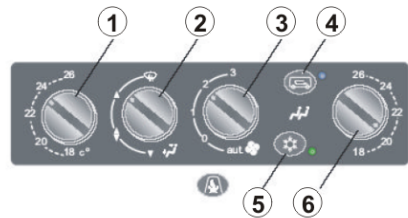


T0015271

A/C Controller

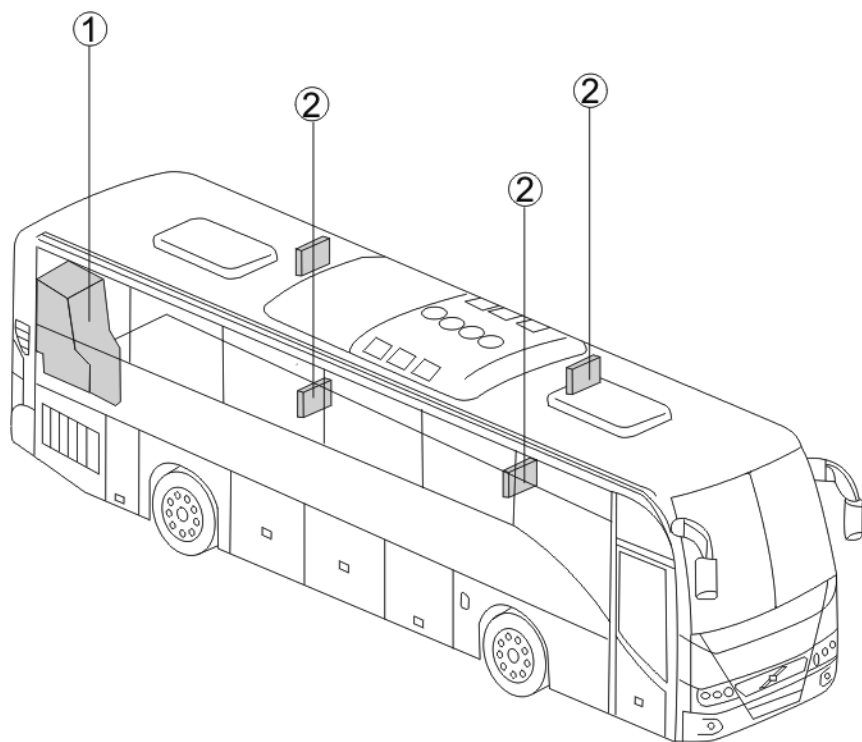
The Volvo 9700 bus is equipped with an AC controller to maintain a constant temperature inside the bus.

For more detailed information, see separate instructions “AC controller”



T0015295

Interior Equipment



T0015326

To enhance travel comfort, the bus may be fitted with additional interior equipment such as:

- 1 Toilet
- 2 Monitors

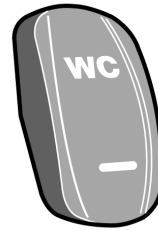
Toilet

The bus is equipped with a toilet, located on the right-hand side at the rear of the vehicle. Pressing a switch on the dashboard enables the toilet to be used, by releasing its central lock and switching on the toilet power supply.

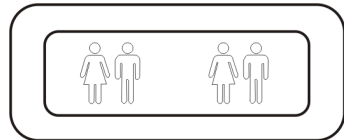
While the toilet is occupied (after locking the door) a sign lights up in the passenger compartment.

In the toilet compartment there is an emergency push-button with backlight. After it has been pressed, the toilet indicator lamp flashes on the dashboard.

For additional information and instructions regarding the servicing and maintenance of the toilet, see the separate Operating Instructions "Shades toilet".



T3018183



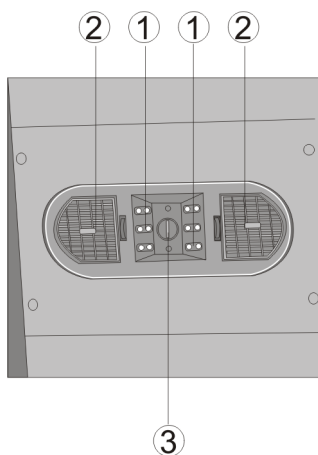
T0015272

52 Interior Equipment

Passengers' panel

Above every pair of passenger seats there is a passenger panel. On each panel there is:

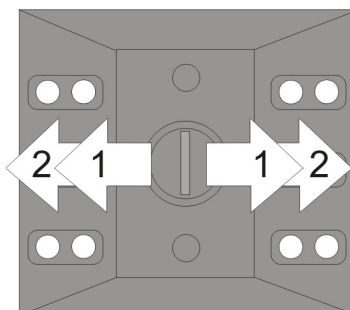
- 1 Reading lights
- 2 Passenger's blowers
- 3 Half light led



T0015273

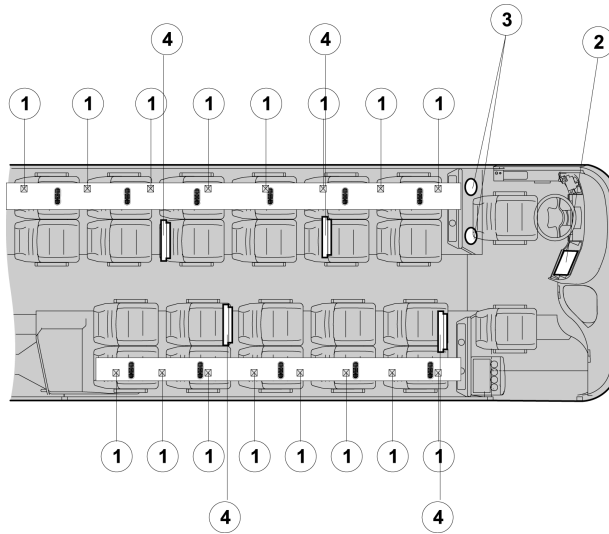
Push-button:

- 1 Right reading light (to turn on push the button to the right, pushing again the light turns off)
- 2 Left reading lights (to turn on push button to the left, pushing again the light turns off)



T0015296

Audiovisual System



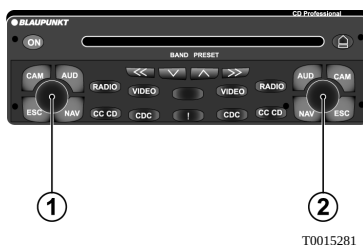
T0015327

To enhance the comfort of the passengers during journeys, the Volvo 9700 bus is equipped with an audiovisual system, whose main components are:

- 1 Loudspeakers in the luggage racks
- 2 CD, DVD player
- 3 Driver's loudspeakers
- 4 LCD monitors

Audiovisual Controller

The Volvo 9700 could be equipped with main unit, giving the driver complete control of the system. See separate Operating Instruction: “Blaupunkt Sound & Vision ”.



Video System

There are four LCD monitors in the bus. They are activated by selecting the VIDEO signal source on the audiovisual controller. See separate Operating Instruction. “Blaupunkt Sound & Vision”.

Audio System

The main elements of the audio system are:

- radio with the tape or CD player
- CD changer
- loudspeakers

Overview

As the driver you must always be familiar with the location of the emergency equipment in the bus, and how to use it.

It is essential that all emergency equipment is checked on a regular basis to make sure that it is in working condition and in place. The location of the safety equipment and its scope can vary, depending on the regulations in the country in question. Therefore make sure that you know where the equipment is and check that nothing is missing.

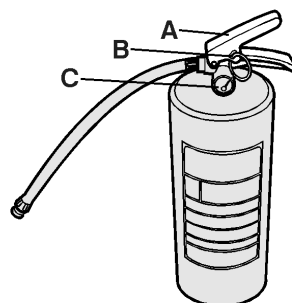
Fire Extinguisher

The fire extinguisher is located in the front of the bus (most often mounted under dashboard on the right-hand side).

The fire extinguisher can be used to put out fires in volatile fluids, wood, fabric, paper and electrical equipment. Check regularly that the pressure gauge indicator is in the green zone.

How to use the fire extinguisher:

- 1 Remove the fire extinguisher from its holder.
- 2 Hold the extinguisher by its handle with one hand, and pull the safety pin with the other.
- 3 Point the rubber hose at the heart of the fire and press the trigger.



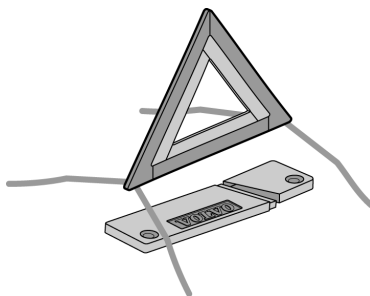
T0008196

- | | |
|----------|----------------|
| A | Trigger |
| B | Safety pin |
| C | Pressure gauge |

Warning Triangle

The warning triangle is located either in the toolbox, or in a holder to the right of the driver.

The warning triangle is used whenever a fault forces the bus to stop in a hazardous location. Switch on the hazard warning lights and place the warning triangle at a distance stipulated by the traffic regulations of the country in question.



T8011683

First-aid Cushion

The first aid kit contains basic first aid materials.

For location of the first aid kit: see the markings inside the bus.



T1008716

Tire Inflation Valve

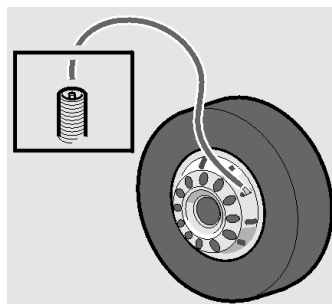
Tyre inflation valve may be used to:

- inflate a tire using the bus pneumatic system
- release the parking brake with air from a tire

Its main use is to release the parking brake in a situation when the bus cannot supply its own air, e.g. engine breakdown.

The bus toolbox contains a hose that connects between the tire and the tire inflation valve.

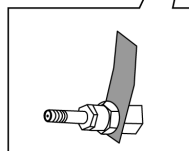
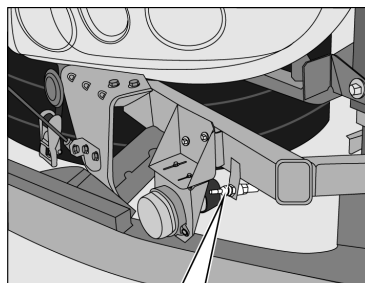
The tire inflation valve is located next to the driver's seat or inside the first service hatch.



T0009182

External Air Supply Connection

Behind the first service hatch or in the driver's panel beneath the window there is a valve to which an external air supply can be connected. This is used when parking the bus overnight, to prevent emptying of the air system.



T0015390

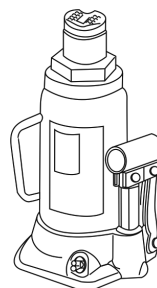
Jack

The bus is fitted with special jacking points to comply with safety regulations. For detailed information concerning the use of the jack and changing wheels, see the separate Operating Instruction "Jacking points and puncture"



DANGER

Always ensure that the bus is standing on a level surface and chock the wheels so it cannot move . Failure to do so may result in serious personal injury or death.



T0015345

Note: The jack supplied with the bus should be only be used to lift the bus to change a wheel.

Toolbox

The toolbox and tools can be purchased from your local dealer. A complete toolbox contains:

Toolbox	
Jack (2 units)	3124497
Adaptor for the jack	3178753
Wheel wrench	9521826
Towing kit	205465449
Hammer	962207
Pumping hose	942868
Warning triangle	3176488
Key for the hatches	70319047
Female key	70344906
Male key	70344905
Pliers	962042
Adjustable spanner	755
Screwdriver with bits	978201
Spare wheel wrench	1062412
Winch handle	1590997
Extension for pumping valve	1621456
Socket wrench 19/24 mm	8189085
Jack extension	1586079
Jack extension	1577686
Wheel wrench extension	20592217
Tool bag	1577384
Wheel chocks (2 off)	8158698

Engine Control Box in Engine Bay

The engine control box is located behind the engine hatch in the back of the bus. It is used only in conjunction with servicing.

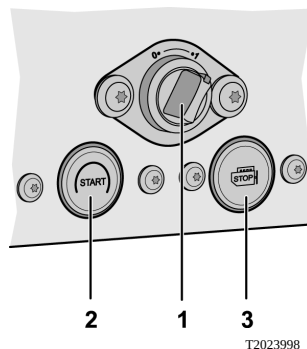


WARNING

When working in the engine bay, the switch (1) must be in position **0**.

The control box has three controls:

- 1 **Start enable switch**
When the switch is turned to position **1**, the engine can be started from either the start button on the control box, or the key ignition on the dashboard. When the switch is turned to position **0**, the engine cannot be started from the engine bay, nor from the dashboard.
- 2 **Start button**
When switch (1) is turned to position **1**, pressing this button starts the engine. To allow the engine to be started from the control box in the engine bay, the transmission must be in neutral position (N), and the ignition key in the "DRIVE" position.
- 3 **Emergency stop button**
To stop the engine press the red button.

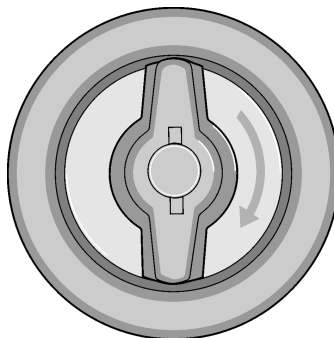


Emergency Exits

Doors

There is a valve for emergency door opening above the door. Turning the knob cuts off the compressed air supply to the door.

After turning the valve knob and hence cutting off the compressed air supply to the door, a warning lamp lights up and a buzzer sounds. To return the compressed air system to its normal state, turn the knob back to its initial position and press the appropriate door button on the dashboard.



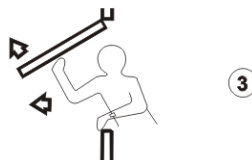
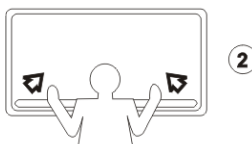
T8009617

Windows

There are windows to be used as exit in case of emergency. These windows can be opened easily with a mechanism. These windows have stickers with the text “Emergency exit”.

Note: To exit the bus:

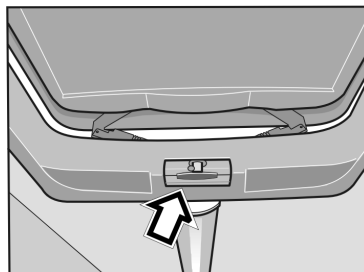
- 1.- Pull the red bar located at the bottom of the each emergency window
- 2.- Push and hold the window with both hands
- 3.- Leave carefully



T0015286

Ceiling, Roof Hatches

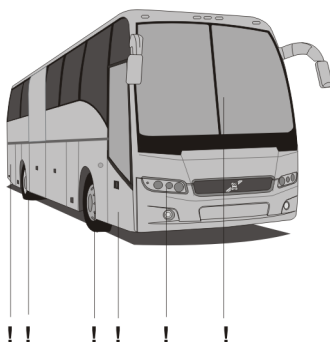
To open the roof hatch in case of emergency, pull the hatch release handle and push the hatch upwards.



T8010110

Checking Before Driving

Before starting the bus and driving off, check the sensitive edges on the doors. If the door leaf during opening encounters an obstacle, the door should stop. If the door leaf encounters an obstacle during closing, the door should open again. It should not be possible to open the doors by hand while the engine is running.



T0015270



WARNING

Make sure that the sensitive edges on the door work prior to vehicle use. Failure to do so may lead to personal injury of passengers.

Make sure that:

- all hatches are closed
- all the lighting is working properly
- the windscreen wipers/washers are working properly
- safety equipment is in place
- the direction indicators and horn are working properly
- the air pressure in the tires is in order (using a hammer) and nothing has got stuck between the back twin wheels.
- destination information and line number are correct
- the emergency opening system for the doors is working properly.

Checking Warning Lights

When the key is in position **I**, the control system checks that all the warning lamps are working properly.

All the warning lamps and the warning LEDs in the meters are lit for about 5 seconds.

ABS/The ABS system indicator lamp will light up for slightly longer than the others.

If it continues to be lit then a fault has been detected in the ABS system./EBS system discovered

Daily Inspection

Engine oil level, as well as the servo fluid and coolant levels in the bus should be checked on a daily basis. The checks are carried out with the engine **warm**, but switched off.

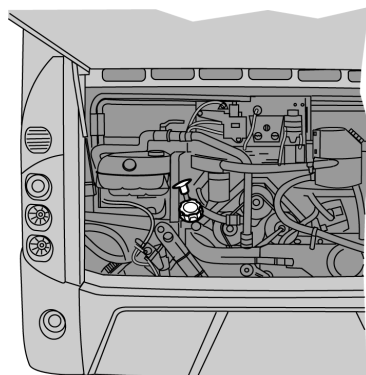
Note: It is a good idea to do these checks after a tour as the engine is then at normal operating temperature.

All tanks are located in the back of the bus.

Engine

When checking the oil level:

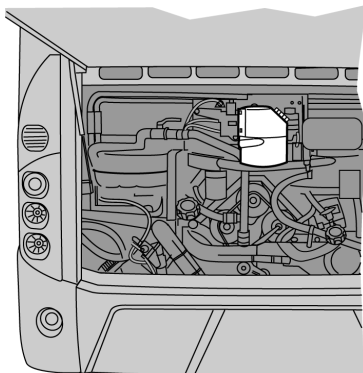
- position the bus on level ground.
- if the engine is cold, let it idle for 1-2 minutes
- turn the engine off. Wait at least 2 minutes before carrying out the check
- remove the dipstick and wipe it with a clean cloth
- check the oil level with the dipstick. The oil level should be between MAX and MIN
- top up if necessary.



T2024562

Steering Servo/hydraulic Fan

Check that the oil level is between the MAX and MIN markings on the reservoir (B). Top up if necessary.

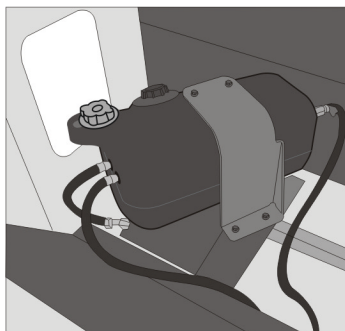


T0015486

Coolant

Check that the coolant level is between the MAX and MIN markings on the reservoir (A). Top up if necessary.

The reservoir is located over the radiator hatch on the rear left side of the bus.

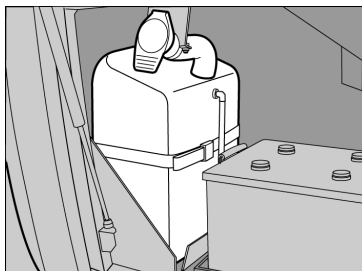


T0015269

Washer Fluid

Check the level of the washer fluid in the reservoir. Top up if necessary.

Note: In winter use appropriate fluid with lower freezing temperature.

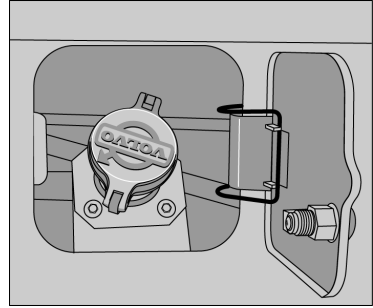


T2024567

Refuelling

Open the flap and the fuel filler cover. Insert the end of the fuel hose into the filler neck. Fill up the tank. After filling up the tank, remove the fuel pipe and put it back on the pump. Close the fuel filler cover and the flap. Volvo 9700 buses have two tanks with 400 liter (105 gallons) capacity each one. To open the filler cap press it hard with the whole palm until its catch releases.

Note: Use only fuel that meets the manufacturer's specifications. Avoid spilling fuel on to painted surfaces. Refuel only at designated places.

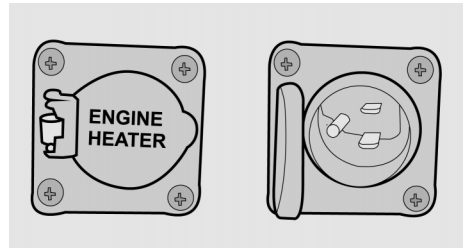


T2022265

Engine Block Heater

An electric engine block heater can be installed for keeping the coolant hot when the vehicle is parked. The heater is mounted through the side of the engine block with the heater coils in the coolant jacket. The heater does not interfere with normal operation and can be permanently installed.

The heater runs on 120V and has an easily accessible plug, located on the right side of the engine compartment. The plug will hook up to a normal extension cable.



T0015492

Starting the Engine

Starting

When starting the engine, the parking brake must be engaged and the gear selector must be in neutral, i.e. **N**.

Starting a Cold Engine

When starting the engine at temperatures of around 10°C (50°F) and below, the air entering the engine should be heated. To prevent wear and possible damage to the engine when it is cold, gradually bring it up to operating temperature before operating at high engine speeds or full load. After starting and before moving the vehicle run the engine at 800 to 1000 rpm for 3 to 5 minutes. Operate at partial engine load until the coolant temperature reaches 75°C (167°F).



T0014333

Proceed as follows:

Turn the ignition key to the position between **II** and **III**. This starts the preheating, which can take up to about 50 seconds, depending on the temperature of the coolant. The indicator lamp is lit during preheating. Once the lamp has extinguished and the needle of the temperature gauge has moved off its lower stop, the engine can be started.

Do not race the engine when it is cold. This could damage the engine.



CAUTION

Do not let a cold engine run faster than 1000 rpm in very low temperatures (< -20°C (-4°F)). Failure to do so may cause internal engine damage.

Starting a Hot Engine

Start directly by turning the key to the start position.

Stopping the Engine

To shut down the engine, turn the key to the STOP position. In an emergency situation the engine can be shut down by using the emergency stop, see “Emergency Stop” page 24.

Note: Before turning off engine. If the engine has run at high temperature for a significant time before it is shut down, let the engine run at idle for 3 minutes to cool the engine off to avoid heat soak.

Checks After the Engine Has Been Started.

The coolant level warning lamp will stay lit for a few seconds after the engine has started. The parking brake warning lamp is lit when the parking brake is engaged. After releasing the parking brake, the lamp should remain lit until the pressure increases to about 540 kPa (78 psi). The footbrake warning lamp and the “STOP” lamp should remain lit until the pressure in the compressed air tanks reach a sufficiently high level.



Do not drive the vehicle until the warning lamps have gone out, as the brake system needs the correct air pressure to work properly. Failure to do so may lead to an accident, resulting in serious personal injury or death.

Idling (programming)

The engine idling speed is 575–625 rpm. Keeping the idling speed constant is the task of the electronic control system, which makes manual adjustment unnecessary. When the bus is stationary, the idling speed can be temporarily raised to 1200 rpm.

Low Idle Adjustment

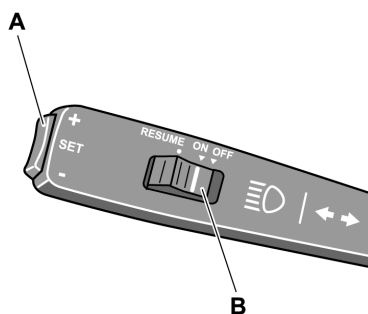
Before you start to adjust the idling speed, the engine must be warmed up to operating temperature. The bus must be stationary with the engine idling.

- switch (B) must be in the ON position
- the idling speed is increased by pressing the “+” side of the SET button (A). Each press on this button gives an increase of 10 rpm.
- if the idling speed becomes too high, it can be reduced by pressing the “-” side of the SET button. Each press gives a decrease of 10 rpm.

Note: The change in idling speed is only temporary. After pressing a pedal, engaging a gear or releasing the parking brake, the idling speed will return to its manufacturer settings.

If new programming of idling rpm is required, keep your foot on the brake pedal and turn off the engine when the new engine rpm has been set.

Note: If the engine does not “run smoothly” at the default programmed by the manufacturer, please visit a Volvo workshop.



T0012078

Cruise Control

Cruise control is activated by moving the switch (B) to the ON position.

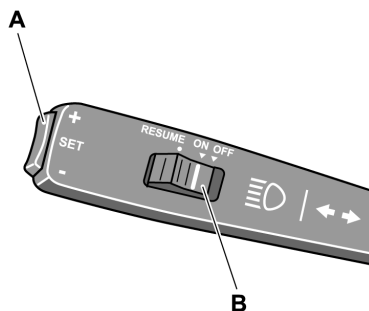
When the bus reached the desired speed, press the “+” or “-” side of the SET button (A). The set speed is increased or decreased by pressing the “+” or “-” side of the switch respectively.

If the speed is temporarily increased, e.g. for overtaking, the vehicle will return to the set speed when the accelerator is released.

Cruise control is deactivated if:

- the brake pedal is depressed
- the retarder stalk is moved to another position
- the switch (B) is moved to its OFF position

After cruise control has been switched off, the most recent set speed can be restored by moving the switch (B) to RESUME. This however does not apply if cruise control has been deactivated by moving switch (B) to its OFF position.



T0012078

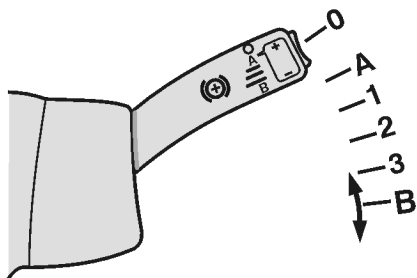
Retarder

The function of the retarder is to supplement the main brake, and it acts as an additional brake. This function may be based on an engine brake, or a transmission brake together with the VEB (Volvo Engine Brake), which is an exhaust brake combined with a compression brake.

When the retarder stalk is in its (A) position, depressing the brake pedal will engage both the footbrake and the auxiliary brake. This mode is called “brake blending”, and means that the brake system decides how great a contribution to the total braking force will come from the auxiliary brake, and how much from the footbrake. It allows for optimal use of the auxiliary brake.

In other situations (1-3) the bus is braked by the additional brake as soon as the accelerator pedal is released. The braking force is increased by moving the lever down and decreased by moving the lever up.

Note: The retard function works together with the EBS system. See the separate driver instructions for “EBS”.



T0010263

The (B) position of the stalk is only present in buses fitted with I-shift. For additional information, see the separate Operating Instruction “I-shift”.



DANGER

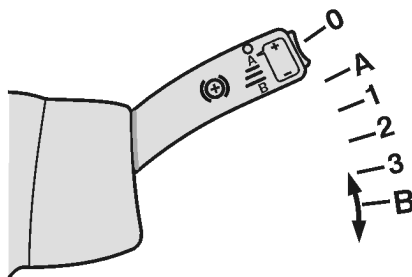
Avoid using the retarder on slippery roads because of the risk of locking the wheels and skidding (the retarder brakes only the driving wheels). Failure to do so may lead to an accident, resulting in serious personal injury or death.

Speed Limiting

When the bus is driven downhill with the stalk in position (A), the retarder acts as a speed limiter. When the bus has reached the desired speed, lightly press the "+" or "-" side of the SET button (A). The retarder will maintain the speed of the bus at the setting it had when the SET button was pressed.

The set speed can be increased or decreased by pressing the plus (+) or minus (-) side of the SET button. Each pressing of the switch increases or decreases the speed by 1 km/h. If the switch is held in, the speed is adjusted by 1 km/h for each second it is held in.

Note: Buses that have a retard switch instead of a retard lever do not have this function.



T0010263

Use the SET button on the retard switch to control the speed limitation.

Combined Cruise Control and Speed Limitation

If the bus is equipped with cruise control (see "Cruise Control" page 69), the cruise control system will work together with the retarder. The stalk of the retarder should be in position (A).



T3008844

With cruise control active. While driving downhill with the cruise control active, the retarder will be engaged if the road speed exceeds the set speed by 5 km/h (3 mph). This overspeed value can be modified by means of the +/- button to any value in the range 3–15 km/h (2–9 mph).

Note: The retarder is automatically deactivated if there is a risk for wheel locking.

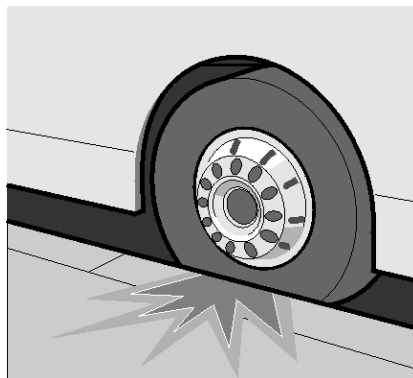
Note: If the symbol for high retarder temperature is displayed, a lower gear range must be selected to cool it down. See separate Operating Instruction "Display".

Power Steering

If the wheel is blocked on one side, against a kerb for example, drive carefully forward and turn the steering wheel to allow the bus to move away from the kerb. Never try to force the wheels to turn.

Do not attempt to turn the bus by using excessive force on the steering wheel. Using excessive force on the steering wheel increases pressure in the power steering system, causing risk of overheating that may damage the oil pump.

If the power steering is malfunctioning it may feel as if the steering gear was blocked, this is however not the case, but steering the bus requires the use of much greater force.

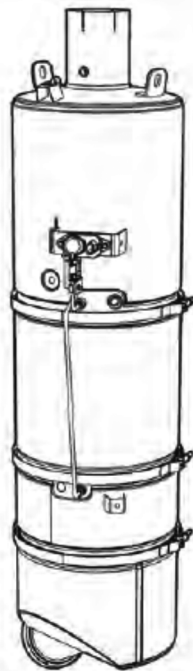


T0008960

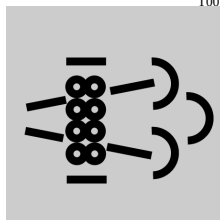
Exhaust Aftertreatment System

Volvo 9700 has an exhaust aftertreatment system which includes a Diesel Particulate Filter (DPF). The DPF reduces soot and particulate emissions into the atmosphere. The DPF takes the place of the standard muffler. Soot and other particulate matter are collected by a filter where it is eventually oxidized using a regeneration process. Vehicles equipped with a DPF require the use of EO-O Premium Plus (or VDS-4) specification high performance diesel engine oil and Ultra Low Sulfur Diesel (ULSD) fuel. If the icon “DPF Regeneration Required” lights on, means that the diesel particulate filter is becoming full and regeneration is needed; the icon flashes when the filter is full, maintain uninterrupted highway speed for an automatic regeneration or move the vehicle to a safe location and initiated a parked regeneration. The icon “High Exhaust System Temperature” lights on when a parked regeneration is initiated. It also indicates high exhaust gas temperature during an speed regeneration. When the high exhaust system temperature icon is light on, do not park or operate the vehicle near people, or any flammable materials, vapors, or structures. For more information about Exhaust Aftertreatment System, see separated instruction “Exhaust Aftertreatment System”.

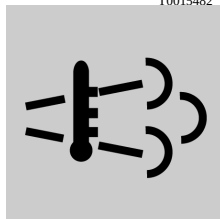
Note: It is important to enable regeneration as soon as possible to avoid engine problems. Long—term engine operation with regeneration disabled will result in a loss of engine performance including horsepower, torque and speed derates.



T0015360



T0015482



T0015483

Safe Driving

- 1 After starting, and regularly while driving, check that the instruments are giving their normal readings. If any warning lamp lights while driving, stop the bus and investigate the cause.
- 2 Never race a cold engine! Avoid idling for long periods.
- 3 Never cover the radiator! The thermostat keeps the temperature constant regardless of ambient conditions. Check the coolant level regularly and use always the correct type of coolant. Check also hoses/pipes and tensioning of the belts. Do not drive with a leaking cooling or heating system.
- 4 Never drive off before the brake system warning lamps have extinguished. Do not forget the parking brake. The ABS/EBS indicator lamps may light, but this only indicates that the ABS/EBS system is malfunctioning.
- 5 If one of the front wheels is blocked sideways, never try to force it to turn by applying excessive force to the steering wheel.
- 6 While driving downhill and for gradual braking use the retarder function. When driving in slippery conditions take special care, or disable the retarder function altogether.
- 7 When driving on slippery surfaces, e.g. in snow or heavy rain, reduce speed and avoid rapid steering wheel movements. Brake and accelerate gently, to make the journey as safe as possible for the passengers. Driving in slippery conditions requires extra caution when there are strong side winds. Side winds can produce a lifting force acting on the front axle.

Economy Driving

As the driver, you are the most important link in the chain for getting the best overall driving economy.

- 1 **Warm up the engine as quickly as possible.** A warm engine and transmission uses less fuel than a cold one (and there is less wear).
- 2 **Treat the accelerator pedal gently.** Do not “pump” the accelerator pedal. Pumping increases fuel consumption without increasing the speed. A turbo pressure gauge helps you drive economically.
- 3 **High speeds increase fuel consumption** since, among other things, air resistance increases sharply with increase of speed. Strong side and head winds increase fuel consumption even more.
- 4 **Timely and correct servicing will keep the bus in good condition. This will also contribute to preserving low fuel consumption.**

Driving in Cold Weather

Before driving in cold weather conditions (ambient temperature $+40^{\circ}\text{F}$ [5°C] or below), pay attention to the following points:

- 1 The cooling system must be protected against freezing.
- 2 The washer fluid tank must be filled with winter liquid.
- 3 Batteries must be in good condition. In low temperatures, the capacity of batteries to deliver current, e.g. when starting the engine, drops. Make sure that the poles of the batteries are thoroughly clean, with the cable terminals properly tightened and covered with grease, and that there is the correct amount of electrolyte in every cell.
- 4 Engine oil, as well as transmission and rear axle oil, must have the correct viscosity.

Fill up the tanks with winter fuel. This reduces the risk of wax settling in the fuel system. If this has already happened, change the fuel filters and fill up the tanks with winter fuel. Keep the tanks as full as possible.

The compressed air system is particularly sensitive to low temperatures. Excessive condensation in the primary tank indicates that the air drier is not working properly. Drain the tank and change the desiccator cartridge in the air drier. If none of these measures help, use an external heating source to thaw out the system.

Safety



CAUTION

Always make passenger safety your first priority !

If something unexpected happens you should always proceed as follows:

- 1 Stop the bus in a place which is safe for the passengers, and where the bus itself does not constitute an obstacle for other road users.
- 2 Open the doors. If necessary use the emergency valve which is placed in the vicinity of the door.
- 3 Let the passengers out.
- 4 Set the ignition key in position 0.
- 5 Turn off the power with the main switch, see “Main Switch” page 24.
- 6 If necessary, use the emergency stop, see “Emergency Stop” page 24.
- 7 If necessary, switch on the warning lights, see “Hazard Warning Lights” page 23.
- 8 Place a warning triangle behind the bus. Remember that the distance between the warning triangle and the vehicle depends on local regulations.
- 9 Call the service centre and describe the problem.

If the Engine is Not Working

If the engine refuses to start, check that:

- 1 The cover of the emergency switch is folded down.
- 2 The main power switch on the dashboard is set to on.
- 3 The gear selector is in the neutral position, i.e. N.
- 4 The parking brake is engaged.
- 5 The switch in the control box in the engine bay is turned towards **1**.

The engine cannot be started when the battery voltage is too low (below 18 V).

The engine cannot be started if either the engine hatch or the front service hatch is open. In that case the display will show an appropriate symbol. Close the hatch before trying to start the engine.



Punctures

There are several safety requirements that need to be considered in the event of a punctured tire. For detailed information concerning wheel changing, see the separate Operating Instruction “Jacking points and puncture”.

Punctured Air Bellows

In the event of puncture of any of the suspension air bellows, the speed **must** be reduced to **20 km/h (12 mph)** and the bus taken to the nearest service facility.

Towing



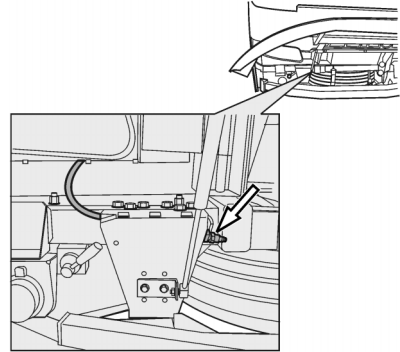
CAUTION

Failure to disconnect the driveshaft, remove the drive axle shaft(s) or lift the drive wheels off the ground before towing or pushing the vehicle, can cause serious transmission damage.

Note: TCS should be turned off if one of the axles is raised during towing.

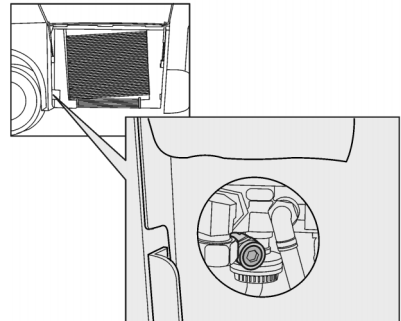
For all long distance towing, assure that the tow vehicle has the necessary equipment to reach the front axle, per Bus specifications. Refer to “Technical Specification” page 96 for more information. It may be necessary for the tow vehicle to attach an air supply to the bus during towing. Two positions for attaching are available, one in the front and another in the rear of the bus. See the accompanying illustrations for the general locations.

Towing or moving the bus for short distances can also be performed using a towing rod or bar. Refer to the accompanying illustration for attaching point location.



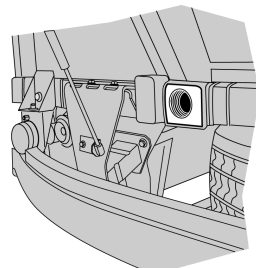
W1000252

Front Air Supply Connection
Location



W1000251

Rear Air Supply Connection
Location



T8012390

Place for towing bar attachment
(front)

80 If Something Happens

After mechanically releasing the parking brake, the bus cannot be braked either with the main brake or with the parking brake. Block the wheels or connect to the tow vehicle, so that the bus cannot start moving after the parking brake has been released.

Towing requires either the drive shaft or both drive shafts to be removed, because otherwise the transmission may be damaged due to insufficient lubrication.

If the bus has stopped in a unsuitable place and needs to be moved, it can be towed up to 200 meters (656 ft.) before removal of the drive shaft/drive shafts.

For, punctures, the tire must be repaired before towing begins.

Fire

In the event of fire, the STOP lamp lights up in the engine bay, an audible signal is emitted and a symbol appears on the display.



T0012298



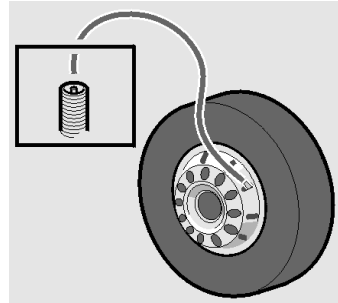
DANGER

Shut down the engine immediately!
Failure to do so may keep the radiator fan running which impels air into the engine bay and fans the fire. This may result in serious personal injury or death.

Releasing the Parking Brake

Release the Parking Brake with Air from the Bus Tires.

- 1 To prevent the bus from moving, block its wheels or attach it to a tow vehicle.
- 2 Connect the clamp head of the tire inflation hose to the valve of one of the tires.
- 3 Move the parking brake control to the drive position.
- 4 While pressing the other end of the tire inflation hose against the pump nipple, press in the blocking valve. Now the brake system is filled with the air from the tire. Filling can be interrupted as soon as the air flow stops.

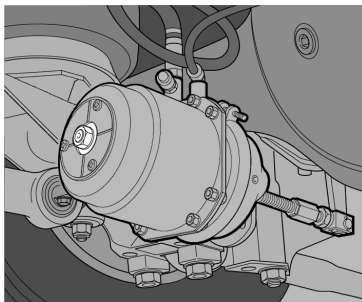


T0009182

Note: Chock the wheels to prevent the bus from moving when releasing the parking brake.

Mechanical Releasing of the Parking Brake

- 1 By blocking the wheels, make sure that the bus will not start rolling after releasing the parking brake.
- 2 On both drive shaft brake cylinders there are release bolts. Screw them out until a red plastic button appears out from the center of the bolt. The brakes are then released. This requires around 45 rotations. Use the designated spanner from the toolkit or the sleeve and locking handle.
- 3 The bus can now be towed. Towing should be performed using a properly equipped tow vehicle that can reach the front axle, since the bus is now completely without brakes.



T5014634

Note: Do not forget to reset the bolts to their original position and attach the plastic cover after towing has been completed.

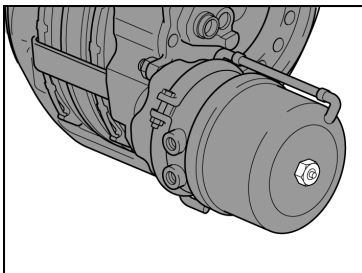


DANGER

Chock the wheels to prevent the bus from moving when releasing the parking brake. Failure to do so may result in serious personal injury or death.

Regarding Disc Brakes

The brake cylinder is fitted with a release screw, which does not protrude from the cylinder during manual release. When starting to release the parking brake, a red peg emerges from the centre of the nut. It is fully out after three turns. Full compression of the parking brake spring requires approximately 45 turns. Whenever possible try always to fill the parking brake cylinders with air. It makes it easier to turn the nuts of the release mechanisms.



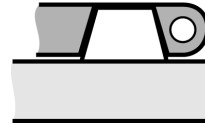
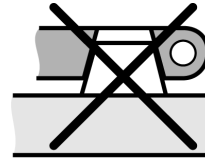
T5014635

Changing the Batteries

When changing batteries, both batteries should have the same capacity and be of the same age. When connecting batteries correct polarity must be observed.

To change a battery:

- turn off the power with the main switch
- disconnect the cable terminal from the negative pole of the battery
- disconnect the cable terminal from the positive pole of the battery
- change the battery
- clean the cable terminals and both poles of the battery
- connect the positive cable terminal to the battery pole
- connect the negative cable terminal to the battery pole
- apply an anti-corrosive agent to the poles with terminals



T3019198

Top: Mounted incorrectly, terminal not bottoming on the pole.

Bottom: Mounted correctly, terminal bottoming on the pole.



WARNING

Incorrect connection will seriously damage the electrical system.

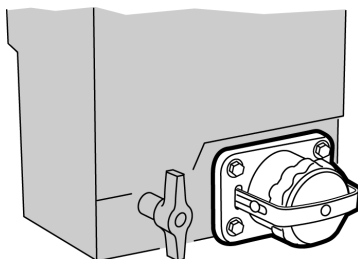
If a cable clamp has been incorrectly installed, the battery terminal must be reamed to give a sufficiently large mating surface when correctly installed. Incorrect installation entails a high risk of oxidation in the space between the top of the battery terminal and the battery cable clamp.

Rapid Charging

The bus is equipped with a socket for an external power supply, located next to the battery box. Before rapid charging, the main switch should be turned off to protect the bus power consumers from power surges.

Note: The rapid charge connector is not dimensioned for starting assistance.

Note: Only use the rapid charging socket when the batteries are partially discharged. If the batteries are completely discharged, disconnect them from the bus system and connect directly to a battery charging device.



T0014730

Starting Assistance

In the event that the batteries are unable to start the engine, auxiliary batteries can be used to help in starting. These batteries are connected in parallel with the ordinary bus batteries.

Note: Note the polarity. Plus to plus and minus to minus.

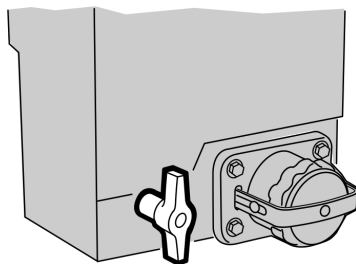


CAUTION

Battery chargers with a start boost feature must not be used for starting assistance. Failure to do so may cause damage to the electrical system.

Battery Cut-off Switch

The battery cut-off switch is located next to the batteries and is there to completely cut off the bus power supply. To prevent battery discharge when the bus is standing for 24 hours or more, turn the battery cut-off switch to the OFF position.



T0014428



CAUTION

Always switch off the power with the cut-off switch when charging the batteries and when connecting an auxiliary batteries to start the engine.



CAUTION

Before using the battery cut-off switch, the power must always be switched off using the main switch on the dashboard. Failure to do so may cause damage to the electrical system.

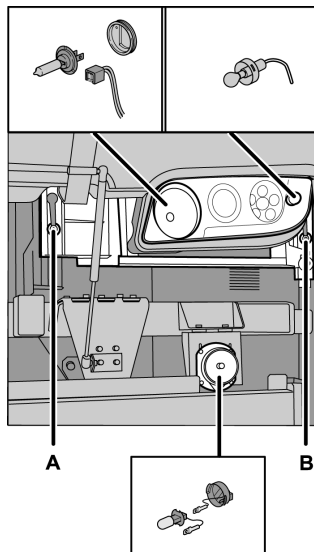
Note: After using the battery cut-off switch, it may be necessary to re-enter the radio code.

Bulb Replacement

Headlamps

- lift the front bumper
- Loosen the securing screws (A) and (B), delicately lower the lamp module and tilt it open
- disconnect power supply cables
- remove the bulb

Note: Replace it with a new 24 V bulb of the same type and power rating.

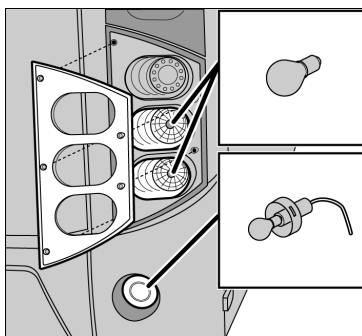


T8012393

Rear Lights

- Unscrew the five screws securing the cover
- replace the bulb
- before fitting the lamp check whether it is working properly

Note: Make sure that the bulb is replaced with a new 24 V bulb of the same type and power rating.



T3019941

Xenon Lights



DANGER

Xenon lights should only be serviced at an authorized service facility. Never try to repair the lights on your own. Ignition voltage in xenon bulbs is **28,000 V**. Servicing these lights without the necessary knowledge and service information may result in serious personal injury or death.

Licence Plate Lighting

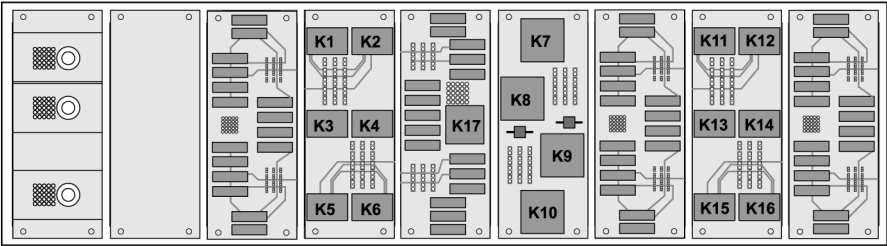
Replace the licence plate light bulbs as follows:

- Unscrew the screws securing the lamp housing
- replace the bulb

Fuses and Relays (chassis)

The fuse and relay box is located at the front of the bus.

Relays



T0012034

Relays			
K1	VECU (Vehicle Electronic Control Unit), EECU (Electronic Engine Control Unit)	K11	Start inhibit relay
K2 ¹	Reversed +15	K12 ¹	Starting signal, starter motor
	Battery warning		Luggage compartment lighting (alternative)
K3	Self-holding relay, ECS	K13	Emergency stop
K4 ¹	TECU (Transmission Electronic Control Unit) GSECU (gear selector electronic control unit) I-shift transmission	K14 ¹	Trailing axle
K5 ¹	Manual transmission EGS	K15 ¹	RECU (retarder control unit)
K6 ¹	Manual transmission EGS	K16 ¹	RECU (retarder control unit)
K7	Baggage hold lighting	K17	Ignition relay (+15)
	Starting signal, starter (alternative)		

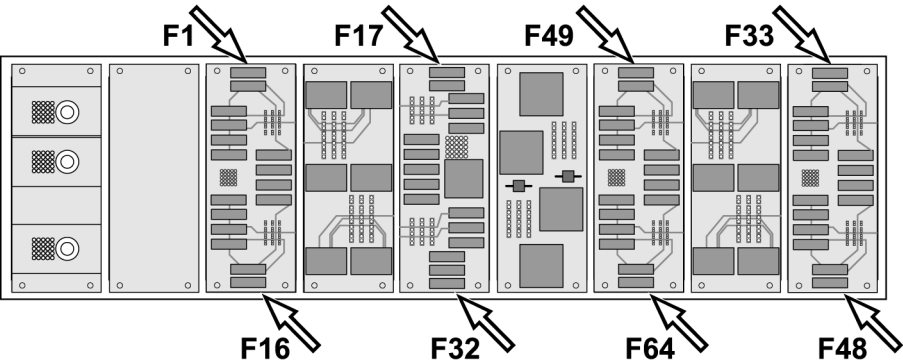
Relays			
K8 ¹	Inverting relay, neutral signal (only automatic transmissions)	K48 ₂	Preheating relay
	VECU (Vehicle Electronic Control Unit), EECU (Electronic Engine Control Unit)		
K9	Interval relay, windscreen wiper motor	K51 ₃	Main power supply relay
K10 ₁	Inverting relay, neutral signal (only automatic transmissions)		

¹ Depends on version.

² This is located on the engine bay bracket near the emergency stop.

³ This is located in a steel box next to the battery box.

Fuses



T0012035

Fuses					
F1	5A	ECS (electronic controlled suspension)	F35	25A	LCM (lighting control module)
F2	10A	BIC (instrument), control switch	F36	25A	LCM (lighting control module)
F3	15A	Starting signal, starter motor	F37	25A	LCM (lighting control module)
F4	20A	EBS (electronic brake system)	F38	5A	Reversed +15
F5	5A	Horn	F39 ¹	25A	Exhaust emissions cleaning control unit
F6	5A	Emergency release of parking brake	F40	—	Spare
	30A	Ignition switch (Early version)			
F7 ¹	15A	TECU (transmission electronic control unit), GSECU (gear selector electronic control unit) transmission I-shift	F41 ¹	20A	Radio
				—	Spare
F8 ¹	5A	GECU (gear selector electronic control unit) I-shift	F42	5A	Emergency stop switch, main switch

Fuses					
F9	5A	Starting switch, engine compartment	F43	—	Spare
F10	5A	Fire Alarm	F44	25A	LCM (lighting control module)
F11 ¹	10A	Dynafleet (option)	F45	25A	LCM (lighting control module)
F12	5A	Supply, main switch (+30) to body-builder outlet	F46	25A	LCM (lighting control module)
F13	5A	Spare	F47	5A	Side position lamp, right-hand side
F14	5A	BBM (Body Builder Module)	F48	5A	Side position lamp, left-hand side
F15	15A	EECU (Electronic Engine Control Unit), Control valve * (1) ¹ , radiator fan, preheating relay	F49	5A	Fuel shut-off valve
F16	5A	VECU (vehicle control unit)	F50 ¹	10A	RECU (retarder control unit)
F17	5A	Lighting switch	F51 ²	20A	Radio, 24–12 V (+30) converter
				—	Spare
F18	5A	Alternator 1, 2, 3	F52 ¹	10A	Baggage hold lighting
F19 ¹	10A	PCM (Powertrain Control Module)	F53 ¹	5A	Trailing axle, dehydrator heater
	10A	Preheating relay			
F20	10A	EBS (electronic brake system control unit)	F54	5A	Engine hatch/luggage compartment hatch
F21	15A	Wiper motor, windscreen	F55	10A	VCB (Volvo Compression Brake), EPG (Exhaust Pressure Governor), radiator solenoid valve, fuel bleed pump, preheating relay

92 If Something Happens

Fuses					
F22	5A	TECU (transmission electronic control unit), Voith automatic transmission	F56	5A	Preheating relay
					Dehydrator heater
				10A	Engine brake
F23	5A	ACC	F57	5A	Ignition key/Start switch
F24	5A	BIC (instrument panel), OBD	F58	5A	Gas tank control unit
F25	15A	Wiper motor, headlights	F59	10A	TECU (transmission electronic control unit), Voith automatic gearbox
F26	5A	ECS (electronic controlled suspension)	F60	10A	TECU (Transmission Electronic Control Unit), ZF automatic transmission/gearbox
F27	10A	Manual gearbox, EGS	F61	10A	Baggage hold lighting
F28	10A	RECU (retarder control unit)	F62	5A	Dimmed interior lighting
				—	Spare
F29	5A	Power from the ignition (+15) to body electrical system connector	F63	5A	Starter motor relay
				—	Spare
F30	5A	Radio, 24–12 V (+15) converter ²	F64	—	Spare
	20A	Fuel heater			
F31	5/10 A	Hydraulic oil level, hydraulic oil filter, exhaust emissions cleaning control unit	F80 ³	150 A	Main battery fuse (B+)
F32	5A	Tachograph	F81	80A	Power supply main fuse (+30)
F33	5A	BIC (instrument)	F93	5A	Alternator
F34	10A	Tachograph			

¹ Depends on version.

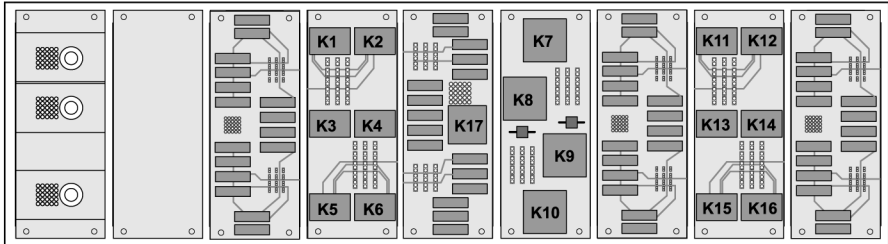
² Loose fuse holder next to it.

³ This is located in a steel box next to the battery box.

Fuses and relays (body)

The fuse and relay box is located at the front of the bus.

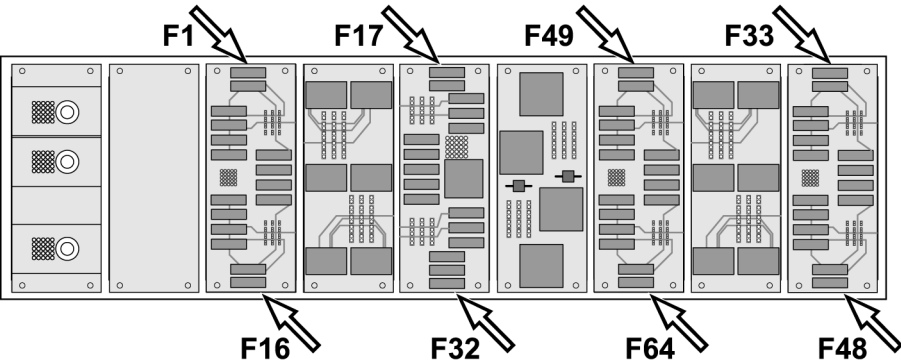
Relays



T0012034

Relays			
K1	Flat screens	K4	Defroster, speed 1
K2	Over speed control 95 km/h [59 mph]	K5	Defroster, speed 2
K3	Flat screens	K6	Defroster, speed 3

Fuses

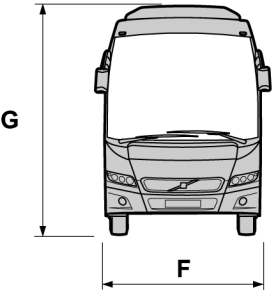
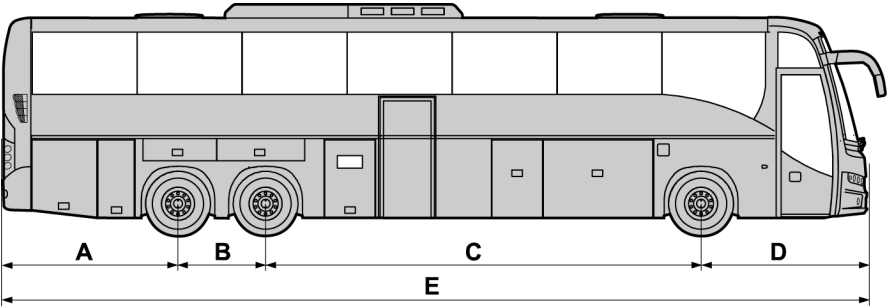


T0012035

Fuses					
F1	3A	Power Master ID	F33	3A	Relays
F2	5A	Transcom	F34	5A	Light under seats
F3	20A	Audio & Video 12V	F35	10A	Park Pilot
F4			F36	30A	Auxiliary Heater
F5	30A	Floor IO B Module	F37		
F6	5A	Climate IO a Module	F38	15A	CECM B
F7			F39	15A	Dashboard converter cigarette output
F8			F40	5A	Middle door, I/O A Module
F9	5A	Climate Unit I/O A	F41	5A	Pressure switch
F10	5A	Defroster Flap	F42	5A	Dashboard, I/O A Module
F11	5A	Red Led Switches	F43		
F12	20A	Defroster	F44	15A	24 VCD output in Dashboard
F13	30A	Roof Left IO B Module	F45	30A	24 VCD output in driver side
F14	7.5A	Destination Sign control	F46		
F15			F47		
F16			F48	5A	Webasto Timer

Fuses					
F17	3A	Over Speed warning, relay K2	F49	5A	Control Panel air
F18	7.5A	Toilet I/O B Module	F50		
F19	20A	Electric Window	F51	5A	Destination sign (+15)
F20			F52		
F21	15A	Roof Left I/O B Module	F53	15A	DRC Air Conditioning
F22	3A	Emergency Window Signal	F54	3A	Audio & Video (+15)
F23			F55		
F24	5A	Webasto Timer	F56	5A	Time & Temperature Display
F25	5A	Copilot TD7	F57	5A	Power +15 TD7
F26			F58	7.5A	Roof Hatch Front
F27			F59	7.5A	Roof Hatch Rear
F28	20A	Audio & Video 24 volts	F60		
F29			F61	15A	Electrical Binder
F30	7.5A	Toilet I/O B Module	F62	5A	Webasto Timer
F31			F63		
F32			F64		

Technical Specification



T8012396

Technical Specification

3-axle 13.7m

	3-axle 13.7m
A	2,780 mm (109 in.)
B	1400 mm (55 in.)
C	6660 mm (262 in.)
D	2,850 mm (112 in.)
E	13,690 mm (539 in.)
F	2600 mm (102 in.)
G	3671 mm (145 in.)

Bulbs

Light	Rated Power	Volvo p/n
Main beam	70 W	990037
Dipped beam	70 W	990037
Direction indicator, front	21 W	982558
Direction indicator, rear	21 W	982558
Fog lamps, front	70 W	990037
Side marker	5 W	19926
Fog, rear	21 W	967708
Reversing	21 W	967708
Licence plate	5 W	19926
Side direction indicator	21 W	967708
Entrance	5 W	967709
Engine bay	21 W	967708

Type Plates

The vehicle identification number (VIN) is marked on an identification plate on the bus.

Identification Plate

Within its inside border, the identification plate is subdivided into a legal requirement section, as well as three boxes for the chassis number, drive and wheelbase. These latter are not used for buses, only for lorries. The identification plate is located by the driver’s seat and contains the following information:

- G.V.W.R (Gross vehicle weight rating), is the maximum allowable total weight of the vehicle.
- G.A.W.R (Gross axle weight rating), is the maximum distributed weight that may be supported by an axle VIN is the same number that can be found on the frame member.
- Tires dimensions.
- Rims dimensions
- Cold inflation pressure, is the inflation pressure of the tires before the vehicle is driven and the tires warmed up.
- VIN is the same number that can be found on the frame member.

VOLVO

MANUFACTURED BY: VOLVO BUS CORPORATION

FABRIQUE PAR: VIM

G.V.W.R.: 22407 KG. (49400 LBS)

P.N.B.V.:

DATE OF MFG:

DATE DE FAB:

AXLES/ ESSIEUX	G.A.W.R/ P.N.B.E.		TIRES/ PNEUS	RIMS/ JANTS	COLD INFLATION PRESS/ PRESS. A FROID		SINGLE OR DUAL/ SIMPLE OU DOUBLE
	KG	LBS			KPA	PSI	
FRONT/ AVANT	7484	(165) (00)	315 / 80R22.5J	22,5/59,00	830	(120)	S
INT. DIFF.	10024	(221) (00)	315 / 80R22.5J	22,5/59,00	620	(90)	D
REAR/ ARRIERE	4860	(108) (00)	315 / 80R22.5J	22,5/59,00	590	(85)	S

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE/ CE VEHICULE EST CONFORME A TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DES REGLEMENTS SUR LA SECURITE DES VEHICULES AUTOMOBILES DU CANADA EN VIGUEUR A LA DATE DE SA FABRICATION INDIQUEE CI-HAUT.

VEHICLE IDENTIFICATION NO.
NO. IDENTIFICATION VEHICULE

TYPE: BUS B1A

T0015663

Vehicle Identification (VIN)

This is stamped on the chassis at the right-hand front end of the vehicle, i.e. in the wheel arch in front of or behind the front axle.

Example: **YV3R7G62151106335**

YV3	Manufacturer
R7	Chassis version
G6	Engine version
2	Brake system
1	Check figure
5	Model year
1	Assembly factory
106335	Chassis number

Engine

Type designation, component number and serial number are punched on the top of engine block near the injector pump.

Transmission

The type designation and serial number are punched on the top of the transmission.

Rear Axle

The plate is on the right-hand side of the rear axle housing.

Retarder

Serial number and version are stamped on rear left side of retarder housing.

Service Intervals

Regular servicing in accordance with the special service schedule is required to maintain the bus to its original specifications throughout its service life.

Carry out all servicing and maintenance of the bus at a Volvo workshop or, for Prevost support vehicles, in Prevost service center/provider.

These workshops have the trained personnel, special tools and necessary service literature that are vital in ensuring high quality of servicing. This quality also depends on the use of Volvo Original Spares, which are of identical quality to the components installed at the Volvo works.

For service intervals, see the separate service literature.

When washing the bus, only use agents that are intended for this purpose. See also: Operating Instruction “Interior maintenance”.

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

**OPERATOR'S MANUAL
ENGINE MAINTENANCE
PREVOST BUS**

VOLVO D13F ENGINE

Foreword

This manual contains information concerning the operation and function of the Volvo D13F engine. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Group North America, Inc.

Greensboro, NC USA

Order number: PV776-20158786

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

The Volvo D13F engine meets the emissions standards which apply to all heavy-duty diesel engines built after January 1, 2007 for on-highway vehicles. The 2007 standards reduce allowable emissions of nitrogen oxides (NOx) by 50% and emissions of particulates (soot) by 90% from previous levels.

Fuel



CAUTION

Diesel engines for 2007 and later model year vehicles are designed to operate only with Ultra Low Sulfur Diesel (ULSD) fuel. Use of fuel other than ULSD will reduce the efficiency and durability of the engine, permanently damage the advanced emission control systems, reduce fuel economy and possibly prevent the engine from running at all. Manufacturer's warranties are likely to be rendered void by usage of improper or incorrect fuel, and usage of fuels other than ULSD fuel in diesel-powered vehicles is illegal and punishable with civil penalties. Use of fuel additives to compensate for the lower sulfur content is NOT recommended by Volvo.

Key Features of the D13F Volvo Engine:

- Improved Fuel Economy
- Extended Oil Drain Intervals
- Improved Cooling Capacity
- Low Maintenance Diesel Particulate Filter
- Enhanced Engine Brake Performance

Fuel sold for use in diesel-powered engines for 2007 and later model year vehicles may only contain a maximum sulfur content of 0.0015% by weight. This was done to reduce particle emissions in the exhaust.

Engine Oil

VDS-4 or EO-O Premium Plus diesel engine oil is mandatory for use in all 2007 emission compliant Volvo engines. Chassis equipped with a 2007 emission compliant engine, which can be identified by the presence of a

Diesel Particulate Filter (DPF), also require the use of Ultra Low Sulfur Diesel (ULSD) fuel. EO-O Premium Plus oils exceed the new API service category CJ-4.

Engine Operation



DANGER

Do not use ether or other combustible starting aids in any Volvo engine. Introduction of ether or similar starting aids could cause a fire or explosion resulting in severe property damage, serious personal injury or death.



CAUTION

DO NOT crank the engine for more than 30 seconds at a time; wait two minutes after each try to allow the starter to cool. Failure to follow these instructions could cause starter damage.

Note: Some starters are equipped with starter protection. If the engine is running, the starter temperature is too high or the transmission is not in neutral, starter engagement is inhibited.

Allow the engine to slow down and idle for 3 to 5 minutes before shutting it off. This allows the turbo to slow down and the cooling system to dissipate the engine heat. Switch the engine off by turning the ignition key to the OFF position.



CAUTION

Shutting off an engine immediately after high speed or full load operation can damage the turbo and cause heat stress in the engine. Always let the engine idle for 3 to 5 minutes before shutting it off.

Engine Shutdown System



DANGER

Failure to take the necessary precautions when the STOP telltale is on can result in automatic engine shutdown and the loss of power steering. Vehicle crash can occur.



W3005171

The engine shutdown system will automatically derate or stop the engine when one or more of the conditions listed below reaches a critical stage:

- High Coolant Temperature
- Low Oil Pressure
- Low Coolant Level
- High Crankcase Pressure
- High Diesel Particulate Filter Soot Level

When the shutdown is activated, the telltales come on along with display symbols and the buzzer is also activated. After a brief time, the engine shuts down. Find a safe place to pull off the road as soon as possible.

After the engine has been shut down by the system, turn the ignition key to the off position. If necessary, the engine can be restarted for a brief time so that the vehicle may be pulled off the road.

The alarm will remain activated until repairs have been made to correct the problem that caused the shutdown.



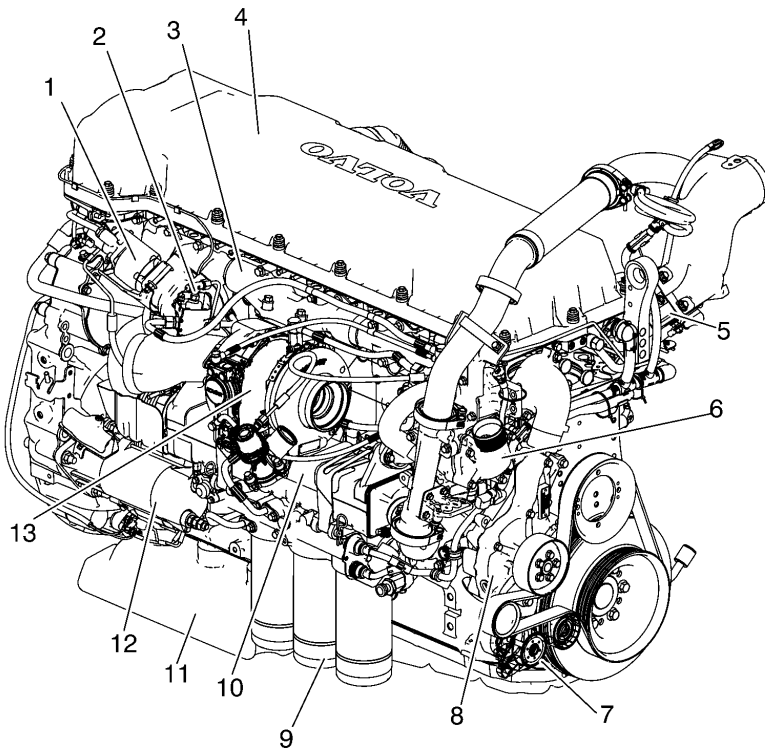
CAUTION

Continuously restarting the engine once the shutdown system is active may result in severe engine damage.

Refer to the Prevost manual for information about the display symbols.

4 Volvo Engines

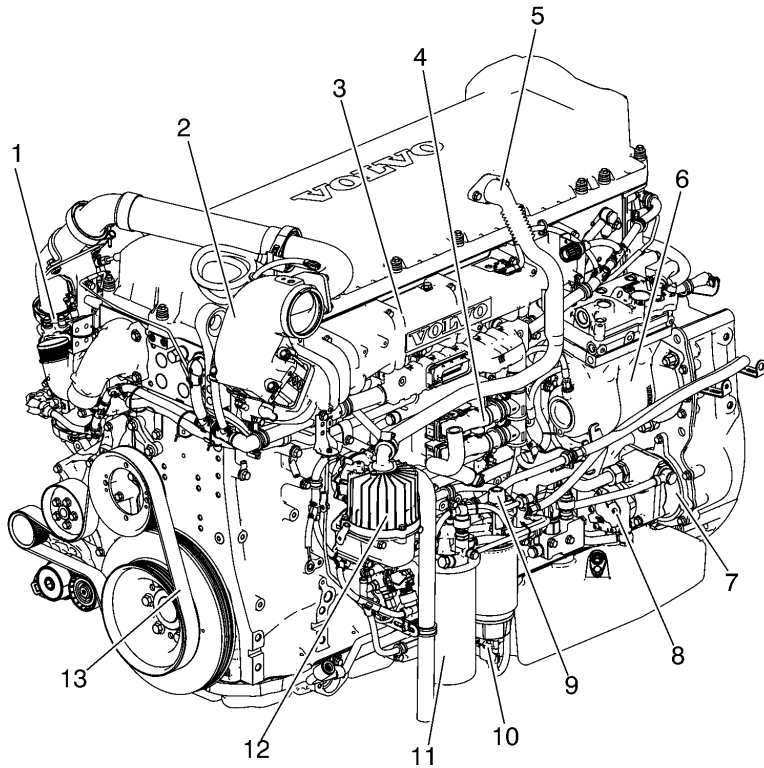
Engine Overview



- | | | | |
|---|------------------------------|----|---------------|
| 1 | EGR Valve | 8 | Coolant Pump |
| 2 | Aftertreatment Fuel Injector | 9 | Oil Filters |
| 3 | Exhaust Manifold | 10 | EGR Cooler |
| 4 | Valve Cover | 11 | Oil Pan |
| 5 | Engine Preheater Element | 12 | Starter Motor |
| 6 | Thermostat Cover | 13 | Turbocharger |
| 7 | Belt Tensioner | | |

W2006596

Engine Overview



- 1 Venturi Pipe
- 2 EGR Mixing Chamber
- 3 Intake Manifold
- 4 Engine Electronic Control Unit (ECU)
- 5 Breather Tube
- 6 Air Compressor
- 7 Power Steering Pump

- 8 Fuel Pump
- 9 Hand Primer
- 10 Fuel/Water Separator
- 11 Fuel Filter
- 12 Crankcase Ventilator
- 13 Fan/Coolant Pump Belt

W2006598

Exhaust Aftertreatment System

Safety Information

The exhaust aftertreatment system utilizes technology that oxidizes trapped particles of unburned hydrocarbons thereby reducing emissions. This oxidation occurs during the regeneration process. While regeneration is occurring, very high exhaust gas temperatures will occur. In some vehicles, regeneration can occur when the vehicle is stationary.



DANGER

Exhaust gases and components can be at extremely high temperatures during regeneration. When parking the vehicle, keep away from people, or any flammable materials, vapors, or structures.



DANGER

The temperature of the exhaust system components during the regeneration process can exceed 500 degrees C (1000 degrees F). Various factors (including ambient temperature and duration of the regeneration process) determine when these components will return to normal operating temperature after regeneration has completed. Be extremely careful around these hot components. Contact with these components can result in serious personal injury.

Description



CAUTION

Use of diesel fuel other than ULSD and engine oils other than VDS-4 or EO-O Premium Plus, will adversely affect performance, efficiency and durability of the DPF system and the engine, to the point where the engine may not run at all. Manufacturer's warranties can also be rendered void due to usage of improper fuel. Unapproved fuel additives (including engine oil) are NOT permitted. Blends of No. 1D and No. 2D grades of ULSD are recommended and allowable for cold weather operations.

The exhaust aftertreatment system virtually eliminates exhaust smoke. Exhaust vapor (water condensation) may be visible during a cold start. If exhaust smoke is visible during

engine operation, this indicates a problem with the exhaust aftertreatment system. Take the vehicle to an authorized Prevost dealer immediately

Vehicles equipped with a 2007 emission compliant engine have an exhaust aftertreatment system which includes a Diesel Particulate Filter (DPF). The DPF reduces soot and particulate emissions into the atmosphere. The DPF takes the place of the standard muffler. Soot and other particulate matter are collected by a filter where it is eventually oxidized using a regeneration process. Vehicles equipped with a DPF require the use of VDS-4 or EO-O Premium Plus specification high performance diesel engine oil and Ultra Low Sulfur Diesel (ULSD) fuel.

Exhaust Aftertreatment System Icons

There are two aftertreatment icons:

- DPF Regeneration Required
- High Exhaust System Temperature (HEST)

The DPF Regeneration Required icon on the Smart switch illuminates when the diesel particulate filter is becoming full and regeneration is needed. The icon flashes when the filter is full or overfull.



W3007445

DPF Regeneration Required Icon

The High Exhaust System Temperature icon in the instrument cluster illuminates when a parked regeneration is initiated. It also indicates high exhaust gas temperature during an at-speed regeneration. When the HEST icon is illuminated, do not park or operate the vehicle near people, or any flammable materials, vapors, or structures.



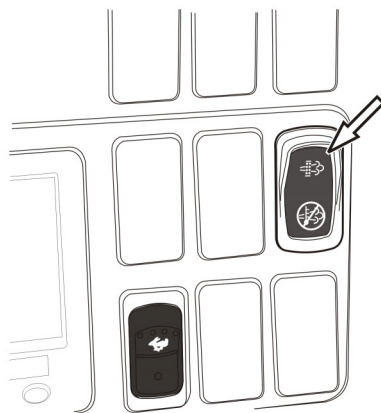
W3007444

High Exhaust System Temperature (HEST) Icon

8 Volvo Engines

Operation

The Smart switch is used to interact with the exhaust aftertreatment system DPF. The switch is located on the left side of the instrument panel.



W2006564

Regeneration



CAUTION

During the regeneration process, the temperature of the exhaust will be elevated. DO NOT park the vehicle with the exhaust outlet under low hanging overhead flammable objects such as trees, awnings, etc. that could be damaged by elevated exhaust temperatures.



CAUTION

If the vehicle is in a location that may be hazardous when regeneration begins (i.e., in close proximity to flammable materials or gases, inside tunnels, parked under flammable objects, etc.), the regeneration should be stopped. If regeneration is stopped by the vehicle operator, it should be initiated at a later time when the vehicle is in a safer location. Regenerations that are stopped and never restarted at a later time, however, will require that the vehicle be taken to an authorized Prevost dealer to have the regeneration manually started.

Note: If regeneration occurs during vehicle operation, idle speed may increase when the vehicle is stopped at a traffic light to maintain proper regeneration conditions.

There are two types of regeneration: at-speed automatic and parked. Automatic regeneration only occurs when the vehicle is moving at uninterrupted highway speed. Parked regeneration is manually initiated when the vehicle is stationary. This is the standard configuration. Other configurations are available.

The aftertreatment system is self-monitoring. When the diesel particulate filter is becoming full and regeneration is needed, the DPF Regeneration Required icon on the Smart switch illuminates. Maintain uninterrupted highway speed for an automatic regeneration. To delay the regeneration process, if necessary, press the bottom of the Smart switch. Initiate a parked regeneration at the next stop.

If the regeneration process is not delayed, the regeneration process starts, the DPF Regeneration Required icon turns off and the High Exhaust System Temperature (HEST) icon may illuminate.

Note: It is important to enable regeneration as soon as possible to avoid engine problems. Long-term engine operation with regeneration disabled will result in a loss of engine performance including horsepower, torque and speed derates. Also, the DPF filter will become overloaded with soot and require service.

The regeneration process can be stopped at any time by turning the ignition key to OFF, or by pressing the bottom of the Smart switch.

Regeneration cannot be initiated if it is not required. The following conditions must be met for parked regeneration:

- Parking brake is on and transmission in neutral
- Battery charge is greater than 10 volts
- Engine is running
- Accelerator pedal is released

If the DPF Regeneration Required icon is flashing, the diesel particulate filter is full. Maintain uninterrupted highway speed for an automatic regeneration or move the vehicle to a safe location and initiate a parked regeneration.

If the DPF Regeneration Required icon is flashing and the CHECK light illuminates, the diesel particulate filter is overfull. Engine performance will be limited. To avoid further engine derate, immediately move the vehicle to a safe location and initiate a parked regeneration, or take the vehicle to an authorized Prevost dealer.



If the DPF Regeneration Required icon is flashing and the STOP light illuminates, a serious engine problem has occurred. The diesel particulate filter may be over its maximum capacity and the engine may shut down. The vehicle must be taken immediately to an authorized Prevost dealer for service.



Aftertreatment System Maintenance

The vehicle must be taken to an authorized Prevost dealer to replace the diesel particulate filter and clean the aftertreatment fuel injector.

- The filter replacement is 400 000 km (250,000 miles) or 4,500 hours, whichever occurs first.
- The aftertreatment fuel injector cleaning interval is 240 000 km (150,000 miles) or 4,500 hours, whichever occurs first.

Engine Brake

The engine brake is operated by the Engine Brake buttons on the steering wheel. It works together with the exhaust brake to provide two levels of braking power. There are three Engine Brake buttons on the steering wheel: OFF, (1) LOW and (2) HIGH. When the Engine Brake button (1) LOW is depressed, only the exhaust brake is engaged. When the Engine Brake button (2) HIGH is depressed, both the exhaust brake and the compression brake are activated. The following conditions must be met:

- Engine Brake button (1) LOW or (2) HIGH depressed
- Engine Brake/Transmission Retarder selector switch is set to Engine Brake position (selector switch can be found on the dashboard only if the vehicle is equipped with both systems)
- Vehicle speed over 12 km/h (7.5 mph)
- Engine temperature over 43°C (110°F)
- Accelerator pedal is released
- Engine speed exceeds 1150 rpm

Engine Maintenance Intervals

Component	Operation	Interval
Fuel Filter	Change	Every oil change. Under certain conditions (for example, irregular fuel quality), the fuel/water separator filters may require more frequent replacement.
Water Separator	Filter Change	Every oil change. Under certain conditions (for example, irregular fuel quality), the fuel/water separator filters may require more frequent replacement.
Air Filter	Change	Restriction indicator or 24 months, whichever comes first
Coolant (ELC)	Change	1 000 000 km (600,000 miles) or 48 months, whichever comes first
Coolant Filter (ELC)	Change	240 000 km (150,000 miles) or 12 months, whichever comes first
Valves/Injectors	Initial Adjust	200 000 km (125,000 miles) or 12 months, whichever comes first
Valves/Injectors	Adjust	Every 400 000 km (250,000 miles) or 24 months, whichever comes first
DPF Filter	Change	400 000 km (250,000 miles) or 4,500 hours, whichever occurs first
Aftertreatment Fuel Injector	Clean	240 000 km (150,000 miles) or 4,500 hours, whichever occurs first

Oil Change Intervals

The length of time an engine can operate before an oil change depends on the quality oil used, the type of fuel used, fuel consumption, engine oil consumption, vehicle application, level of dust in the air, and fuel consumption. The change intervals given in this manual are maximum intervals. If the vehicle is operating in heavy-duty

operation, dusty or off-road conditions, etc., reduce the intervals for more frequent oil changes.

Note: Use the information in the table below to determine the operating condition and usage applicable to your vehicle.

Engine Operating Condition	Medium	Heavy	Severe
Total Fuel Consumption (mpg)	More than 6	More than 4.7	More than 3.7
Total Fuel Consumption (L/100 km)	Less than 39	Less than 50	Less than 64
Engine Oil and Filter Change Interval, km (miles)	56 000 (35,000)	40 000 (25,000)	24 000 (15,000)
Note: If idle time is greater than 25%, use the next lower drain interval.			

For additional information about oil change intervals, see your Prevost dealer. Also, refer to Bulletin 175-60, Oil and Filters, Volvo Components.

For a complete list of approved oils, see your Prevost dealer. Also, refer to Bulletin 175-61, Approved Oils, Volvo Components.

Cooling System

**WARNING**

DO NOT remove the coolant fill cap if the coolant in the surge tank is boiling. Also, DO NOT remove the cap while the engine and radiator are still hot. Scalding fluid and steam may be blown out under pressure if the cap is taken off too soon and can cause personal injury.

**CAUTION**

Never add coolant to a hot or overheated engine. Engine damage can result. Allow the engine to cool first.

Coolant capacity including heating system is approximately 91 liters (24 US gallons).

When the coolant level in the cooling system is low, the CHECK light illuminates. When the coolant level in the cooling system is critically low, the STOP light illuminates. Stop the vehicle in a safe location and add coolant to the cooling system surge tank as soon as possible.

VOLVO

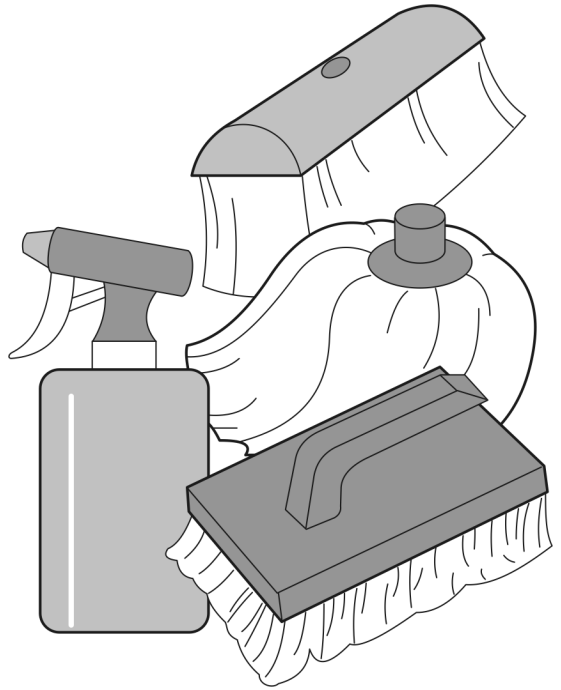
Volvo Group North America, Inc.

P.O. Box 26115 Greensboro, NC 27402-6115

<http://www.volvo.com>

Driver's Handbook

Bus Interior Maintenance 9700



VOLVO

Foreword

This manual contains information concerning the maintenance of the Volvo 9700 Bus interior. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196347

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Types of Trim Material Used in the 9700 Buses

Floor

- PVC covering
- Carpet covering (removable)

Side Walls

- Velour upholstery trim
- Leather-effect upholstery trim
- Laminate

Ceiling, Luggage Racks, Roof Ducts

- Laminate
- Leather-effect upholstery trim
- Velour upholstery trim

Seats

- Imitation leather
- Velour
- Real leather

Finishes

- Aluminium
- Lacquered steel
- Chrome, chrome nickel and aluminium items
- Rubber floor edging and other rubber items
- Plastic items

2 General Information

Keeping the Vehicle Clean — Overview

The maintenance procedures described in the following instructions ensure the correct utilization and attractive appearance of the vehicle interior.

Correct maintenance of all bus interior will ensure optimum service life and durability.

Areas subject to heavy passenger use require greater attention on the part of the cleaning team.

Maintenance Objectives:

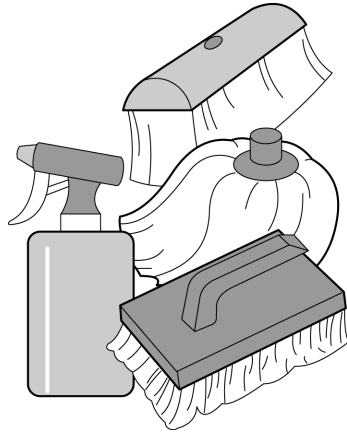
- Ensure cleanliness of floor surfaces, walls, ceilings, trim and seats
- Maintain hygiene
- Return floor surfaces, walls, ceilings, trim and seats, to their original attractive appearance
- Extend the service life of finish items in the bus interior

Sequence for Carrying Out Operations

Note: Remember the sequence for carrying out operations when cleaning. Always begin cleaning from the top down. Start with items such as ceilings, luggage racks, lights and then move on to ones lower down like wall laminates, interior partitions, hand rails, seats. Floor cleaning should be carried out last. Do not walk on washed or cleaned surfaces until they are completely dry.

Equipment:

- Cloth, broom, hand brushes (particularly for places that are difficult to reach, i.e. areas under passenger seats, luggage racks)
- Dust mop
- Cleaning mop for damp wiping
- Scrubbing brush
- Vacuum cleaner for collecting loose dust and dirt (various attachments)
- Floor/carpet washer with water extraction (various attachments)
- Protective clothing, rubber gloves
- Detergents and cleaning agents designed for various types of surfaces, as recommended by Authorized Volvo Service Outlets, as well as by the manufacturers of the trim materials



T1008766



CAUTION

Do not use aggressive agents. Failure to do so may result in damage to the components.



T1008772

4 General Information

Using stain removers, solvents and other permitted chemical substances



DANGER

Before using a chemical agent, read the instructions governing its use, as well as the instructions on how to proceed in a hazard situation (e.g. contact of the agent with the skin or the eyes). Failure to do so may result in serious personal injury or death.

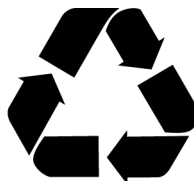


CAUTION

To prevent damage to the surface of coverings or other items of the bus interior, each chemical agent used should first be tested on a small invisible area.

Guidelines for protection of the environment

Note: The empty packaging from chemical agents used in washing the vehicles interior, as well as fabric items used for cleaning, should be disposed of in an ecologically sound manner.



T1008770

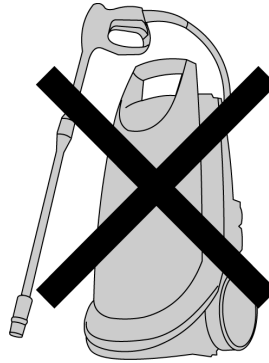
PVC Coverings

Overview



CAUTION

High pressure washers, steam cleaners, as well as abrasive disc and rotary scrubbing machines may not be used for washing floors with PVC coverings. Failure to do so may result in damage to the floors.



T1008767



CAUTION

Running water may not be used to clean a floor with a PVC covering. Excessive water may result in damage to the floor.



T1008768



CAUTION

Solvents, aggressive agents and alcohol-based solvents may not be used to clean a floor with a PVC covering. Failure to do so may result in damage to the covering.



T1008772

6 Floor Cleaning

Daily Maintenance

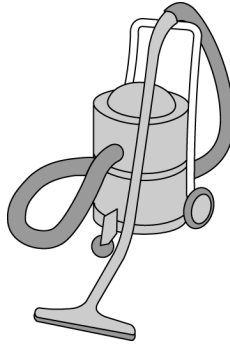
The following should be carried out daily:

- Sweep the floor with a soft brush, or vacuum
- Wipe the floor down with a damp mop. The floor should be wiped with the mop in a figure eight motion, ensuring that no area has been missed.
- If a lot of dirt is present on the floor, clean it with a damp, well squeezed out mop using a neutral detergent.
- Use a mop or floor washer to remove any dirty water.

Note: Use a two-compartment container for the water, or two buckets (one for the dirty water and one for the clean water). Double rinsing the mop to remove both dirt and cleansing agents, stops the covering from losing its color and its anti-slip surface from getting scratched.



T1008758



T1008761



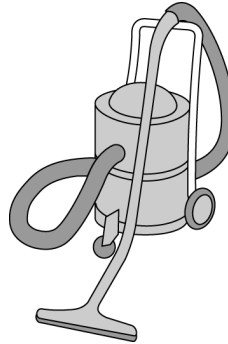
T1008759

Thorough Washing of the PVC Surface

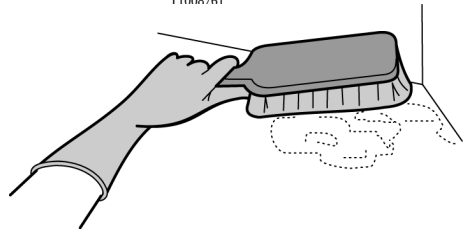
The PVC surface should be thoroughly washed once a month.

To do this, you should:

- Sweep the floor using a soft brush or vacuum it. Sweep places that are difficult to access (under the seats, the floor edges and the corners) with a hand brush.



T1008761



T1008799

- Cover the entire floor with cleansing agent, and wait for 2 to 3 minutes.
- Scrub the floor with a long-handled brush or small scrubbing brush
- Remove any stubborn stains (chewing gum, asphalt etc.) using a scraper or brush
- Use a mop or floor washer to remove any dirty water.



T1008759

Note: Use a two-compartment container for the water, or two buckets (one for the dirty water and one for the clean water). Double rinsing the mop to remove both dirt and cleansing agents, stops the covering from losing its color and its anti-slip surface from getting scratched.

8 Floor Cleaning

Rubber Corner Moldings

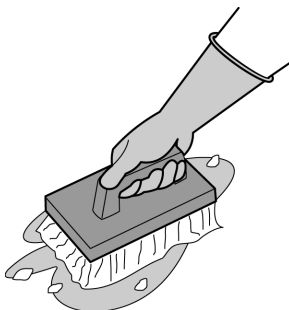
Daily Maintenance

The following should be carried out daily:

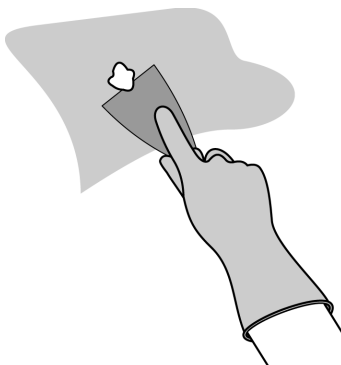
- Wipe down the rubber corner molds with a damp cloth
- If a lot of dirt is present on the floor, clean it with a damp, well squeezed out mop using a neutral detergent
- Remove stubborn marks such as those of chewing gum or asphalt etc. using a brush or scraper.



T1008800



T1008801



T1008802

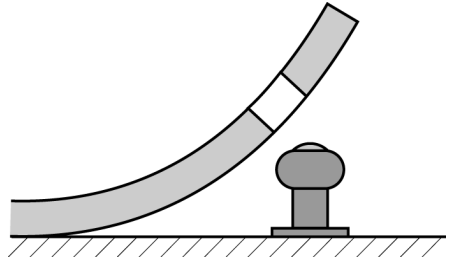


CAUTION

Exercise care when removing dirt with a scraper so as not to damage the moldings. Piercing a molding can cause water to seep under the covering during washing down, and this can result in damage to the floor adhesive.

Carpet Covering

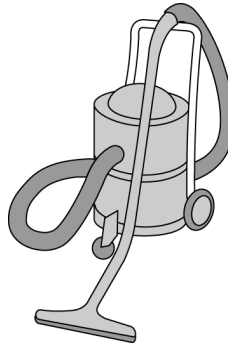
There may be carpeted flooring in the bus entrance on the steps, in the driver's compartment, under the passenger seats and in the luggage archways. The carpet covering is attached to the floor using retaining studs.



T8012277

Daily Maintenance

Daily maintenance of carpeted flooring involves thorough vacuuming of the carpet surface using a vacuum cleaner inside the vehicle. The carpet mats do not have to be unclipped to carry out this operation.



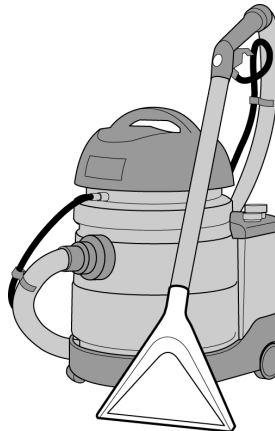
T1008761

Washing Carpet

The carpet may be washed as necessary. Because the carpet can be removed, washing should be carried out outside the vehicle. To do this, the carpet surface should first be vacuumed, so as to remove larger particles of dirt, such as crumbs or sand, and then the full carpet surface should be cleaned using a special carpet washer.

Note: After removing the carpet, vacuum or sweep the floor so as to remove dust and sand.

Note: Be sure to allow the carpets to dry before installing them back into the bus.



T1008775

Wall and Ceiling Laminates and Interior Partitions

Daily Maintenance

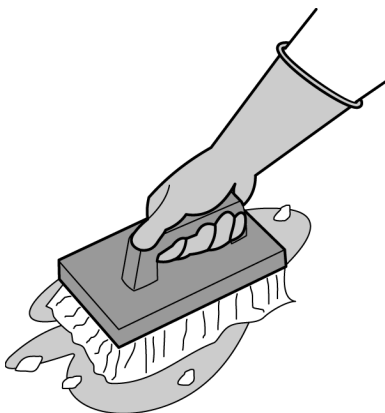
Daily maintenance of wall, ceiling laminates and lower partition items involves thorough wiping down the laminate surface using a damp cloth and neutral detergent. Wall laminates and interior partition laminates should be cleaned more often, given that they are more likely to get dirty.



T1008800

Cleaning Stubborn Dirt

Problematic dirt, such as scuff marks from shoes, mud etc., should be removed using detergents and brushes of medium stiffness. After cleaning the surface, wipe it down with a damp cloth.



T1008801



CAUTION

Do not use solvents as they can result in the laminate pattern being rubbed off.



CAUTION

Large amounts of water must not be used in the washing of laminates. Over wetting of the laminates may result in separation of the laminate layers.



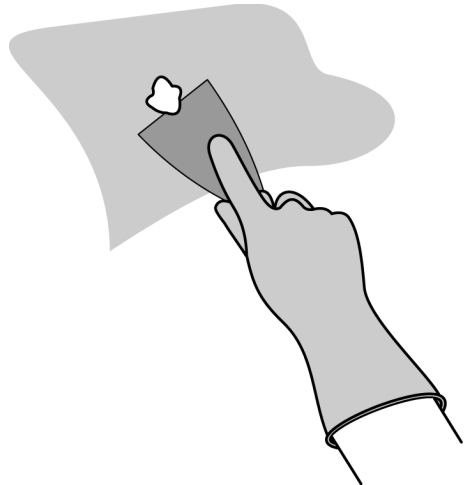
T1008773

Stubborn marks such as those of chewing gum or asphalt etc. should be removed using a scraper.



CAUTION

Exercise care when removing dirt with a scraper so as not damage (scratch) the laminate.



T1008802

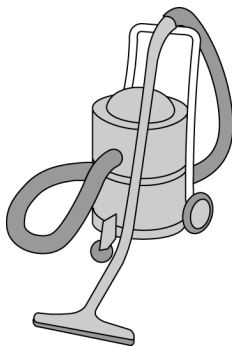
12 Cleaning Upholstery

Upholstery

The interior of the 9700 bus (ventilation ducts, luggage racks, headliner, lining of the luggage racks, upholstery trim of the toilet surround, rear wall liner) may be upholstered.

Daily Maintenance

Daily maintenance of the upholstery trim involves thorough removal of dust from the surface of the upholstered items using a soft brush (e.g. a clothes brush) or a vacuum cleaner. For this, special attachments and nozzles designed for upholstery should be used (brushes, crevice nozzles, nozzles for places that are difficult to reach).



T1008761



CAUTION

When cleaning upholstery trim using a vacuum cleaner, take into account the suction force of the vacuum. Excessive suction force on the upholstery can cause damage from stretching the fabric and pulling out fibers. To extend the life of the bus upholstery, do not use industrial vacuums for cleaning.

Upholstery can be wiped with a chamois cloth paying attention to the direction of the pile of the upholstery material.

Washing Wall and Ceiling Upholstery Trim

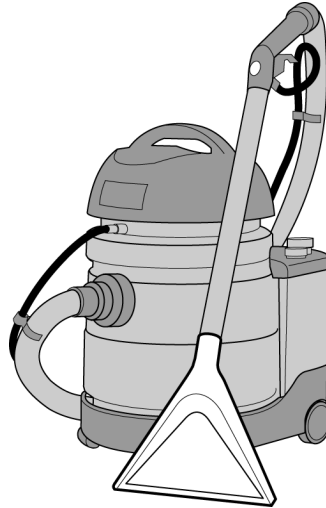
Wash the wall or ceiling upholstery trim of the bus as needed, using dry foam. Put a small amount of the agent on a damp sponge and work up a foam with the sponge. Apply the foam to the upholstery and gently rub over the dirty upholstery. Vacuum off the foam using a carpet washer or remove it using a soft brush.



CAUTION

Upholstery trim cannot be washed down with water. **Do Not** over wet the upholstery as the adhesive used to install it is not water resistant and damage or delamination may occur.

Note: To prevent stains, dirty spots on the upholstery should be cleaned along with the whole upholstery surface. After each wash, the covering should be thoroughly brushed out, paying attention to the direction of the pile of the material.



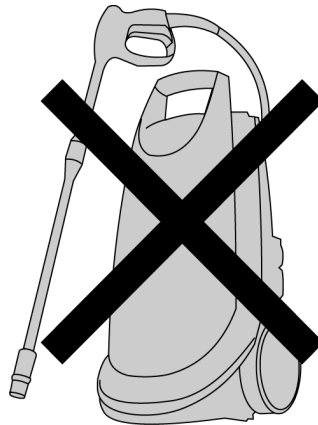
T1008775



CAUTION

Pressure washers, steam cleaners and running water must not be used to wash down upholstery. The adhesive used to install the upholstery is not water resistant and damage or delamination may occur.

Note: After washing upholstery inside the vehicle, the bus must be aired out and time allowed to dry if needed.



T1008767

14 Cleaning Upholstery

Cleaning Stubborn Dirt — Stain Removal

Stains should be removed as soon as possible. Any part of a substance that has not dried out should be scraped off. As much of the substance as possible should be absorbed with a clean, soft cloth. Using a stain remover, wipe the dirty spot with a damp cloth. When cleaning stains, you should start by working inwards from the edges of the stain towards the center.

Stains that dissolve in water

Type of stain	Method of stain removal
Blood, egg, mud, urine	Clean with cold water or water to which neutral detergent has been added. Do not use hot water as egg white will curdle.
White coffee, vomit, chocolate, ball point pen, pencil, lipstick, mayonnaise, milk, perfumes, cream, shoe polish, sauces, soup, mascara, soot	Clean with lukewarm water to which detergent has been added. If the stain cannot be removed, after drying the material you can try to remove the stain using stain remover or other agents for the removal of stains, as recommended by the upholstery manufacturer.
Coca cola, fruit juices, lemonade, coffee, tea, vodka, beer	Do not allow the stain to dry. Quickly absorb the stain using dry cloths, paper towels or paper tissues. Clean with lukewarm water to which detergent has been added.

Note: Do not use solvent-based stain removers.

Stains that do not dissolve in water:

Type of stain	Method of stain removal
Butter, floor polish, grease, resin, coal, shoe polish (oil-based), pencil, lacquer, oil, tar	Clean with cloth soaked in stain remover or other agent for the removal of stains as recommended by the upholstery manufacturer.
Chewing gum	Clean with a special agent for removing chewing gum.
Rust, dried blood	Dip a white cloth in a solution of citric acid (1 flat teaspoonful to 100 ml of cold water). Clean the stains working from the edge in the direction of the center.

Imitation Leather

Daily Maintenance

Daily maintenance of seats covered with imitation leather involves thoroughly wiping down their surfaces using a dry or damp cloth. The top and back of the seats should also be wiped down, as should the underside. To remove dirt, such as scuff marks from shoes and mud, a damp cloth should be used with detergent added. For this, you can use water that neutral washing liquid has been added.



T1008800



CAUTION

Do Not over wet the upholstery as the adhesive used to install it is not water resistant and damage or delamination may occur.

In addition, seats of this type may be vacuumed every so often so as to remove items such as crumbs or sand. During vacuuming, particular attention should be paid to items that are difficult to reach — the joints between the cushions, the backs, and folds in the upholstery. When vacuuming this type of seat, a special vacuum cleaner attachment should be used (brush).

Velour

Daily Maintenance

Daily maintenance of velour upholstered seats involves thorough removal of dust from their surface using a vacuum cleaner.

Washing Upholstered Seats

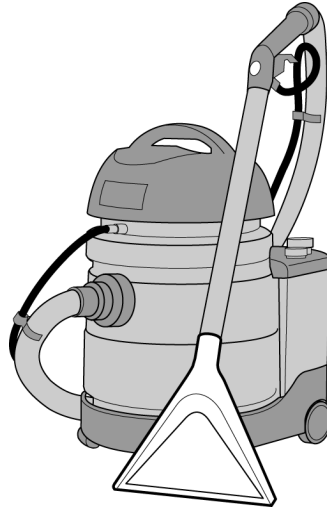
Upholstered seats can be washed, as needed, using a special carpet washer which extracts the water. During vacuuming, particular attention should be paid to items that are difficult to reach — the joints between the cushions, the backs, and folds in the upholstery. In vacuuming this type of seat, a special vacuum cleaner attachment should be used of washer/extractor type.



CAUTION

Do Not over wet the upholstery as the adhesive used to install it is not water resistant and damage or delamination may occur.

Note: After washing the upholstery, allow time to air dry.



T1008775

Cleaning Stubborn Dirt — Stain Removal

Any remaining stains should be removed as soon as possible, as prolonged contact may result in permanent staining of the upholstery.

When removing stains from upholstery, suitable stain removing agents should be used. Chosen an agent in accordance with the recommendations of the seat manufacturer. See also Upholstery, “Cleaning Stubborn Dirt — Stain Removal” page 14

18 Maintenance of the Seats

Real Leather

Leather items on seats should be wiped with a damp cloth and then dried off.



CAUTION

Over wetting leather may result in damage to the leather. Exercise care when cleaning leather items.

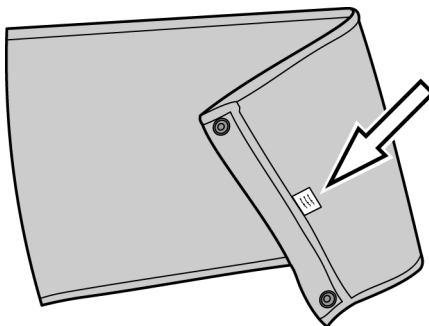


T1008800

Covers on Seat Headrests

Covers that have been removed from seat headrests should be washed in accordance with the washing instructions attached to them.

Note: In order to maintain a good standard of appearance in the vehicle, covers should be washed after every round trip. The bus should be equipped with the relevant number of headrest covers, so that the travelling comfort of each and every passenger is assured in terms of a clean headrest cover.



T1008774

Dashboard, Steering Wheel, Gear Selector Lever, Shelves and Driver Caddies

Daily Maintenance

Spray some dashboard protector onto a soft cloth and then distribute equally over the cleaned surface, and dry off.

Instrumentation

Daily Maintenance

Wipe down dirty areas with a cloth dampened in lukewarm water with some neutral washing liquid added, and then dry off with a dry cloth.



CAUTION

Do not use scouring agents as they may damage the finish on the components.



CAUTION

Ensure that no moisture gets behind covers and comes in contact with electrical and electronic items. Failure to do so may result in damaged electrical components.

Glass, Interior Partition Glass

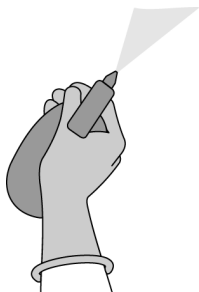
Washing of glass inside the bus should be carried out using special fluids designed for use on glass. After misting on a suitable amount of glass cleaner, wipe the glass down using a cloth.



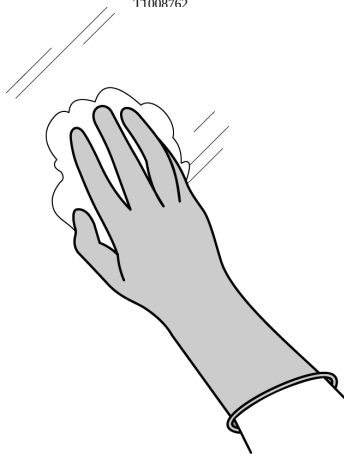
CAUTION

Do not use a squeegee to remove the glass cleaner on the interior glass as the fluid will run down onto other finish. Instead wipe the glass down with a cloth. Failure to do so may result in damage to other finishes that the cleaner comes in contact with.

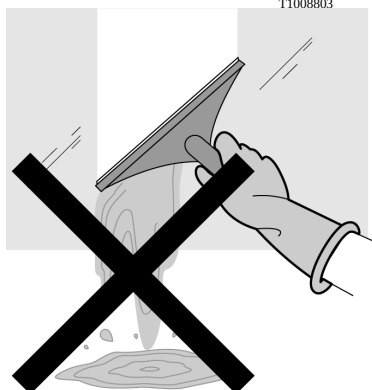
Note: The driver's window should be washed with a fluid that has an anti-static characteristic.



T1008762



T1008803



T1008771

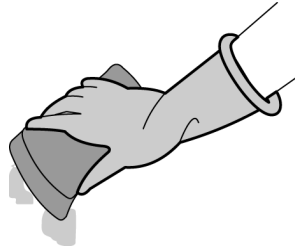
Window Pillars and Sills

Wipe down pillars and sills with a damp sponge, with a neutral detergent added as needed. Then wipe down with a dry cloth.



CAUTION

Do not use too much water. Over wetting the lower walls may cause delamination of the laminates and or upholstery that cover them.



T1008765



T1008773

22 Cleaning Additional Items

Hand Rails, Handles, Aluminium, Chrome and Nickel Items

Daily maintenance of the above-mentioned interior equipment involves thoroughly wiping them down using a dry or damp cloth.

Hand rails, handles or covers should be de-greased using detergents and cloths, as needed.

Aluminium items should be protected every so often using special agents designed for aluminium.

Chrome/nickel items should be protected every so often using special agents designed for this purpose.

Diaphragm

Wipe all recesses of the diaphragm clean of dust and dirt, as needed, using a damp cloth or sponge.

Driver's Blind

Unroll the driver's blind, and then remove dust with a vacuum cleaner with a suitable attachment (soft brush for upholstery). The use of an industrial strength vacuum is not recommended to perform this task. Use a vacuum with lower suction force.

Curtains

Washing of the curtains in 9700 buses should be carried out in accordance with the washing instructions attached to the curtains.

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Electronic Brake System (EBS)
Multiplex electrical system Version 2

VOLVO

Foreword

This manual contains information concerning the operation and function of the Electronic Brake System (EBS). The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196363

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

General

EBS (for multiplex electrical system Version 2) does not work in the same way as previous braking systems. In previous braking systems a particular pressure to the pedal applied a particular pressure to the braking system. With EBS a particular pressure to the pedal now gives a particular reduction in speed, while the pressure applied to the brake cylinders on the axles varies depending on the load of the axles.

The initial braking after reloading can identify differences and allows the braking system has to adjust to the new axle loading.

2 Manually Engaged Functions

Antispin (Traction Control System, TCS)

The Traction Control System (TCS) automatically reduces engine torque in the event of wheel spin. At speeds below 40 km/h (25 mph), TCS also functions as an automatic differential brake and brakes the driving wheels on one side when required.

Off-road TCS

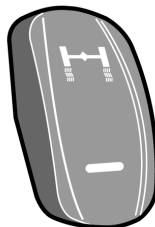
Engage the off-road TCS in difficult conditions, such as on sand, gravel or snow. TCS then allows the wheels to spin more. The function is activated by pressing the switch. Disengage the off-road TCS by pressing the switch again. When the off-road TCS is engaged an indicator on the switch lights up, at the same time as the level for engaging Electronic Stability Program (ESP) is raised slightly.

Note: Do not use the off-road TCS during normal driving.



T3014400

Display symbol when TCS is activated.

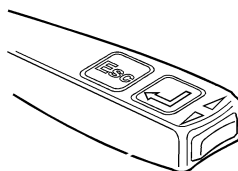


T0012059

Disengage TCS

Use the display control lever to disengage the TCS. The vehicle should be stationary. Please refer to the “Drivers Information Display (DID)” manual for more information about the display functions.

- 1 Scroll to the “Settings” menu (3 and 4)
- 2 Press “Select” (2)
- 3 Scroll to the “Traction control” menu (3 and 4)
- 4 Press “Select” (2)
- 5 Scroll to “Off” (3 and 4)
- 6 Press “Select” (2)



T3008810

The next time that the ignition key is turned to the drive position or the front axle rotates faster than 12 km/h (7 mph) the TCS will engage again.

Note: Switch off TCS before towing with a raised axle!

Note: Disengage the TCS during rolling brake tests!

If TCS is Activated After Changing a Wheel

If a smaller wheel is installed on the drive axle TCS may be activate.

Drive faster than 25 km/h (16 mph). The EBS system learns the difference in size between the wheels. How long for depends on how great the difference in size between the wheels is.

It may be difficult to drive because the TCS is limiting the engine torque. In this case engage terrain TCS (“Off-road TCS” page 2). Terrain TCS permits greater differences in wheel speed between the front axle and the driven axle. When Terrain TCS is engaged, it will take longer for the EBS system to learn the difference of the new wheel size.

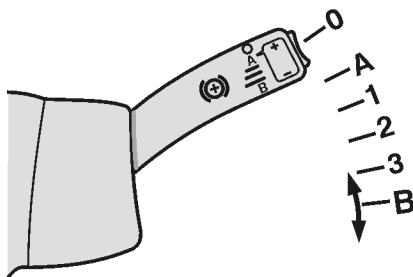
4 Manually Engaged Functions

Brake Blending

When the retarder lever is in the “A” position, the supplementary brakes are applied together with the normal brakes when the brake pedal is pressed.

The EBS ensures that the different brakes are used in the most effective way. The supplementary brakes are used as much as possible and the normal brakes are applied as required.

Note: The “B” position for the lever is only available on vehicles built with the I-Shift transmission. This position activates a braking program that allows a higher engine speed when engine braking is applied.



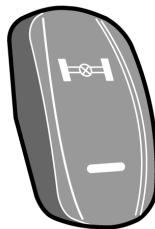
T0010263

Put the lever in position “A”

Engage Differential Lock

(This function is an option.)

On vehicles equipped with a differential lock, the differential lock can be coupled without pressing down the coupling. When the switch is pressed at speeds (below 40 km/h (25 mph)), the EBS system will slow the wheels so that they are all rotating at the same speed when the differential lock is engaged. At speeds above 40 km/h (25 mph) the EBS system waits (it does not brake the wheels) until the wheels are rotating at the same speed before engaging the differential lock.



T0012041

Differential lock engaged. The light on the instrument panel flashes.

For automatic engagement of the differential lock see “Automatic Engagement of Differential Lock (DLC — Differential Lock Control)” page 6 .

- 1 Set the switch to the lower position
- 2 Wait until the indicator light on the instrument panel flashes
- 3 Accelerate **carefully** so not to damage the drive axle and gear
- 4 Drive away from the slippery area
- 5 Release the accelerator
- 6 Disengage the differential lock

Note: The differential lock is not engaged until the warning lamp on the instrument panel flashes. **And remains engaged as long as the warning lamp is flashing, even if the switch is turned off.**

6 Manually Engaged Functions

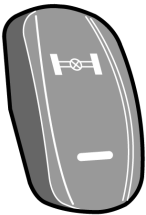
Automatic Engagement of Differential Lock (DLC — Differential Lock Control)

(This function is an option.)

Put the differential lock switch in the center position. The DLC is then activated.

The differential lock engages automatically when the drive wheels turn at different speeds and vehicle speed is below 15 km/h (9 mph).

The differential lock disengages if the vehicle speed exceeds 15 km/h (9 mph) or at the next gear shift.



T0012041

Overview of the Switch Functions

Switch position	Function
0 (upper position)	No differential lock engaged.
1 (center position)	DLC engaged.
2 (lower position)	Differential lock manually engaged.

Manual Engagement of the Differential Lock

See “Engage Differential Lock” page 4 .

Hill Start Assistance

(This function is an option.)

The function is activated by pressing the switch. The lamp on the switch, then lights up to indicated the activation.

Note: The function works differently depending on whether the vehicle is equipped with a manual or automatic transmission.



T0012045

Switch for hill start help.

- 1 Keep the bus still with the brake pedal
- 2 Release the foot brake.
The brake pressure is automatically retained for a few moments.
The symbol in the display is shown as long as the brakes are applied.
- 3 Start accelerating.

The brakes are automatically released two seconds after the brake pedal is released, or when the engine torque is sufficient.

Deactivate the function by pressing the switch again. The function is always disengaged when the engine is started.

8 Automatic Functions

ABS

ABS is part of EBS and is fully automatic.

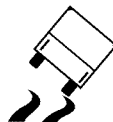
Electronic Stability Program (ESP)

(This function is an option.)

ESP is a stabilizing system that reduces the risk of overturning and skidding.

If the system senses that the bus is going to tip over. It first cuts back the engine. If this is not sufficient, it then applies the wheel brakes to reduce the speed of the vehicle.

If the system senses a risk of skidding, it cuts back the engine and applies the wheel brakes as necessary to hold the vehicle on its course. If necessary, the supplementary brakes are also disengaged.



T0012128

The displays shows the symbol for ESP engaged because of the risk of tipping.



T3014400

Display symbol when the ESP is activated because of the risk of skidding.



WARNING

Drive the vehicle in the same way as vehicles without an ESP. ESP reduces the risk of tipping and skidding, but a bus can still tip over if the center of gravity is very high and the wheels hit a curb at high speed, or by careless driving. A bus can skid on slippery surfaces even if it is equipped with ESP.

Do not drive buses equipped with ESP through steeply banked curves (for example on a test track). Driving through steeply banked curves can cause the ESP to be engaged unnecessarily, which could be dangerous.

Engine Torque Control

(This function is an option.)

When the accelerator is released on a slippery road, the supplementary brake or the engine brake can lock the driving wheels. When this happens the supplementary brake is disengaged and the engine drives the driving wheels until they rotate at the same speed as the front wheels. This does not happen if the transmission is in neutral, the ABS is activated or the vehicle speed is less than 10 km/h (6 mph).



T3014400

Display symbol for regulation of engine torque.

Emergency Braking Assistance

(This function is an option.)

When the brake pedal is pressed quickly and forcefully the braking pressure is higher and the braking effect stronger. This function is there to enable rapid application of full braking force in emergency situations.

Equalizing Brake Pad Wear

Note: Does not apply to low entry buses.

If the brake pads wear more on one axle than another, greater braking force is distributed to the other wheels to even out the wear.

Note: This function works during gentle braking. During harder braking the braking force is divided so that braking occurs as effectively as possible.

A warning symbol is shown on the display panel when a brake shoe becomes more than 80% worn.



T5013668

Display symbol when a brake shoe is more than 80% worn.

Low Entry Buses

Buses with low entry have a wear warning, but do not perform the brake shoe wear evening function. The wear warning only applies to the drive and running axle, when the front axle has no wear sensor.

Predicted Brake Pad Wear

Note: Does not apply to low entry buses.

(This function is an option.)

The “Vehicle Data” menu displays information about when the brake linings must be replaced. This information can also be read off by a Volvo service shop.

Warning of High Brake Temperature

If the brakes become too hot the “CHECK” lamp illuminates and a symbol is shown on the display.

Note: If the temperature is allowed to rise even further, the feeling of the brakes changes so that the pedal has to be pressed harder to obtain the same braking effect as before.



T5013670

Warning symbol for high brake temperature.

Wheel Brake Monitoring

(This function is an option.)

If the braking effect on a wheel is weaker than on the other wheels, the “CHECK” lamp illuminates and a symbol is shown on the display. This does not necessarily mean that braking feels different as the other wheels brake harder. However a fault code is stored in the system and a Volvo service shop should examine the braking system.



T3014494

Warning symbol for poor braking effect.

Resetting Fault Codes

If the brake pedal is pressed when the pressure in the braking system is too low, several fault codes can be set. These codes can be removed in the following way:

- 1 Ensure that the vehicle is stationary.
- 2 Check the display to see that the air pressure is at least 9 bar (130 psi). If it is not, start the engine to allow the pneumatic system to pressurize.
- 3 Switch off the ignition so that the control unit is reset.
- 4 Start the engine without touching the foot brake.
- 5 Wait at least five seconds.
- 6 Slowly depress the foot brake until it is fully depressed (it should take at least one second to be fully applied from when it is released).
- 7 Hold the foot brake fully depressed for at least seven seconds.
- 8 Release the foot brake slowly (it should take at least one second from fully applied to when it is released).
- 9 Switch off the ignition.
- 10 Wait at least five seconds.
- 11 Switch the ignition on.
- 12 Check the fault codes.

After resetting, the fault codes should be inactive. Otherwise the fault remains.

If it takes longer than 25 seconds to carry out steps 10, 11 and 12 or the fault codes will not be deactivated.

Note: If the above procedure does not help, contact a Volvo service shop for further examination of the system.

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Webasto Thermo Control 230/300/350



T8008841

VOLVO

Foreword

This manual contains information concerning the operation and function of the Webasto Thermo 230/300/350 water heating unit control. The information in this manual applies to vehicles built June 2008 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196677

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Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.

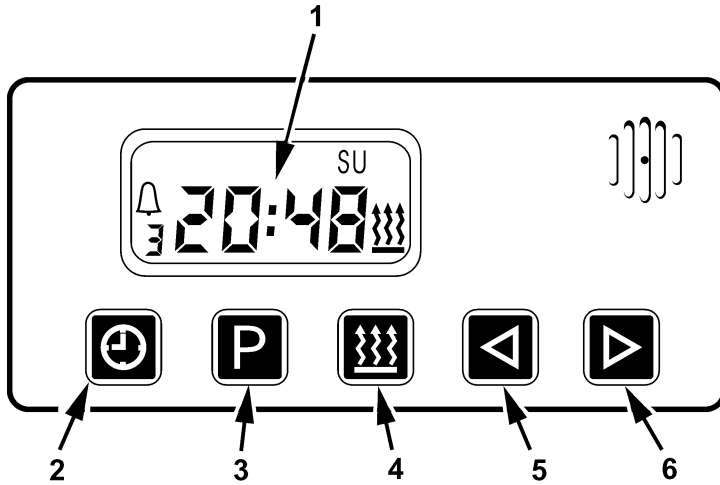


CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

General Introduction

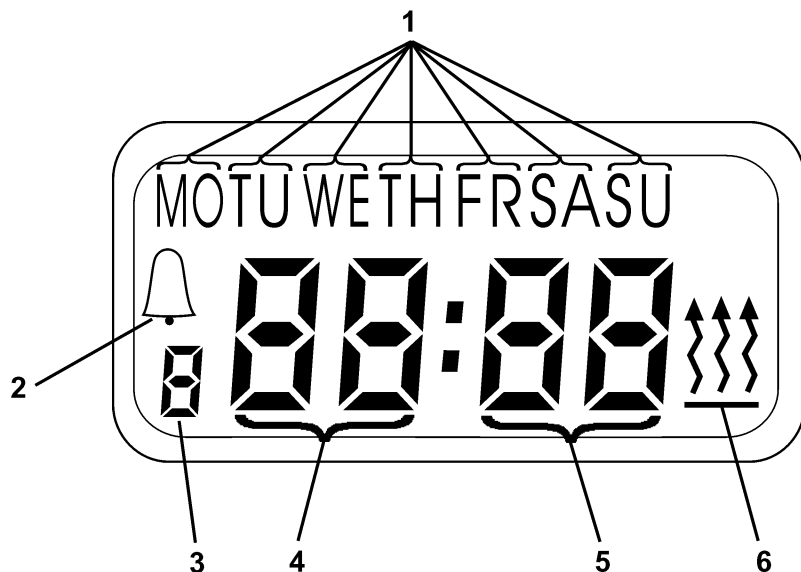


T8008842

- | | | | |
|---|--------------------------|---|---|
| 1 | Display | 5 | Button for reducing the value of the parameter selected |
| 2 | Clock button | 6 | Button for increasing the value of the parameter selected |
| 3 | Program selection button | | |
| 4 | Button for unit start-up | | |

2 Display

Display



T8008844

- | | | | |
|---|--|---|--|
| 1 | Symbols for the days of the week:
MO - Monday
TU - Tuesday
WE - Wednesday
TH - Thursday
FR - Friday
SA - Saturday
SU - Sunday | 2 | Symbol for alarm clock set |
| | | 3 | Symbol for programming unit start-up
time (1, 2, 3) |
| | | 4 | Symbol for hours (0, 1, 2.....22, 23) |
| | | 5 | Symbol for minutes (00, 01, 02.....58,
59) |
| | | 6 | Symbol for unit turned on |

Buttons for Changing Parameter Values

By pressing the (1) button, you can reduce the value of the selected parameter (day of the week, hour, minutes or programme of starting up the unit) and by pressing the (2) button, you can increase the value of the selected parameter. Pressing and holding either button (1) or (2) for longer than 2 seconds, will change the selected parameter at a faster rate. When the buttons are not used for longer than 5 seconds the value set is entered in the memory.



T8008839

Button 1



T8008840

Button 2

Setting of the Time and Date

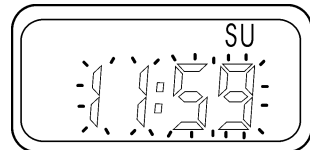
By pressing the (3) button, you can set the present hour, minutes and day of the week.



T8008836

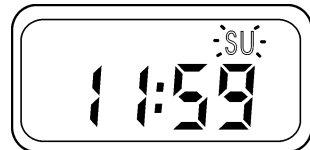
Button 3

Pressing and holding the (3) button for longer than 2 seconds and the symbols for hours and minutes begin to flash simultaneously. With the aid of the (1) or (2) button, set the present time.



T8008851

After setting the time, wait 5 seconds and the symbol for the day of the week begins to flash. Next, with the aid of (1) or (2) button, set the present day of the week. After setting, press the button or wait 5 seconds to enter the selected values in the control memory.



T8008852

4 Button Functions

Button for Programming Unit Start-up Time

Using the (4) button you can select one of three programs for unit starting up.



T8008837

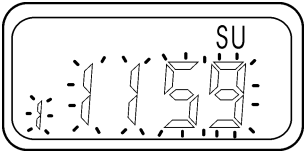
Button 4

To change the setting of the first program, press the (4) button once. To change the setting of the second program press the (4) button twice and to change the setting of the third program, press the (4) button three times. The number of the program that's selected, will be shown flashing on the display.



T8008854

When the (1) or (2) button is pressed, the symbol of the hours and minutes then begins to flash. Set the desired hour and minutes with the (1) or (2) button and then wait five seconds.



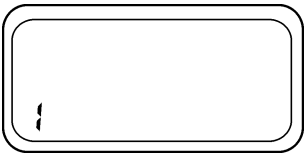
T8008853

The symbol of the day of the week begins to flash. The value can changed with button (1) or (2). After waiting five seconds or pressing button (4), the time value for unit starting up is set and entered in the memory.



T8008855

On the display, the number of the program selected is illuminated and the background lighting of the unit start-up time button (5) begins to flash.



T8008856

Button for Starting the Unit

The unit can start up automatically (see subheading Button for programming unit start-up time) or manually. In order to start up the unit manually press button (5).



T8008838

Button 5

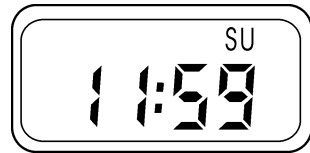
The unit turned on symbol appears on the display and the time remaining for completion of its work. If you wish to change the value of the time remaining for completion of the work, press button (1) or (2). The unit time of work can be regulated in a range of 1 to 120 minutes.



T8008857

Turning off the Unit

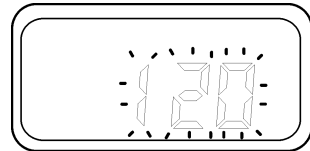
The unit can be turned off by pressing button (5) again. The unit start-up signal will disappear from the display. The unit will turn itself off automatically if you have pre-programmed a time for this function.



T8008858

Programming and Control of the Unit Time of Work

With the unit off, the unit time of work can be set. Press the (1) button longer than 3 seconds - on the lit screen the symbol for unit time of work begins to flash. Pressing button (1) or (2) will set the desired time of work for the unit (in program 1, 2, 3 and with manual start up). After waiting 5 seconds the selected time is entered into the memory.



T8008846

6 Button Functions

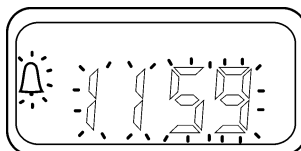
Setting of the Alarm Clock

The setting of the alarm clock is not connected with a day of the week. Press the (4) button four times, the symbol for the alarm clock will then begin to flash on the display.



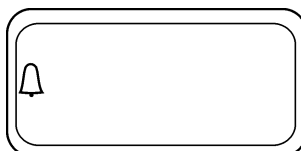
T8008847

Press either the (1) or (2) button. The symbol for hours and minutes begins to flash.



T8008848

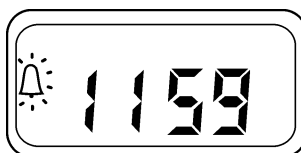
To set the desired waking time press button (1) or (2). After waiting five seconds the waking time is entered in the memory. The symbol for the alarm clock remains illuminated on the display. The alarm sounds for 5 minutes. You can turn it off by pressing any button.



T8008849

Check the Setting of the Alarm Clock

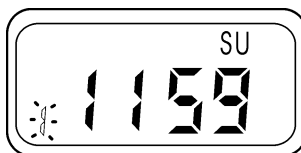
To check the setting of the alarm clock press the (4) button four times. When alarm clock symbol begins to flash on the display, the set time for waking can read. To cancel the setting of the alarm press the (4) button a fifth time. The symbol of the alarm disappears from the display.



T8008847

Programming Unit Start-up/Shut-down Time

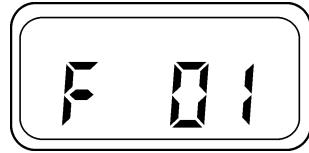
Pressing the (4) button once, will allow checking the setting of the first program. Pressing the (4) button twice, will allow checking the setting of the second program. Pressing the (4) button three times, will allow checking the setting of the third program. Pressing the (4) button five times, exits the program.



T8008854

Error Messages

Messages about errors appear on the lit display screen in the form of codes. The error code descriptions can be found in the accompanying table.



Code	Description
F01	No start up
F02	Interruption of the flame
F03	Tension too low
F04	Recognition of a foreign light in start up or run out
F05	Damage to flame sensor
F06	Damage to temperature sensor
F07	Damage to magnetic valve
F08	Damage to blower motor
F09	Damage to circulation pump
F10	Damage to/overheating of temperature limiter
F11	Damage to ignition spark generator
F12	Blocking of the appliance through repeated disturbance or repeated interruption of the flame

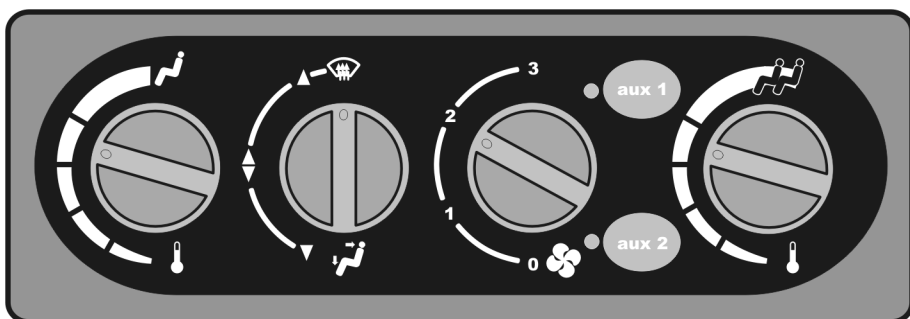
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

A/C Controller
QUATTRO



VOLVO

Foreword

This manual contains information concerning the operation and function A/C controls. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196735

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CAUTION

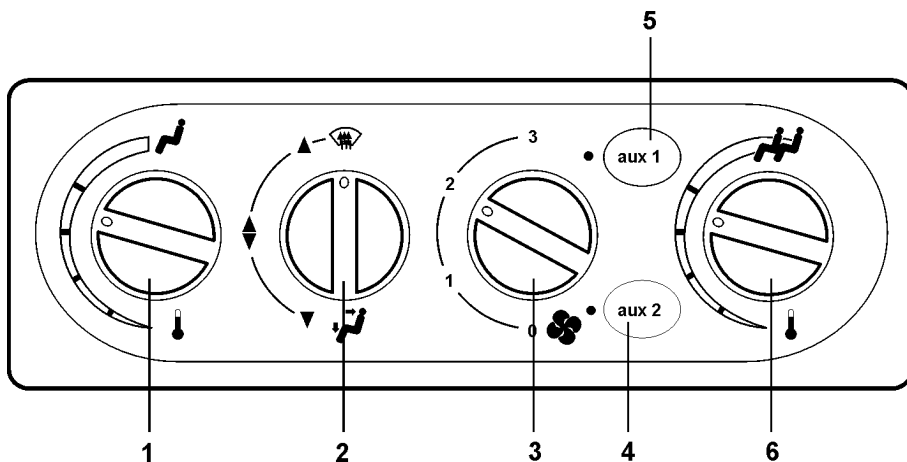
Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

The Quattro A/C controller allows control of the temperature inside the bus as well as, control of additional equipment (such as the recirculation air damper and air conditioning).

General View



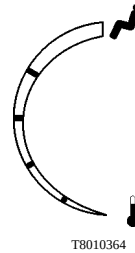
- 1 Temperature, driver's compartment.
- 2 Direction of air flow, driver's compartment.
- 3 Amount of air flow.

- 4,5 Buttons for switching on/off extra equipment and air conditioning. Lit LED indicates that equipment is on.

- 6 Temperature, passengers' compartment

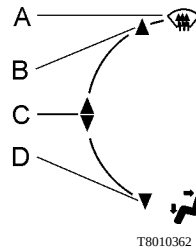
Controller Functions

- 1 Sets desired temperature in driver's compartment to a value between 18°C (64°F) and 26°C (79°F). To switch off the temperature control option, turn the knob all the way counterclockwise.

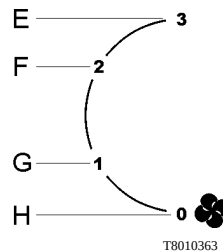


- 2 Sets the direction of the air flow into the driver's compartment.
 - A) to the windscreen (defroster mode)
 - B) to the windscreen
 - C) to the driver and floor
 - D) to the floor

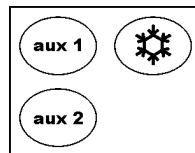
There are two intermediate positions available: between B and C, and between C and D. While defroster option (A) is on, hot air is blown in regardless of the knob (1) setting. If the Viper 2000 additional controller is installed, air will not be blown in until after the engine is warmed up.



- 3 Sets the desired amount of air flow:
 - E) maximum air flow
 - F) medium air flow
 - G) low air flow
 - H) fan is switched off

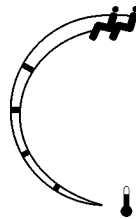


- 4 Switches on/off additional equipment connected to the controller, or air conditioning. Lit LED indicates that equipment is on.



T8010361

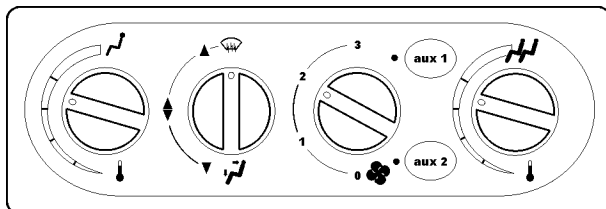
- 5 Sets the desired temperature in the passengers' compartment to a value between 18°C (64°F) and 26°C (79°F). To switch off the option of controlling temperature in the passengers' compartment, turn the knob all the way counterclockwise.



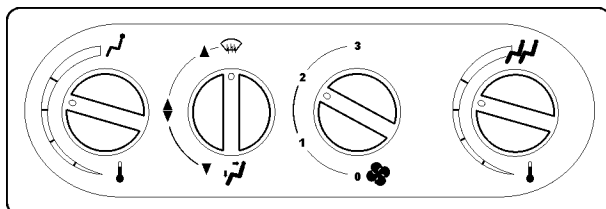
T8010365

Controller Versions

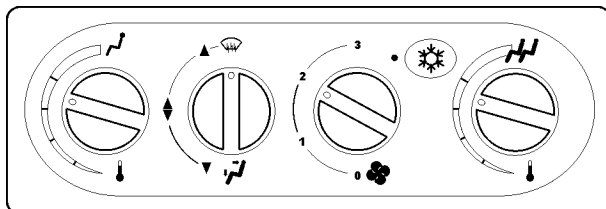
The Quattro air conditioning controller is available in the following versions:



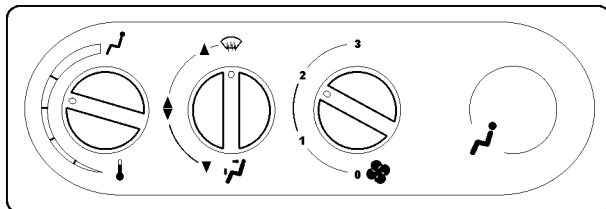
T8010366



T8010367



T8010368



T8010369

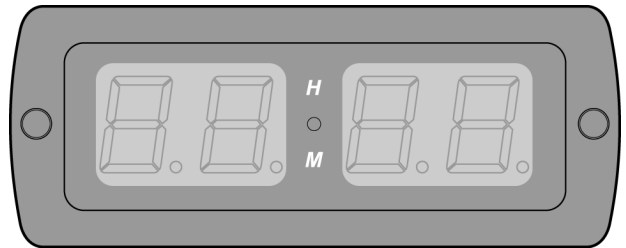
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Passenger Compartment Clock



VOLVO

Foreword

This manual contains information concerning the operation and function of the passenger compartment clock. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

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Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196736

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Setting the Date	2
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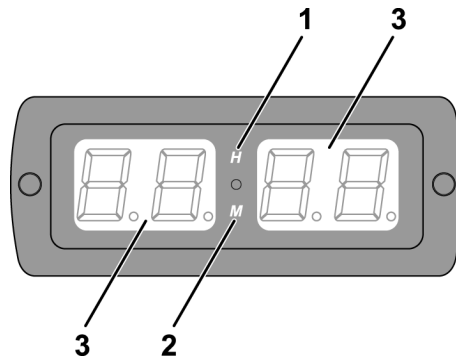
Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

Technical Data

- 2 display colors (red, green)
- 3 display brightness levels
- Automatic display dimming
- 12 or 24 hour display mode
- Date (with allowance for leap year)
- Automatic journey time counter (to 24 hours)
- Retention of current date and hour in memory for a maximum of 30 days after power loss
- OSD menu, display of programming data

General View



T8013585

- 1 Button H (to set the hour)
- 2 Button M (to set the minutes)
- 3 Display

2 Clock Use

Setting the Time

When setting the clock, the ignition switched should be off. If the date display option has been set, wait until the hour appears on the display.

- **Setting the Hour**

Press the H button for about 3 seconds (until an audible signal is heard). Holding the H in, set the hour then press the M button to end.

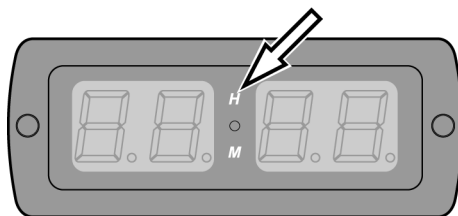
Press the M button in for about 3 seconds (until an audible signal is heard). Holding the M in, set the minutes then press the H button to end.

Setting the Date

When setting the clock, the ignition switch should be off. Before making the setting, make sure that the date option is active . Begin making the setting when the date appears on the display.

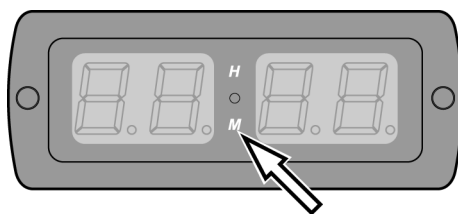
- **Setting the Date**

Press the M button in for about 3 seconds (until an audible signal is heard). Holding the M in, set the day then press the H button to continue to setting the month. Press the M button to set the month, then the H button to confirm.

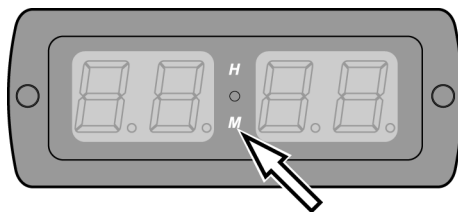


T8013586

- **Setting the Minutes**



T8013587



T8013587

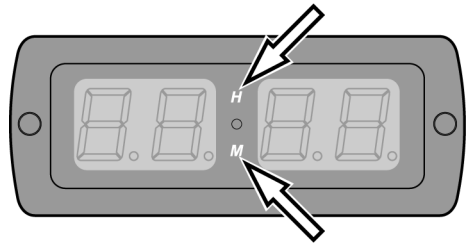
Programming the Functions

Programming is carried out with the ignition switched off (display disabled). The order in which the options are displayed, is identical to the order in their description.

Note: To change a given option, you should continue step by step through the full programming cycle until you get to the chosen option, then change it.

- **Programming**

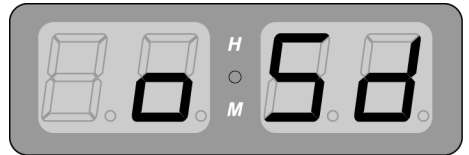
To enter programming mode, press the H and M buttons simultaneously.



T8013588

- **Programming Mode**

The text “OSD ” on the display means that the clock is in programming mode; to continue, hold the H button in for about 3 seconds.



T8013576

- **Display Color**

There is a choice of two display colors, red and green. To alter the display color, hold in the M button for about 3 seconds. To continue, hold in the H button for about 3 seconds.

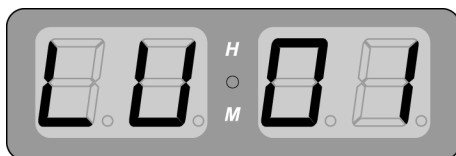


T8013556

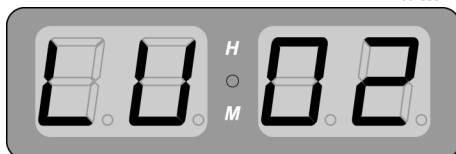
4 Clock Use

- **Display Brightness**

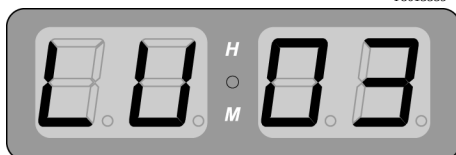
There is a choice of 3 brightness levels for the display. To alter the brightness, press the M button. To continue, press the H button for about 3 seconds.



T8013557



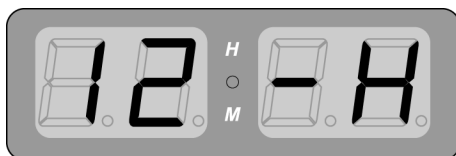
T8013559



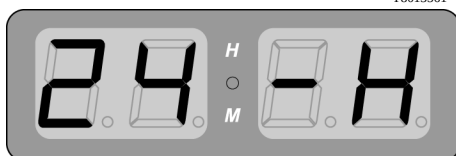
T8013560

- **Hour Display Mode**

There is a choice between 12 or 24 hour mode. To change the mode, hold in the M button for about 3 seconds. To continue, hold in the H button for about 3 seconds.



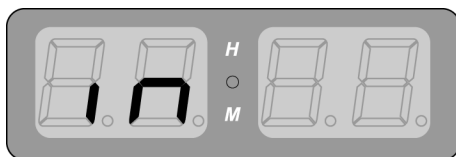
T8013561



T8013562

- **Temperature Sensor T1**
(option not available)

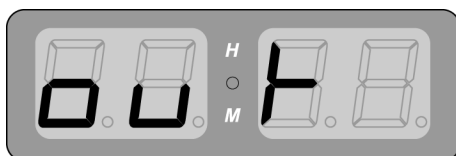
To continue, hold in the H button for about 3 seconds.



T8013580

- **Temperature Sensor T2**
(option not available)

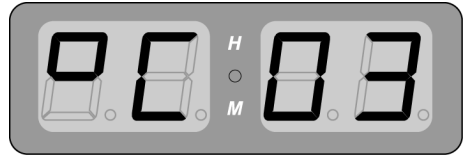
To continue, hold in the H button for about 3 seconds.



T8013581

- **Option Not Available**

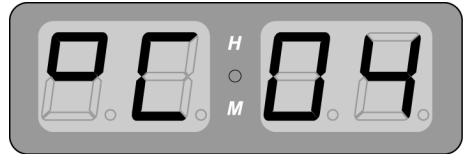
To continue, hold in the H button for about 3 seconds.



T8013565

- **Option Not Available**

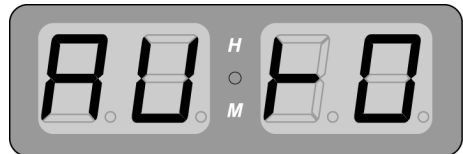
To continue, hold in the H button for about 3 seconds.



T8013566

- **Journey Time Counter**

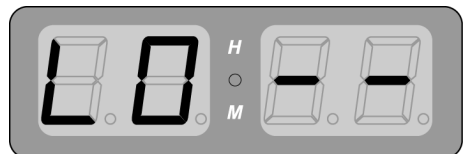
The journey time counter shows the time the vehicle has been travelling. In the event of a break in the journey, the counter is stopped. If the break exceeds 2 hours, the counter is reset to zero. The counter counts the time up to 24 hours. If the counter is enabled, it alternates with the clock time on the display. To enable or disable the journey time counter, hold in the M button for about 3 seconds. To continue, hold in the H button for about 3 seconds.



T8013569

- **Automatic Dimming**

The clock has an automatic display dimming function that functions when the exterior vehicle lights are turned on. To enable or disable the automatic dimming function, hold in the M button for about 3 seconds. To continue, hold in the M button for about 3 seconds.

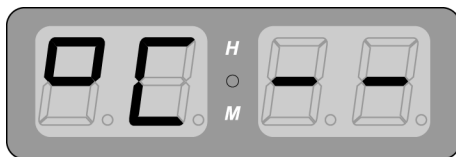


T8013570

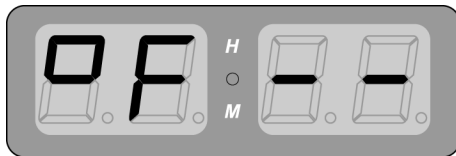
6 Clock Use

- **Change of Temperature Unit**
(option not available)

To continue, hold in the M button for about 3 seconds.



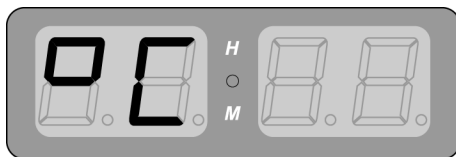
T8013571



T8013572

- **Temperature**
(option not available)

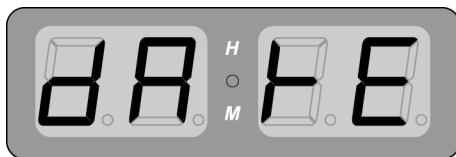
To continue, hold in the M button for about 3 seconds.



T8013607

- **Date**

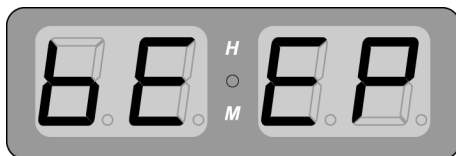
If this function is enabled, the date alternates with the clock time on the display. To enable or disable the date, hold in the M button for about 3 seconds. To continue, hold in the H button for about 3 seconds.



T8013574

- **Audible Signal**

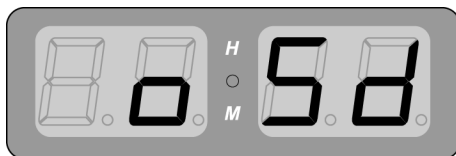
To enable or disable this signal, hold in the M button for about 3 seconds. To continue, hold in the H button for about 3 seconds.



T8013575

- **End of Programming Mode**

The text “OSD” on the display means that programming mode has ended. To confirm end of programming mode, hold in the M button for about 3 seconds.



T8013576

VOLVO

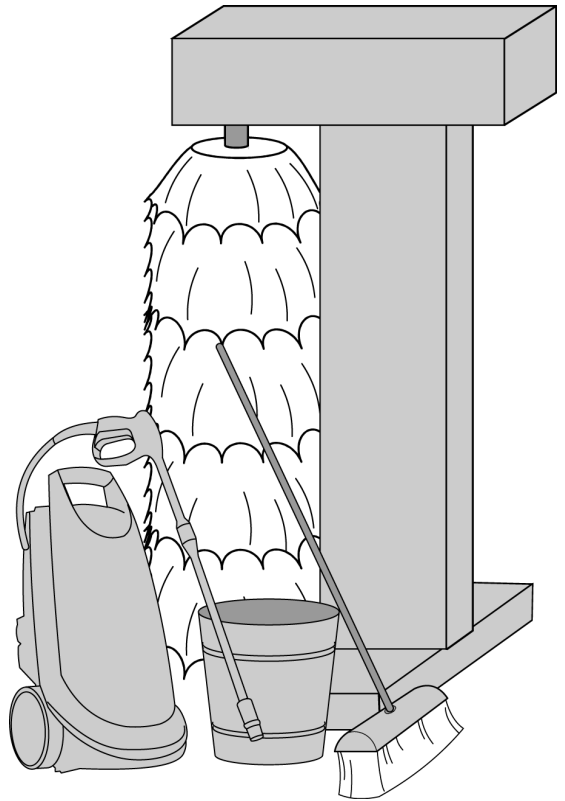
Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Cleaning and Maintaining the Paint Finish

9700



VOLVO

Foreword

This manual contains information concerning the maintenance of the bus exterior finish. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20196937

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Keeping the Vehicle Clean — Overview

The maintenance procedures described in the following instructions ensure the correct utilization and attractive appearance of the vehicle.

Maintenance Objectives:

- To ensure the cleanliness and smart appearance of the bus from the outside
- To prolong the life of the vehicle's paint finish

Equipment:

- Cloths, soft brushes, cotton cleaning cloths
- Protective clothing, rubber gloves
- Pressure washer
- Detergents, agents for washing painted surfaces, waxes, and polishing agents, as recommended by Authorized Volvo Service Outlets



T1008823

2 General Information

Using Permitted Chemical Agents

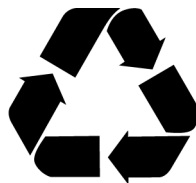


DANGER

Before using a chemical agent, read the instructions governing its use, as well as the instructions on how to proceed in a hazard situation (e.g. contact of the chemical agent with the skin or the eyes)! Care must be taken when using chemical agents - perform all operations in protective clothing and protective gloves. Failure to do so may result in serious personal injury or death.

Guidelines for Protection of the Environment

Note: The empty packages from chemical agents from washing, waxing or polishing, as well as fabric items used for cleaning and polishing, should be disposed of in an ecologically sound manner.



T1008770



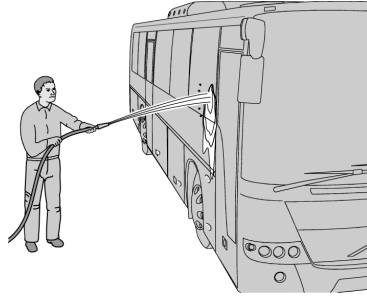
CAUTION

The vehicle may only be washed in a place intended for this purpose. Failure to do so may result in components getting damaged.

Hand Washing, Painted Finishes

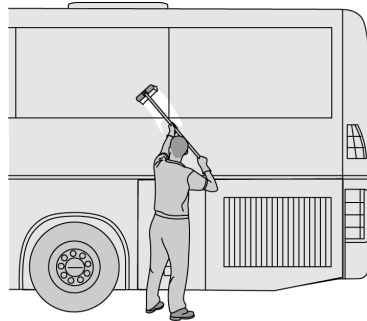
Note: Never wash the vehicle in full sunlight, as the surface is then too hot, and this causes the washed surface to suddenly dry out.

- Mix a painted surface washing agent with hot water, in the correct proportions recommended by the manufacturer.
- Before washing, rinse the entire bus surface with water.



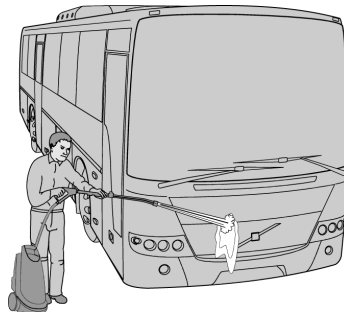
T1008816

- For washing, use the previously prepared solution of washing agent and a soft cloth or soft brush.



T1008817

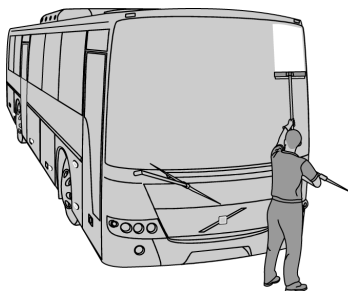
- Immediately after washing, rinse the washed surface with clean water so that the used solution of washing agent does not dry on the vehicle surface. Rinse the vehicle with clean water from top to bottom, paying particular attention to depressions and joints. A pressure washer may be used to perform this.



T1008818

4 Washing and Aftercare

- Wipe the water off the vehicle windows with a squeegee.



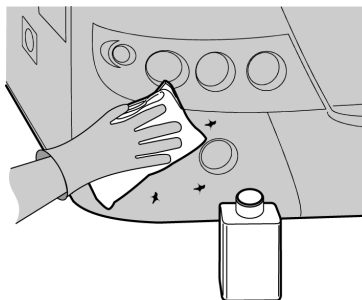
T1008819

- Dry the vehicles surface with a soft, dry, clean cloth (cleaning cloth).
- Leave the painted surfaces to dry out fully.

Note: Water used for washing the bus must have a pH from 6 to 8. The water used should be of the correct hardness – below 120ppm.

Note: Use a special cleaning cloth to wipe the vehicle down.

Note: Tar or asphalt can be removed from the painted surface using a special agent recommended by Authorized Volvo Service Outlets.

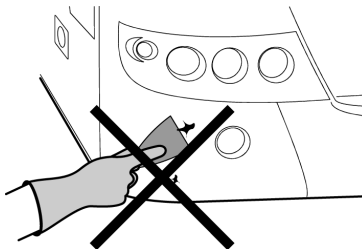


T1008821



CAUTION

Do not use sharp metal instruments, such as a scraper or knife, to clean tar or asphalt from the painted surface! Failure to do so may result in damage to the vehicles surfaces.



T1008822

Washing in a Car Wash



CAUTION

The bus should be washed in a car wash with vertical brushes that wash the vertical surfaces of the bus. Failure to do so may result in damage to exterior items such as; ventilation holes, hatches and roof antennas and the climate control modules.

When washing the vehicle in a car wash you should read the instructions for use and act in accordance with them.

Washing and Waxing

Note: Some washing agents contain wax. In such cases, the vehicle should be washed in accordance with the instructions for hand washing and left to dry. In such cases, no additional waxing should be carried out.

After waxing, the windows should be de-greased using a cloth and screen washing agent.



T1008824

6 Washing and Aftercare

Waxing

Note: Do not wax the vehicle within 90 days of its being supplied, as the finish may still be curing.

Waxing of the bodywork is regarded as a servicing item for the vehicle.

Note: Before waxing the paint finish, you should first wash the vehicle thoroughly.

- Do not put wax on a surface that cannot be easily buffed up.
- The optimum ambient temperature for waxing is 15-25 °C (59-77 °F).
- Apply the wax in thin layers.
- Rub out the wax coat you have applied with a soft cotton cloth to obtain a sheen.

Note: Never wax the vehicle in full sunlight as the surface will be too hot. The wax will be difficult to remove and may result in spots.



T1008820

Polishing

Note: Polishing can be carried out after proper washing of the painted surface has not removed dirt or, if small scratches exist on the painted surface resulting in reduced sheen and dulling.

- Before beginning polishing, you should thoroughly wash the vehicle surface.
- For polishing, only use pastes and polishing agents recommended by Authorized Volvo Service Outlets. Always perform the work in accordance with the instructions provided with the agents being used.
- Small fragments of the painted surface can be buffed up by hand using a soft cloth.
- Polishing of larger elements can be done using an angle grinder and suitable polishing discs.

Note: Polishing is the ultimate way of removing scratches in the painted surface, but always remember that polishing causes a reduction in the thickness of the paint layer.



T1008825

8 Renovation of the Paint Finish

Renovation

If the paint finish has been damaged, uncovering the paint primer or the panel (metal), the paint finish must be repaired.

To carry out small repairs:

- Wash the surface with a degreasing agent, an agent for removing wax, or white spirit.
- Remove the corroded surface using a fine-grade abrasive, and then collect up the dust and again degrease the surface.
- If the primer has been removed it should be reapplied.
- Protect the remaining surfaces - those that are not to be painted.
- Before painting, check that the surface is properly dried off.
- Apply paint to a small area to make sure that the color is well-matched.
- Apply a thin layer of paint, and if a second layer is needed, wait until the first has fully dried.
- After painting, buff up the surface.

Professional Renovation

If deeper scratches and grazes to the paint finish surface cannot be removed using these methods described above, consult an Authorized Volvo Service Facility for further information.

Stickers

No laminate-based decorative items and stickers should be attached to the painted surfaces for a minimum of 7 days after painting of the vehicle. The procedure for applying laminates to the surface should be in accordance with their instructions.

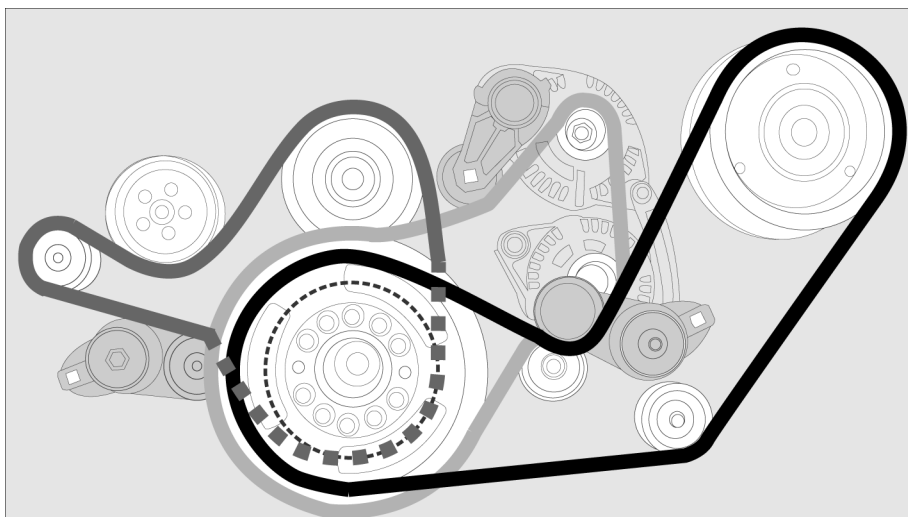
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Replacing Belts B13R



T0015452

VOLVO

Foreword

This manual contains information intended to help the driver in replacing the engine's belts (compressor, coolantpump, alternators), when one of them is broken or damaged. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20198553

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Water Pump Belt, Removal	3
Alternators Belt, Removal	4
Engine Belts, Installation	5
Alternators Belt, Installation	6
Water Pump Belt, Installation	8
Compressor Belt, Installation	9

Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



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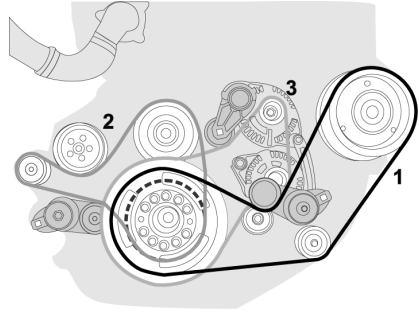
CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

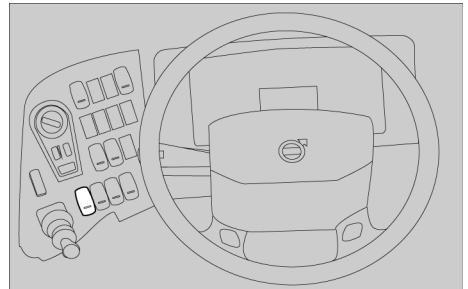
This manual contains information intended to help the driver in replacing the engine's belts (compressor, coolant pump, alternators), when one of them is broken or damaged. To change the alternators belt (3), it is necessary to remove the compressor belt (1) and the water pump belt (2). To change the water pump belt (2), first remove the compressor belt (1).



T0015453

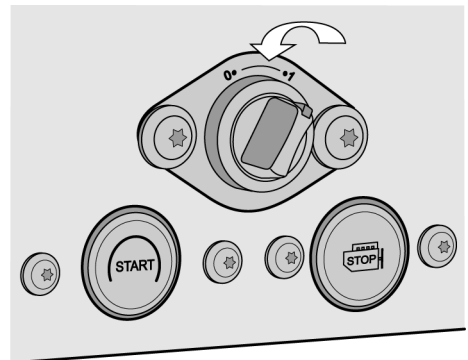
Compressor Belt, Removal

Turn off the power supply using the main switch



T0015454

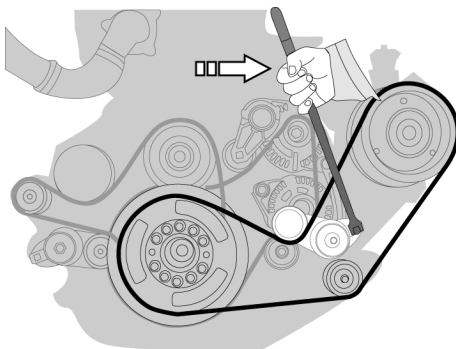
Place the "Start Enable Switch" to the 0 position.



T0015455

2 Replacing Belts

Place the breaker bar inside the hole of the belt tensioner and pull clockwise to release the belt.



T0015457

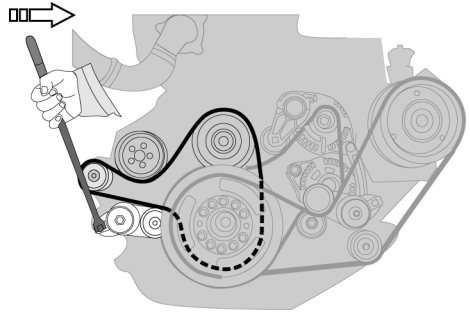
Pull outward to unhook the belt.



T0015456

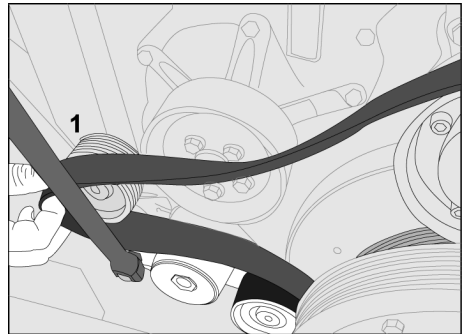
Water Pump Belt, Removal

Place the breaker bar inside the hole of the belt tensioner, pull clockwise to release the belt.



T0015458

Pull outward to free the belt from the pulley (1).



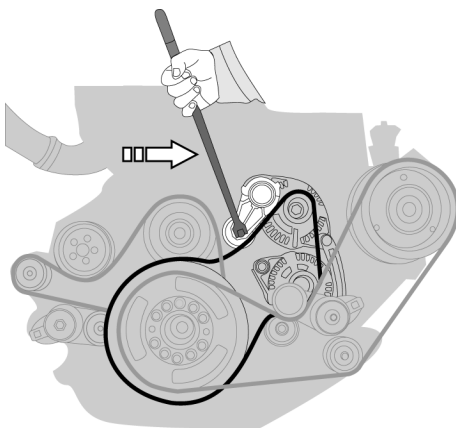
T0015459

Unhook the belt from the others pulleys and remove.

4 Replacing Belts

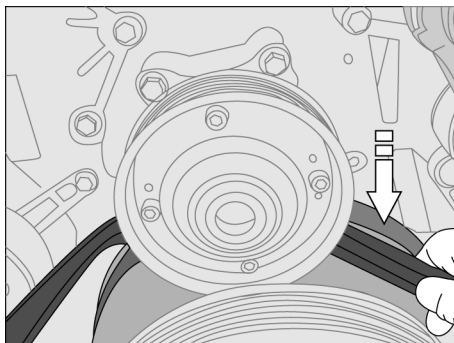
Alternators Belt, Removal

Place the breaker bar inside the hole of the belt tensioner, pull clockwise to release the belt. Pull the belt out from the upper and lower pulley's.



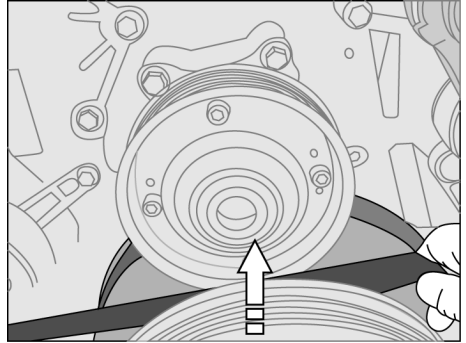
T0015460

Turn the belt and pass it through the damper and intermediate pulley, and pull down.



T0015461

Again, turn the belt and pass it through the intermediate and the crankshaft pulley and remove the belt.



T0015462

Engine Belts, Installation

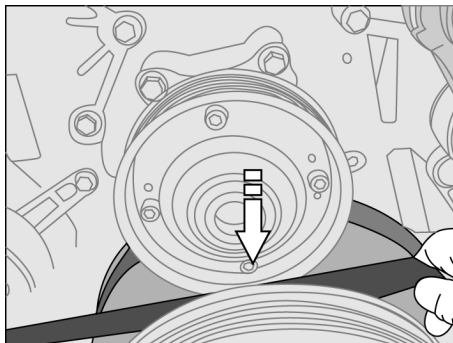
To install the belts, perform the following sequence:

- 1 Alternators belt,
- 2 Water pump belt,
- 3 Compressor belt.

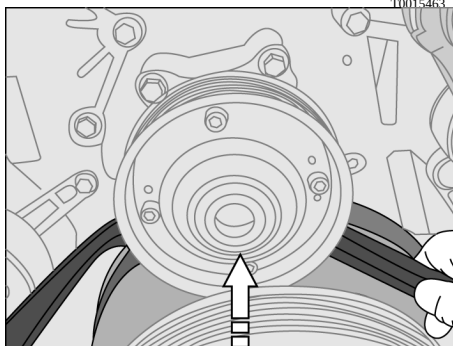
6 Replacing Belts

Alternators Belt, Installation

Pass the belt through the damper and intermediate pulley. Move inwards and pull the belt up to go through the intermediate and crankshaft pulley. Position the belt into the damper pulley groove.



T0015463



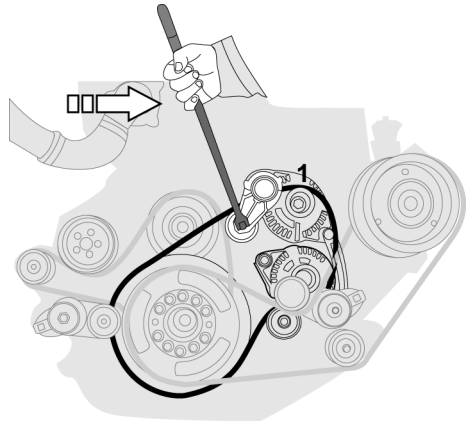
T0015464

Pull the belt towards the idler pulley (1) and position it over the pulley.



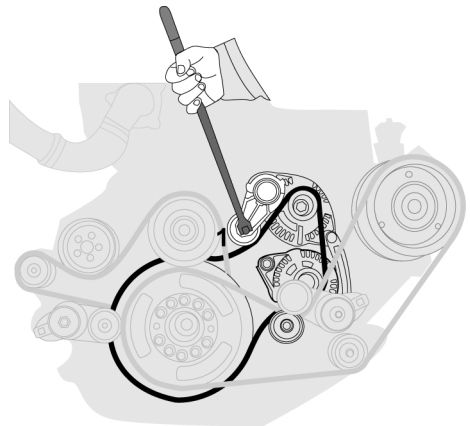
T0015465

Place the breaker bar inside the hole of the belt tensioner and pull clockwise. Position the belt over the upper alternator pulley (1).



T0015466

Check and verify that the belt is under the belt tensioner (1).

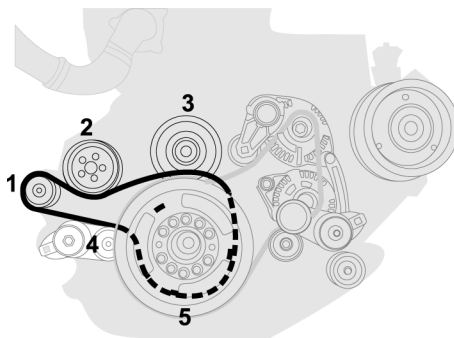


T0015467

8 Replacing Belts

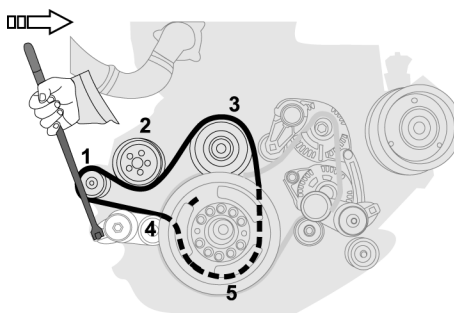
Water Pump Belt, Installation

Position the belt on the crankshaft pulley (1).



T0015468

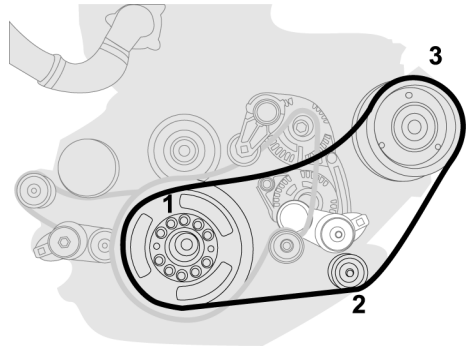
Pass the belt under the water pump pulley (2). Place the breaker bar into the hole of the tensioner belt (4) and pull the belt up to position it over the intermediate pulley (3).



T0015469

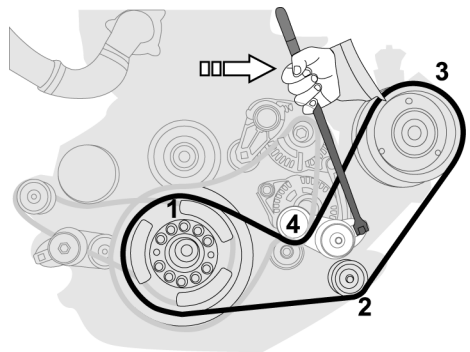
Compressor Belt, Installation

Position the belt over the crankshaft pulley (1), under the idler pulley (2) and place it around the compressor pulley (3).



T0015470

Place the breaker bar inside of the hole of the belt tensioner, pull clockwise and push the belt in to the belt tensioner (4).



T0015471

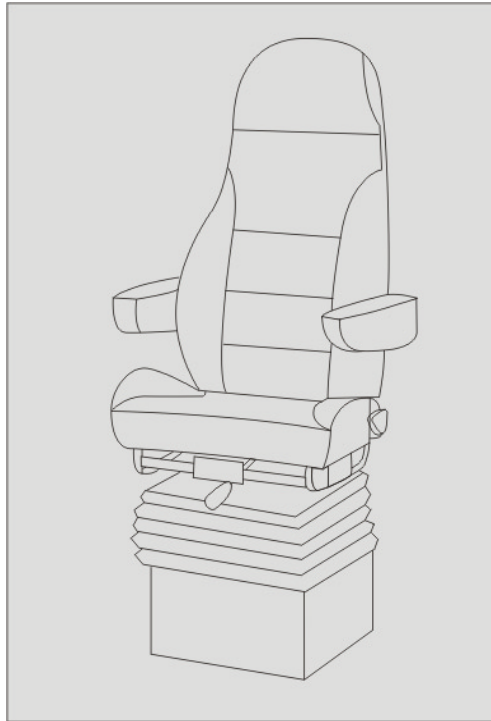
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Driver's seat
NATIONAL 60848
B13R



T0015294

VOLVO

Foreword

This manual contains information concerning the operation and function of the driver' seat. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20198643

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Adjusting the Seat Backrest Position	3
Adjusting the Armrests	4
Adjusting the Lumbar Backrest	4
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Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Important Notes

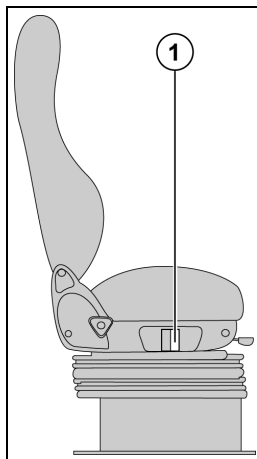
Do not use the seat before you have read these instructions on how to use it. Keep this manual in the vehicle at all times. With road traffic and passengers safety in mind, only perform adjustments to the seat when the bus is at a standstill.

2 Adjusting the Seat Settings

The National 60848 seat is designed with a wide range of adjustment options. The seat controls for adjusting the seat may be located on the left or right-hand side of the seat.

Raising and Lowering the Seat

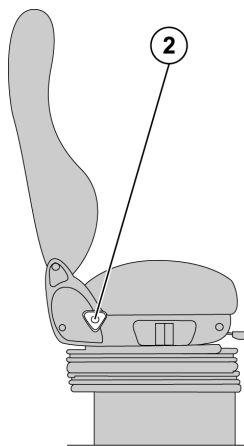
To make getting up, down or getting out from the drivers position easier the seat has a quick-lowering function. If control **(1)** is pressed downwards, the seat lowers making it easier to get up, down and out of the drivers position. If control **(1)** is pressed upwards, the seat rises to the drivers preferred position.



T0015365

Adjusting the Cushion's, Rear Section

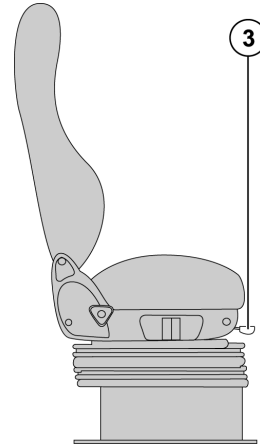
If the knob **(2)** is turned in either direction, the cushion's rear section raises up or moves down.



T0015366

Setting the Distance from the Steering Wheel

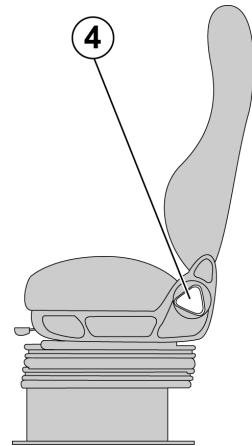
To move the whole seat forward or backward, push the lever **(3)** to the left then move the seat up to the desire position and release the lever to lock the seat again.



T0015367

Adjusting the Seat Backrest Position

Twist the knob **(4)** counter clockwise to move the backrest forward or turn the knob clockwise to move the backrest backward.

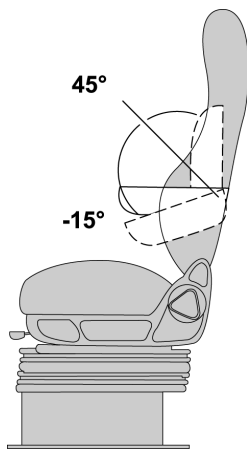


T0015368

4 Adjusting the Seat Settings

Adjusting the Armrests

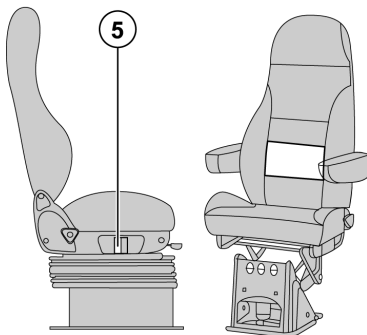
The seat has two armrests, one attached on either sides. To make sitting down or getting up easier, the armrest can be tilted fully vertical. The armrests have an adjust range from 15° to 45° . To adjust the armrest angle, pull it up to the top position then down to its bottom position. From the down position, lift the armrest up to the desired position.



T0015369

Adjusting the Lumbar Backrest

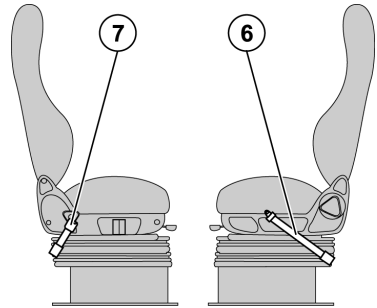
By pulling the control (5) upward, the lumbar pressure increases while pushing down decreases pressure. When the control is released, the lumbar backrest is set.



T0015370

Safety Belt

For security, always use the safety belt. Cross the belt from the right **(7)** side to the left side **(8)** and push it into the lock on the left side. Make sure an audible click is heard from the clasp in the lock and tug on the belt to verify it has locked.



T0015371



T0015398

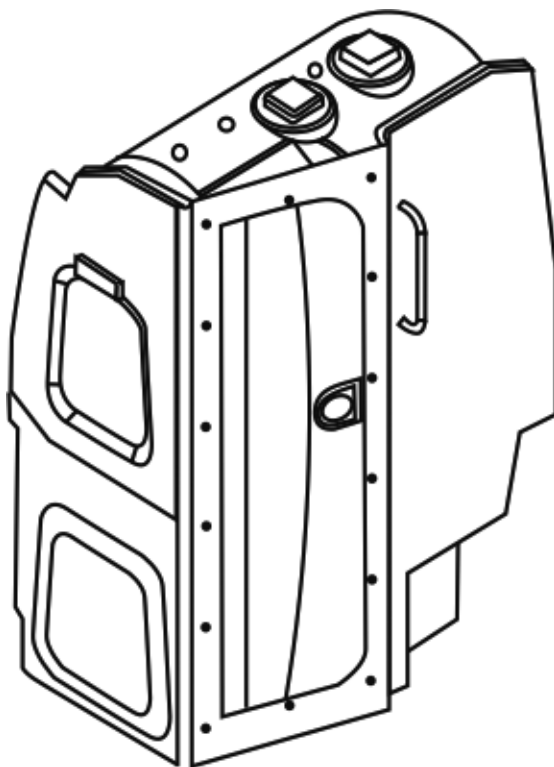
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Toilet Facility B13R



T0015349

VOLVO

Foreword

This manual contains information concerning the operation and function of the bus toilet facility. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20198781

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

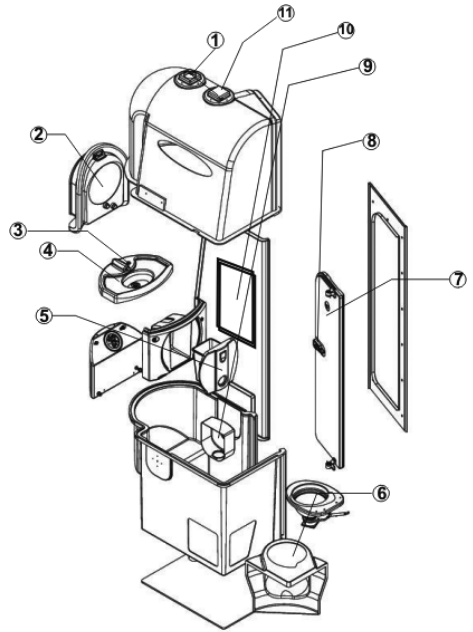
Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Toilet

The toilet is composed with the following parts:

- 1 Exhaust Fan
- 2 Mirror
- 3 Emergency switch
- 4 Sink
- 5 Trash bin
- 6 Toilet basin
- 7 Door
- 8 Internal lock
- 9 Dispenser
- 10 Baby carriers
- 11 Sensor/extractor



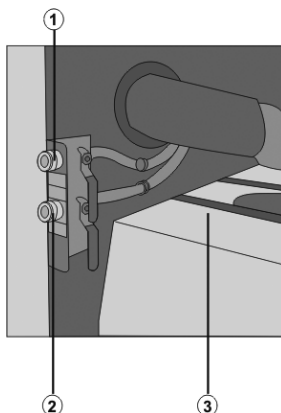
T0015348

2 Toilet Facility

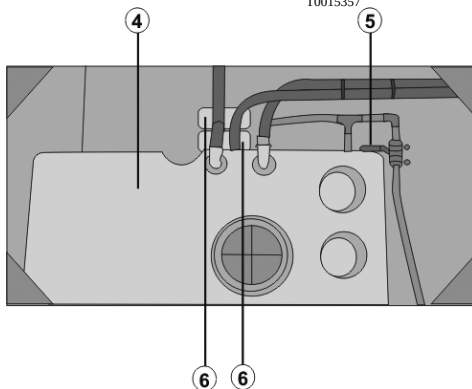
Valves and Water Tanks

The fill valves for the water tanks are located on the right side of the bus, behind the rear axle. The drain valves are located under the passenger area in front of the rear axle

- 1 Sink water tank fill valve.
- 2 Flushing water tank drain valve.
- 3 Holding tank
- 4 Fresh water tank
- 5 Drain valve fresh water tank
- 6 Pumps



T0015357

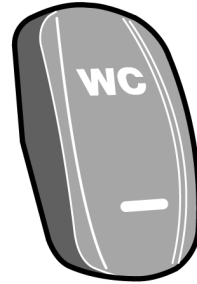


T0015358

Operation Instructions

To activate the toilet switch main power supply, push the WC button on the dashboard.

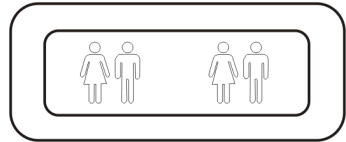
When occupying the toilet facility, the interior light will turn on. Even when closing the lock on the inside, an indicator lamp will turn it on in the passengers area.



T3018183

Toilet master switch

The interior light is controlled by a movement sensor, that will turn off the light automatically shortly after the facility is vacated. The “Vacant” lamp will then illuminate.



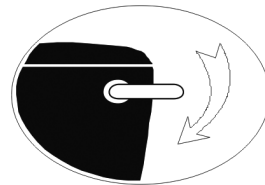
T0015272

“Occupied / Vacant” lamp

To Flush the Toilet

Push the flush button once to flush the toilet. If further flushing is required, wait for the flush cycle to complete then press the button again.

Note: The toilet will flush automatically if the facility is vacated without flushing first.



T0015351

Flush button

4 Toilet Facility

Holding and Freshwater Tanks

When the holding tank is full, a dashboard LED will illuminate and the “Occupied” lamp will signal. The toilet is now out of use until the holding tank is emptied.



T0015355

Full dashboard LED

When the fresh water tank is empty a dashboard LED will illuminate and the “Occupied” lamp will signal. The toilet is now out of use until the water tank is re-filled.



T0015356

Empty dashboard LED

Sink Operation

Press the hand wash button once to dispense a set amount of water. When the sink tank is empty a dashboard LED will illuminate to alert the driver.



T0015353

Hand wash button

In Case of an Emergency

Pressing the red alarm button will alert the driver and sound a buzzer. The button is located on the left side of the sink.



T0015350

Water Tank Filling & Emptying

Tanks are filled via the hose connectors located in the holding tank compartment. The sinks 40 mm (1.6 in.) fill pipe is accessed by removing the litter bin and the flush tank. These are attached with a 100mm (4 in.) cap screws that can be accessed through the floor trap.

The holding tank is emptied by firmly pulling the handle on the slide valve located underneath the tank.

Toilet Enclosure Cleaning

The enclosure is manufactured from Glass Reinforced Plastic (GRP) with high gloss interior and lightly textured exterior surfaces. This surface finish is delicate and must only be washed down using a mild detergent. The use of a caustic or abrasive material is not recommended, as this will affect the appearance.

Toilet Bowl Cleaning

To protect the finish of the Stainless Steel toilet bowl, do not use abrasives of any kind. To clean the bowl, use a mild anti-bacterial detergent and a suitable brush.

Trash Bin

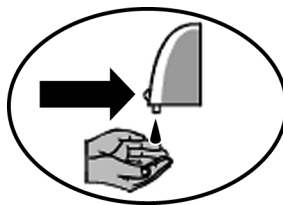
The enclosure features a plastic bin located in sink area. Removing this bin gives access to the 40 mm (1.6 in.) fill pipe and drain tap for the sink tank. The use of a trash bag is recommended.



6 Toilet Facility

Soap Dispenser

To fill the dispenser, unlock the mirror cabinet, lift the lid of the dispenser and fill with liquid soap.



T8014110

Toilet Paper Roll Dispenser

It is recommended that a biodegradable paper is used all times. The toilet paper roll is located inside the lower vanity door. Unlock and open the door and slide the roll onto the spindle.

Note: Domestic grade toilet paper is not recommended as this can block the system.

Maintenance

Daily Routine

- Prior to the vehicle entering service the holding tank should be charged with an additive to sanitize it.
- The recommended product is **Shades Super Sani ECO**, formulated from natural essential oils. This formaldehyde-free formula is contained within a water soluble membrane. A single 16 gram bottle contains the recommended dosage for 110 liter (26 gallons) capacity holding tank and will function for a maximum of three days. To apply:
 - 1 Ensure the holding tank is empty.
 - 2 Verify that the tank evacuation valve is closed.
 - 3 Verify that the toilet clean water tank is full.
 - 4 Switch the toilet facility power on.
 - 5 Press the flush button to open the toilet valve and pour the complete bottle into the bowl.
- It is recommended that the toilet supply tank is drained and the waste holding tank is emptied at the end of every day.
- The daily addition of a couple of drops of mild detergent into water resting in the toilet bowl will lubricate the slider and protect the seal.
- The sink tank should be emptied and re-filled daily. To help maintain a clean tank and freshwater the use of a water conditioner is recommended. Use a suitable product that disinfects the water, that is safe to drink and non-irritable to the skin and eyes.

8 Toilet Facility

Weekly Routine

- Check exhaust fan function.
- Inspect faucet, door hinges and toilet seat. Check the operation of the encloser door and lock function. Test alarm button and buzzer function.
- Open vanity door, check electrical and plumbing connections for safety and leaks.
- Verify that the water flow to the sink basin is smooth and constant.

Quarterly Routine

- Flush out holding tank with fresh water. (the holding tank must be empty and the vehicle positioned so that the holding tank evacuation valve is over a sewage drainage point)

To flush out:

- 1 Switch the toilet facility power on.
 - 2 Connect a hose to a main water supply.
 - 3 Press the flush button once to open the slide valve.
 - 4 When the valve opens, insert the end of the hose down through the bowl, into the drain pipe. When the valve closes the hose will be held into position by the paddle pressure.
 - 5 Turn on the water to the hose and fill the holding tank, being careful not to overfill.
 - 6 Switch off the water to the hose and open the evacuation valve to empty the tank.
 - 7 Press the flush button to open the valve and remove the hose when done.
- Lubricate the holding tank evacuation valve. (to be carried out immediately after flushing the holding tank).
Undo the four bolts holding the drain valve assembly together and remove the main body section. Lubricate the slide paddle using lithium grease or similar so the open/close operation is smooth. Install the drain valve.
Do not over tighten as this will restrict the operation of the valve.
 - Disinfect the sink tanks and flush with fresh water.

10 Toilet Facility

Sticker Legend

Refer to the toilet facility sticker legend to become familiar with the equipment found in the toilet facility.

- 1 Do not stand up, do not use standing up position, do not throw strange objects in the bowl.
- 2 No smoking
- 3 Left door closed
- 4 Right door closed
- 5 Flushing water
- 6 Hand wash/sink water
- 7 Emergency button
- 8 Logo
- 9 Toilet paper roll
- 10 Paper towel dispenser
- 11 Soap dispenser
- 12 Trash bin



T8014111

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Exhaust Aftertreatment System
B13R

VOLVO

Foreword

This manual contains information concerning the operation and function of the Exhaust Aftertreatment System. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-20198782

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Aftertreatment Menu	5
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Safety Information

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Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

General Description

The exhaust aftertreatment system virtually eliminates exhaust smoke. Exhaust vapor (water condensation) may be visible during a cold start. If exhaust smoke is visible during engine operation, this indicates a problem with the exhaust aftertreatment system. Take the vehicle to an authorized Volvo workshop (or for Prevost supported vehicles, in Prevost service center / provider) immediately. Vehicles equipped with 2007 emission compliant engines have an exhaust aftertreatment system that includes a Diesel Particulate Filter (DPF). The DPF reduces soot and particulate emissions into the atmosphere. The DPF takes the place of the standard muffler. Soot and other particulate matter are collected by a filter, where it is eventually oxidized using a regeneration process. Vehicles equipped with a DPF require the use of EO-O Premium Plus (or VDS-4) specification high performance diesel engine oil and Ultra Low Sulfur Diesel (ULSD) fuel.



T0015360



CAUTION

The use of Diesel fuel other than ULSD and engine oils other than EO-O Premium Plus (or VDS-4), will adversely affect performance, efficiency and durability of the DPF system and the engine, to the point where the engine may not run at all. Manufacturer's warranties can also be rendered void due to usage of improper fuel. None approved fuel additives (including engine oil) are NOT permitted. Blends of No. 1D and No. 2D grades of ULSD are recommended and allowable for cold weather operations.

2 Exhaust Aftertreatment System

Safety Information

The exhaust aftertreatment system utilizes technology that oxidizes trapped particles of unburned hydrocarbons thereby reducing emissions. This oxidation occurs during the regeneration process. While regeneration is occurring, very high exhaust gas temperatures will occur when the vehicle is stationary.



WARNING

Always ensure that the vehicle is in a safe and suitable location to withstand the high temperatures that occur during the generation process. Equipment damage or personal injury may occur if combustibles are too close to the exhaust pipe or outlet.



WARNING

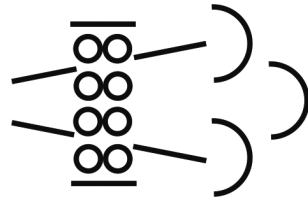
The temperature of the exhaust system components during the regeneration process can exceed 500 degrees C (1000 degrees F). Various factors including ambient temperature and duration of the regeneration process, determine when these components will return to normal operating temperature after regeneration has completed. Be extremely careful around these hot components. Contact with these components can result in personal injury.

Instrument Cluster Icons

Aftertreatment icons are displayed on the instrument cluster. There are two aftertreatment icons.

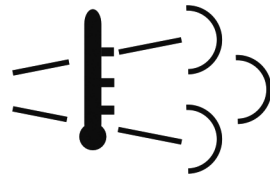
- DPF Regeneration Required
- High Exhaust System Temperature (HEST)

The DPF Regeneration Required icon illuminates when the diesel particulate filter is becoming full and regeneration is needed. The icon flashes when the filter is full or overfull.



T0015346

The high Exhaust System Temperature icon illuminates when a parked regeneration is initiated. It also indicates high exhaust gas temperatures during an at-speed regeneration. When the HEST icon is illuminated, do not park or operate the vehicle near people or any flammable materials, vapors and structures.



T0015347

4 Exhaust Aftertreatment System

Operation

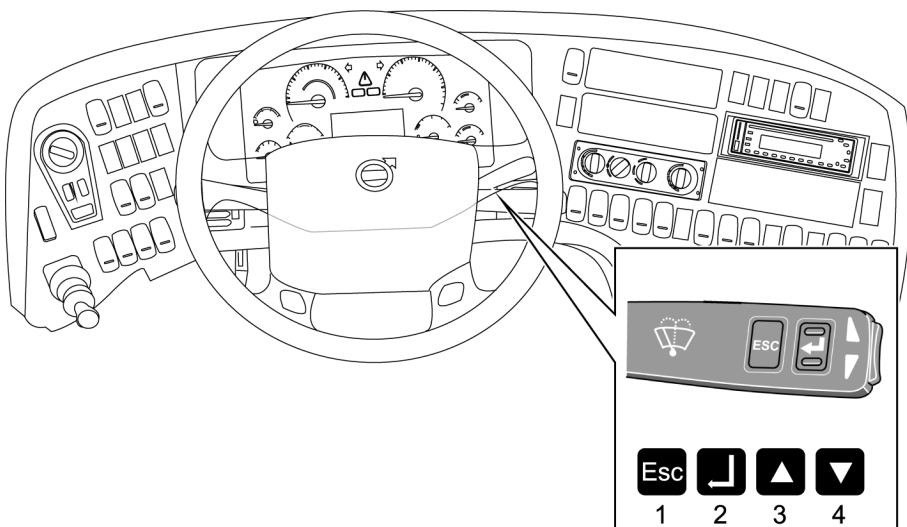
The stalk switch control lever is used to interact with the Driver Information Display (DID) in the center of the instrument cluster. The lever is located on the right-hand side of the steering wheel.

1 Esc or Escape button is used to return to the previous menu or display

2 ↵ or Enter button is used to display a list of menus, open a menu or select the highlighted area.

3 Up arrow button is used to scroll up through a menu

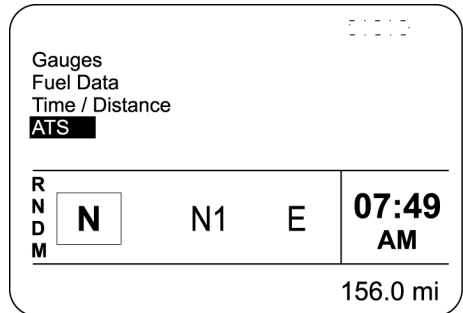
4 Down arrow button is used to scroll down through a menu.



T0015395

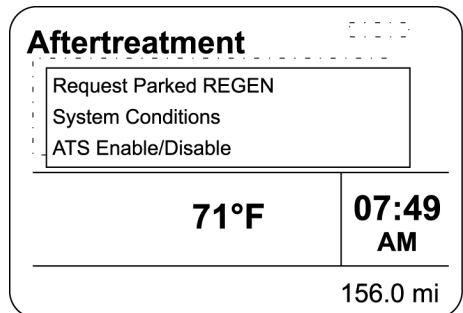
Aftertreatment Menu

- 1 The aftertreatment system menu is in the DID.
- 2 Use the up and down buttons on the stalk switch to scroll to the Aftertreatment menu.
- 3 Press the ↵ button to select the Aftertreatment menu



T0015393

The aftertreatment menu has three submenus: request parked DPF regeneration, check aftertreatment status and cancel DPF regeneration.



T0015394

6 Exhaust Aftertreatment System

Regeneration



WARNING

Always ensure that the vehicle is in a safe and suitable location to withstand the high temperatures that occur during the generation process. Equipment damage or personal injury may occur if combustibles are too close to the exhaust pipe or outlet.

Note: If the vehicle is in a location that may be hazardous when regeneration begins, the regeneration should be stopped. If the regeneration is stopped by vehicle operator, it should be initiated at a later time when the vehicle is in a safer location. Regenerations that are stopped and never restarted at a later time however, will require that the vehicle be taken to an authorized Volvo workshop (or for Prevost supported vehicles, a Prevost service center/provider) to have the regeneration manually started.

Note: If regeneration occurs during vehicle operation, idle speed may increase when the vehicle is stopped at a traffic light to maintain proper regeneration conditions.

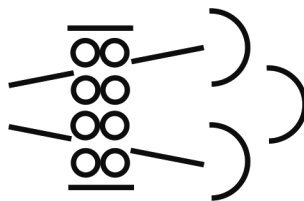
There are two types of regeneration:

- At-speed automatic

and

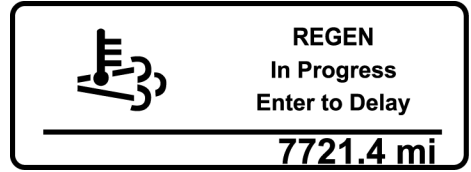
- Parked

Automatic regeneration only occurs when the vehicle is moving at uninterrupted highway speed. Parked regeneration is manually initiated when the vehicle is stationary. This is the standard configuration. Other configurations are available.



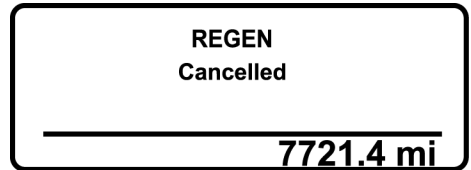
T0015346

The aftertreatment system is self-monitoring. When the diesel particulate filter is becoming full and regeneration is needed, the DPF Regeneration Required icon on the instrument cluster illuminates and the message “REGEN In Process, Enter to Delay” is displayed. Maintain uninterrupted highway speed for an automatic regeneration. If it is necessary to delay the regeneration process, press the $\downarrow$ button on the stalk switch. Initiate a parked regeneration at the next stop.



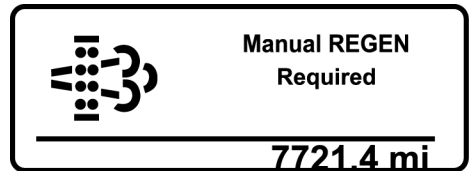
T0015418

If the regeneration process is delayed, the message “REGEN Cancelled” is displayed for a short time.



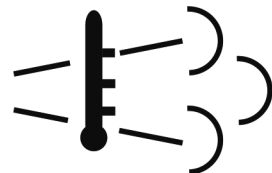
T0015419

The DPF Regeneration Required icon will remain illuminated and the message “Manual REGEN Required” is displayed. To return to main menu, press the Esc button on the stalk switch.



T0015420

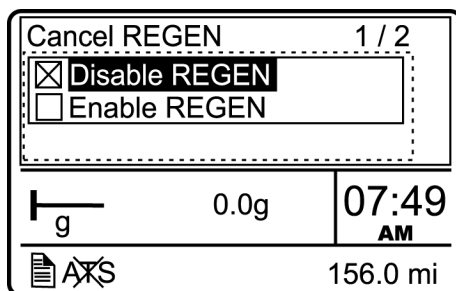
If the regeneration process is not delayed, the regeneration process starts. The DPF Regeneration Required icon turns off and the High Exhaust System Temperature (HEST) icon may illuminate.



T0015347

8 Exhaust Aftertreatment System

To temporarily disable automatic regeneration, scroll to the Aftertreatment menu in the DID, select “Cancel REGEN”. When automatic regeneration is disabled, the letters ATS with X through them will be displayed in the DID. Enable regeneration by scrolling to the Aftertreatment menu, selecting “Cancel REGEN” and selecting “Enable REGEN”.



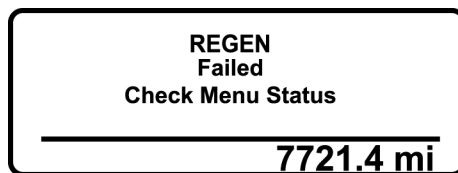
T0015427

Note: It is important to enable regeneration as soon as possible to avoid engine problems. Long-term engine operation with regeneration disabled will result in a loss of engine performance including horsepower, torque and speed derates. Also, the DPF filter will become overloaded with soot and require service.

The regeneration process can be stopped at any time by turning the ignition key to OFF, scrolling to the Aftertreatment menu in the Driver Information Display (DID) and selecting “Cancel REGEN”, or by pressing the $\downarrow$ button on the stalk switch. Regeneration cannot be initiated if it is not required. The following conditions must be met to perform a parked regeneration:

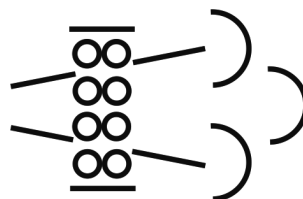
- Parking brake on and transmission in neutral
- Minimum 10 volts battery charge
- Engine running
- Accelerator and clutch pedal released
- PTO not active

If a request for parked regeneration fails, “REGEN Failed Check Menu Status” is displayed. Scroll to the Aftertreatment menu in the Driver Information Display (DID) and select “ATS Status” to determine why the regeneration failed.



T0015428

If the DPF Regeneration icon is flashing, the diesel particulate filter is full. Maintain uninterrupted highway speed for an automatic regeneration or move the vehicle to a safe location and initiate a parked regeneration.



T0015346

If the Regeneration Required icon is flashing and the CHECK light illuminates, the diesel particulate filter is overfull. Engine performance will be limited. To avoid further engine derate, immediately move the vehicle to a safe location and initiate a parked regeneration, or take the vehicle to an authorized Volvo workshop (or for Prevost support vehicles, to a Prevost service center/ provider).



T3014364

If the DPF Regeneration Required icon is flashing and the STOP light illuminates, a serious engine problem has occurred. The diesel particulate filter may be over its maximum capacity and the engine may shut down. The vehicle must be taken immediately to an authorized Volvo workshop (or for Prevost supported vehicles, to a Prevost service center/ provider) for service.



T3014365

10 Exhaust Aftertreatment System

Exhaust Aftertreatment System Information

Exhaust Aftertreatment System (ATS) Information				
Instrument cluster indicators		Instrument Cluster Vehicle Text Message(s)	ATS Condition	Action To be taken
 (Solid) T0015421	Level 1	Regeneration Needed	Diesel Particulate filter is becoming full	Maintain uninterrupted highway speeds for an Automatic Regeneration or perform a Parked Regeneration at next stop in order to prevent from entering Level 2.
 (Flashing) T0015422	Level 2	Regeneration Required		Maintain uninterrupted highway speeds for an Automatic Regeneration or perform a Parked Regeneration at next stop in order to prevent from entering Level 3.

Exhaust Aftertreatment System (ATS) Information				
  T0015423	Level 3	1	ATS Service Required. Engine Derate Active	Diesel Particulate filter is full Engine performance LIMITED. Perform a Parked Regeneration IMMEDIATELY to avoid further engine derate and to prevent from entering Level 4.
		2	Soot Level High	
  T0015424	Level 4	1	ATS Service Required. Engine Derate Active	A serious engine problem has occurred . The Diesel particulate filter may be over its maximum capacity. Parked Regeneration is no longer possible by the operator. Engine may shutdown. Seek Service IMMEDIATELY.
		2	Soot Level Critically High	

Aftertreatment System Maintenance

The vehicle must be taken to an authorized Volvo workshop (or for Prevost supported vehicles, to a Prevost service center/provider) to remove the ash from the diesel particulate filter and clean the aftertreatment fuel injector.

- The ash cleaning interval is 400 000 km (250,000 miles) or 4,500 hours, which ever occurs first.
- The aftertreatment fuel injector cleaning interval is 240 000 km (150,000 miles) or 4500 hours, which ever occurs first.

12 Exhaust Aftertreatment System

Aftertreatment System Status

When ATS Status is selected, the following submenus are available:

Exhaust Temp

Vehicle Speed Below

Inhibit Switch

OK

OK

OK

▲

▼

7721.4 mi

T0015433

Temporary Lockout

Permanent Lockout

Engine Temp

OK

OK

OK

▲

▼

7721.4 mi

T0015432

Park Brake

System Fault

System Timeout

OK

OK

OK

▲

▼

7721.4 mi

T0015431

Acc Pedal

Neutral

Vehicle Speed Above

OK

OK

OK

▲

▼

7721.4 mi

T0015430

Clutch

Service Brake

PTO Status

OK

OK

OK

▲

▼

7721.4 mi

T0015429

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Safety Seat Belts
Volvo 9700 US/CAN

VOLVO

Foreword

This manual is intended to help the driver understand how to operate and properly take care of the safety seat belts equipped on the Volvo 9700/CAN bus. The information in this manual applies to vehicles built January 2008 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1 (888) 327-4236, by writing to NHTSA, U.S. Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their website at www.nhtsa.dot.gov.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-88913363

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Introduction	1
General	2
Operating the Safety Belt	4
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Important Facts About Safety Belts in Buses	8

Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

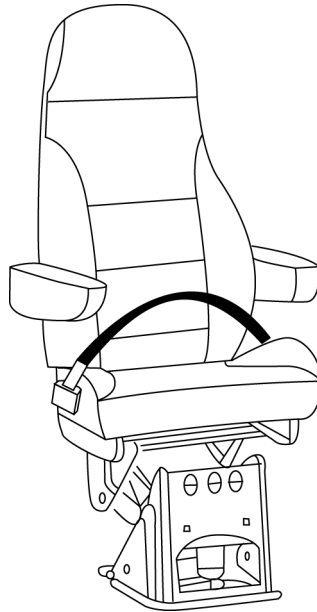
Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet of Operating Instructions is intended to help the driver about how to operate properly and take care of the safety seat belts

Safety belt assemblies installed in this vehicle meet FMVSS 209, “Type 1” and “Type 2” they are recommended for all persons weighing over 25 kg (50 lb).



T8014321

2 Safety Seat Belts

General



DANGER

Safety belts must be properly worn at all times by the driver and all passengers while the vehicle is in motion. Failure to do so can result in serious personal injury or death in the event of sudden stop or collision.



DANGER

Fasten the safety belt before starting to drive. Trying to fasten the safety belt while the vehicle is moving may lead to an accident, causing serious personal injury or death.

A child restrain system should also be provided for each child weighing 25 kg (50 lb) or less. It should meet the requirements of FMVSS213,"Child Restraint System". Carefully read and follow all manufacture's instructions on installation and use. Make certain the child remains in the restraint system at all times while the vehicle is in motion.

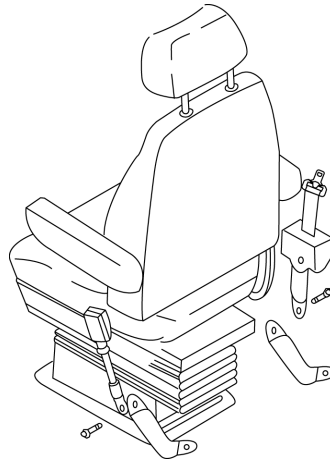
Safety belts must be worn by the driver and all passengers at all times. Before adjusting or fastening the safety belt, move the seat forward or rearward and adjust the seat height as necessary. Sit erect and adjust the seat cushion and seat back for a comfortable driving position. In the event of a collision, a correct driving position maximizes the effectiveness of the safety belt.

There are both Federal and State laws governing the use of safety belts. As laws differ from state to state, make yourself familiar with the current rules.



T8014322

Tether straps are installed on all suspension/type seats. Tether straps help secure the seat to the floor and are intended to restrain the seat and safety belt in case of an accident or sudden stop. The tether are no adjustable and do not need any adjustment.



T8014323

4 Safety Seat Belts

Operating the Safety Belt

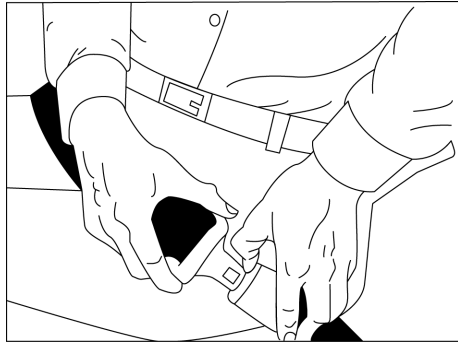
To fasten the safety belt, pull the belt out from the retractor and insert the latch into the buckle. Verify proper lock of the latch by pulling on the latch

Adjust the slack by pulling on the top part of the belt until the lower part, or the part that crosses the lap, is snugly adjusted. Release the top part and let the retractor pull the belt in.

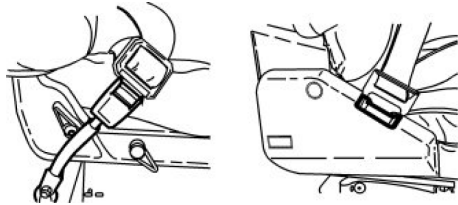
The lap portion of the safety belt should be worn low across the pelvic region (hip bone) and adjusted snugly. Never adjust the lap belt across the abdomen. A push button on the buckle is used to release the safety latch by pushing in the button release on the buckle.

The buckle portion of the safety belt system is different depending on the seat option chosen. The national standard and comfort seat has separate buckle that is attached to a floor anchor by seat strap. This seat strap is not adjustable, and does not need to be adjusted.

The buckle for the seat is bolted to the front division wall.



T8014324



T8014325

Inspection



DANGER

Failure to properly inspect and maintain the safety belts can cause serious personal injury or death.



DANGER

It is critical that any time a vehicle has been involved in an accident, the entire safety belt system must be replaced in the vehicle if they were in use at the time of the accident. Failure to replace the safety belt system may result in serious injury or death



DANGER

A damaged safety belt, whether visibly damage or not, could result in serious personal injury in the event of an accident. The safety belt systems should be replaced at least every five years.



DANGER

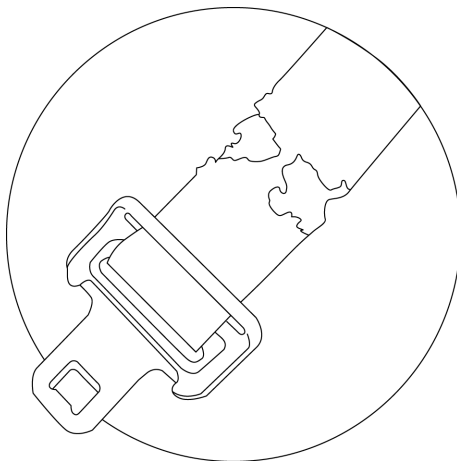
Do not bleach or re/dye the color webbing because it may cause a severe loss of belt strength. This loss of strength could allow the safety belt to break under stress, thus resulting in severe personal injury or death.

Check the belts, buckles, latch plates, retractors, anchorages, and guide loops to ensure that they are working properly. Look for loose/damage parts (without disassembling) that could keep the restrain system from working properly. If the safety belt, retractor and hardware were in use during a collision, they must be repaired if necessary. If there is any doubt about the restraint system's effectiveness, replace the entire safety belt assembly.

6 Safety Seat Belts

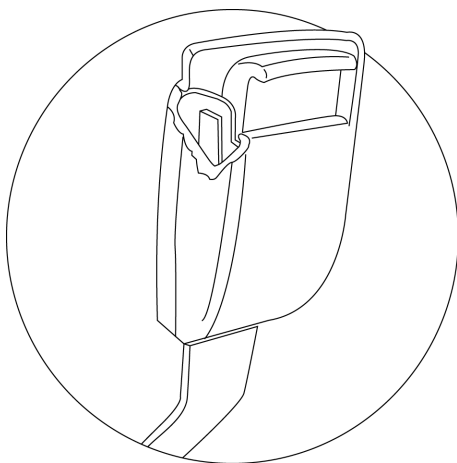
The following maintenance guidelines detail how to inspect safety belts and tethers for cuts, fraying, extreme or unusual wear of the webbing, etc., and damage of the buckle, retractor, hardware or other factors which indicate that the safety belt system replacement is necessary.

Check the web wear at the buckle/latch area. The webbing must be closely examined to determine if there are any cuts, fraying or extreme wear in the webbing. Cuts, fraying or excessive wear would indicate the need for replacement of the safety belt system.



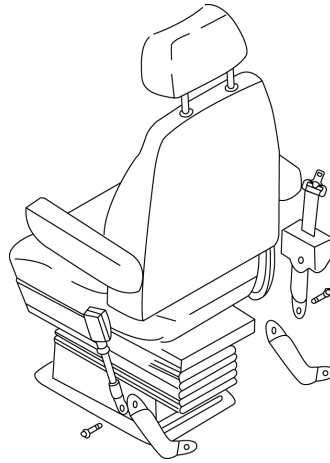
T8014326

Check the buckle by inserting the latch and verifying proper operation. Determine if the latch plat is worn or deformed. Check the buckle and latch casing for cracks or breakage



T8014327

If the tethers are being used to anchor the safety belts to the floor, make sure that they are properly attached to the seat. Tethers must also be inspected for web wear and proper tightness of mounting hardware



T8014323

All hardware for safety belt mounting points should be evaluated for corrosion. All attachment points of the system should be checked for tightness of mounting hardware.

Check the web in areas exposed to ultra-violet rays from the sun or extreme dust or dirt. If the original color of the web in these areas is extremely faded, the physical strength of this web may be deteriorated. If this condition exists, replace the safety belt system.

Important Facts About Safety Belts in Buses

The high mileage associated with buses and the potential exposure of this safety belt to severe environmental conditions make it crucial to inspect the seat belt system regularly. It is recommended that the system be inspected every 24, 000 km (15,000 miles) or more often if the vehicle is exposed to severe environmental or vocational conditions. Any safety belt system that shows cuts, fraying, extreme or unusual wear, significant discolorations due to ultra-violet ray exposure, dusty-dirty conditions, abrasion to the safety belt webbing or damage to the buckle, latch plate, retractor, hardware or any other obvious problem should be replaced immediately, regardless of the mileage.

Once replacement of the safety belt has been determined necessary, be certain that is replaced only with a Volvo original replacement safety belt. See your authorized Volvo or for Prevost supported vehicles, in Prevost service center/provider for replacement. Replace it only with the exact same design that the vehicle was equipped with. If the inspection indicates that any other part of the safety belt system requires replacement, the entire belt system must be replaced. It is vitally important that all components are mounted back in the same positions as the original components that were removed. This will maintain the design integrity of the mounting points for the safety belt assembly.

VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Driver's Handbook

Volvo Link Communication System
9700 US/Can



VOLVO

Foreword

This manual contains information concerning the operation and function of the Volvo Link System. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

Volvo Bus Corporation

Göteborg, Sweden

Order number: PV776-88914876

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



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CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

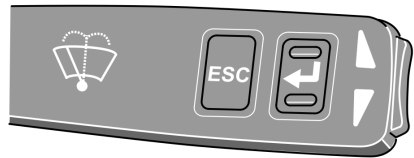
System Information

The Volvo Link System provides satellite communication between the driver and the fleet operator. It includes a satellite communication ECU, GPS antenna, VHF antenna, and wiring harnesses. This system allows communication between Volvo's web-based software and the vehicle. The driver can send and receive short text messages, which are visible through the Driver Information Display (DID) in the vehicle instrument cluster. The fleet operator can communicate with the driver through Volvo's web-based software. The Volvo Link System also provides GPS data in the DID Gauges menu. This data indicates the location and direction the vehicle is travelling to the driver and fleet operator.

Stalk Switch Control Lever

The controls for the Driver Information Display (DID) in the instrument cluster are the four buttons in the stalk switch on the right side of the steering column.

- 1 **Esc** (Escape) is used to return to the previous menu and cancel a setting or operation.
- 2 ↵ (Enter) is used to select the highlighted area.
- 3 **Up** arrow moves the cursor up.
- 4 **Down** arrow moves the cursor down.



2 General Information

Using the Display

- 1 The Volvo Link system menu is in the DID. Press **Esc** to display the main menus in the DID.
- 2 Use the up and down buttons on the stalk switch to scroll to the Volvo Link menu.
- 3 Press **↵** to select the Volvo Link menu.
- 4 After selecting Volvo Link, another screen pops up, offering the choice to read messages, send messages, or view other information.
- 5 For instructions on reading and sending messages, or other information, refer to:
 - “Read Message” page 3
 - “Send Message” page 7
 - “Other Info” page 11

The following menus are available:

- 1 Read message
 - Quick Response (Only available if there is a message available.)
- 2 Send message
 - Driver & Equipment
 - Dispatch Messages
 - Free Text
- 3 Other Info
 - Comm Link Info
 - Mailbox Info
 - GPS Info
 - INI Info
 - Configuration Info

Fuel Data		
Time / Distance		
Aftertreatment		
Volvo Link		
W N E S	N 36.0811 W 79.9688	11:45 AM
	7658.8 mi	

W3007688

Volvo Link		
Read Message Send Message Other Info		
W N E S	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007689

Read Message

Incoming Message Notification

The fleet operator can send messages to the driver. When a message is received by the Volvo Link ECU, the driver is notified by the INFO lamp in the instrument cluster :



W3005150

and a message in the DID. One of the following two messages will appear:

New Message in Volvo Link		
N W ↑ E S	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007516

Priority Message in Volvo Link		
N W ↑ E S	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007517

Press **Esc** on the stalk switch when the message appears to turn off the INFO lamp and message.

4 General Information

Viewing Messages

To view all stored messages, select Volvo Link, then **Read message** in the DID.

Read Message

Please call dispatcher

*2

CC

7658.8 mi

W3007530

*2 indicates there are two unread messages in the queue.

There are 2 types of messages: **Standard** and **Priority**.

When there are no stored messages, the following screen is displayed.

Read Message

No messages available

N

W

S

E

N 36.0811

W 79.9688

11:45 AM

CC

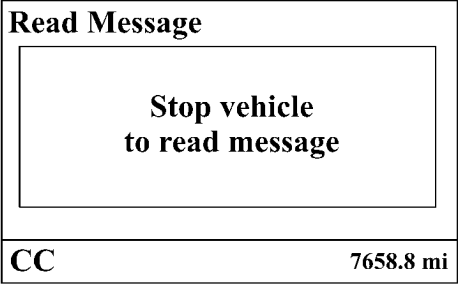
7658.8 mi

W3007518

Standard Messages

Standard messages **CANNOT** be read while driving.

If the driver tries to access a message while driving, the message: **Stop vehicle to read message** is displayed in the DID.



W3007531

Priority Messages

The default set up for viewing **high priority messages** is **driving at 90 km/h (55 mph) or below**.

While the vehicle is moving, **ONLY** the last message received may be read.

6 General Information

Quick Response to Incoming Messages

While the message is displayed, press ↵ to access the Quick Response Menu.

The driver can send a Quick Response only to the most recent message in the queue if it was a priority message.

The Quick Response is the only reply that may be sent while driving.

The following Quick Response messages may be sent:

The driver has to confirm that he wants to send the message:

Sending Not Allowed is displayed when you attempt to send a Quick Response to an old message, if the Outbox is full, if there is no message, or if there is an antenna problem. You cannot send a Quick Response to an old message.

Read Message		
Yes/OK		
No		
Respond at Next Stop		
W N ↑ S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007519

Read Message		
Press ↵ to send message or ESC to return to menu		
W N ↑ S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007619

Read Message		
Sending Not Allowed		
W N ↑ S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007682

Send Message

Sending Messages from the Vehicle

The driver can send messages to the fleet operator. Messages can be sent only when the vehicle is stopped. If the driver attempts to send a message while the vehicle is moving, the following message is displayed:

Send Message

Stop vehicle
to
send message

W

N
↑
S

E

N 36.0811
W 79.9688

11:45
AM

CC

7658.8 mi

W3007520

The driver can send three types of messages: Driver & Equipment, Dispatch Messages, and Free text. Scroll to **Send message** in the Volvo Link menu and press ↵.

Send Message

Driver & Equipment
Dispatch Messages
Free Text

W

N
↑
S

E

N 36.0811
W 79.9688

11:45
AM

CC

7658.8 mi

W3007521

8 General Information

The Driver & Equipment and Dispatch Messages menus contain standard messages.

Driver & Equipment

- Driver1:Start/Resume
- Driver2:Start/Resume
- Pre-Trip Check OK
- Stopped: On Duty
- Stopped: Off Duty
- Please Call Me ASAP
- Instructions Needed
- Breakdown: Stranded
- Breakdown: Driveable

Dispatch Messages

- Trip/Leg: Started
- Trip/Leg: Completed
- Status: Loaded
- Status: Deadhead
- Status: Bobtail
- Picked Up Load/Trailer
- Dropped Load/Trailer
- Stop-Off
- Will Deliver On Time
- Late: More Than 1 h
- Send Dispatch Info

To select a message, scroll to the message and press ↵. To send the message, press ↵. Press Esc to return to the menu.

Send Message

Press ↵ to send message or ESC to return to menu

N

W

↑

S

E

N 36.0811

W 79.9688

11:45

AM

CC

7658.8 mi

W3007605

Free Text

Free text messages are sent as follows:

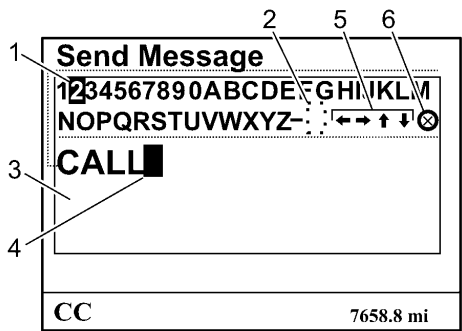
Use the stalk switch to scroll the cursor (see 1 in illustration) through the available characters. Press the UP arrow to move to the left and the DOWN arrow to move to the right. Once the cursor has highlighted the correct character, press ↵. Repeat for each character.

Hold the UP or DOWN arrow to quickly move the cursor through the available characters.

Use the message movement arrows (see 5 in illustration) to move the cursor (see 4 in illustration) in the message area.

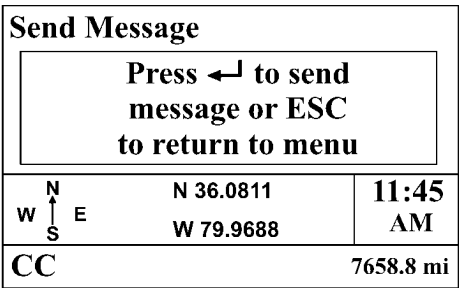
When finished with the message select X (see 6 in illustration), or press ↵ and hold for 3 seconds, to send the message.

Note: Press **Esc** to go back to the previous character. To cancel sending a typed message, press **Esc** until the message is cleared from the screen.



W3007522

- 1 Selection Cursor
- 2 Space
- 3 Message Area
- 4 Message Cursor
- 5 Message Movement Arrows
- 6 Send Icon



W3007605

10 General Information

After Message is Sent

After a message is sent, one of the following confirmations will appear on screen:

If **Message Placed In Outbox** is displayed, the message was received by the Volvo Link ECU and will be sent during the next satellite transmission.

If **Sending Not Allowed** is displayed, the message was **NOT** sent. The reason for this failure may be the system is busy or the output queue is full. Wait briefly and try sending the message again. If the error message persists, please contact your Volvo fleet operator.

Note: **Sending Not Allowed** is displayed if the Outbox is full or there is an antenna problem. Scroll to Mailbox Info and Comm Link Info screens for additional information.

If **No Subscription (800) 52-VOLVO US/CA (800) 90-94-900 MX** is displayed, the message was **NOT** sent. This indicates that messaging capabilities have not been activated or they have been disabled by the fleet. Please contact your Volvo fleet operator.

Send Message		
Message Placed In Outbox		
W N S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007523

Send Message		
Sending Not Allowed		
W N S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007524

Send Message		
No Subscription (800) 52-VOLVO US/CA (800) 90-94-900 MX		
W N S E	N 36.0811 W 79.9688	11:45 AM
CC		7658.8 mi

W3007740

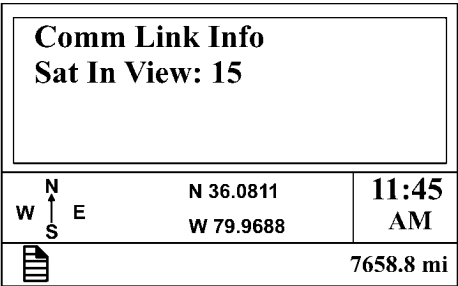
Other Info

The **Other Info** menu displays general operational information about the Volvo Link System. Information includes:

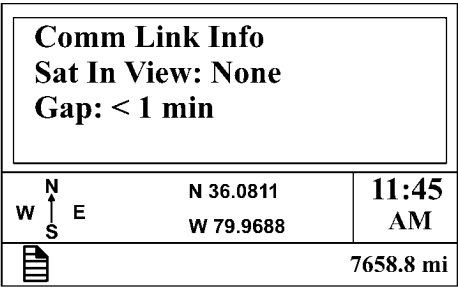
- Comm Link Info
- Mailbox Info
- GPS Info
- INI Info
- Configuration Info

Use the stalk switch to scroll through each screen. To update the information in each screen, scroll to the next screen then return to the previous screen.

The **Comm Link Info** screens provide information about the satellite signal. **Sat in View** indicates the ID of the current communications satellite in view. **Gap**, if shown, represents the time in minutes since the last satellite was in view.



W3007686



W3007687

12 General Information

The **Mailbox Info** screen indicates the total number of messages sent and received. Also indicated is the number of messages currently in the outbox waiting to be transmitted and whether or not the outbox is full.

Mailbox Info Sent: 3 Received: 5 Outbox: 0		
	N 36.0811 W 79.9688	11:45 AM
		7658.8 mi

W3007683

The **GPS Info** screen provides information about the GPS signal. It displays how many satellites are in view and the type of **Fix** (3D, 2D or No Fix). **Lat** is the current latitude. **Lon** is the current longitude.

GPS Info 7 Sats In View, 3D Fix Lat: N 36.0811 Lon: W 79.9688		
	N 36.0811 W 79.9688	11:45 AM
		7658.8 mi

W3007772

The **INI Info** screen displays the current state of the ECU initialization (start-up) and the VIN Check status.

INI Info INI Sent: 1 VIN Check: OK		
	N 36.0811 W 79.9688	11:45 AM
		7658.8 mi

W3007685

The **Configuration Info** screen indicates the status of active schedules and driver messaging. When schedules are enabled, the number of active schedules is also displayed.

Configuration Info

Schedules Active: 2

Driver Messaging: On

W

N

E

S

N 36.0811

W 79.9688

11:45 AM

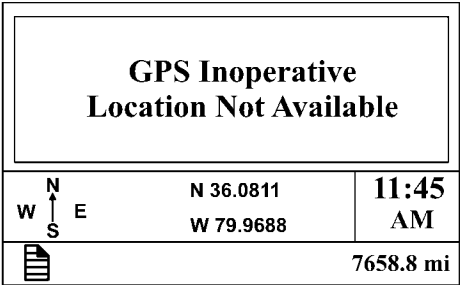


7658.8 mi

14 General Information

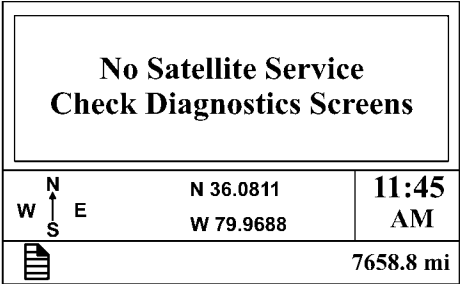
Satellite Message Icons

The following icon will be displayed if a GPS fix is not available.



W3007538

The following icon will be displayed if the satellite service is not available.

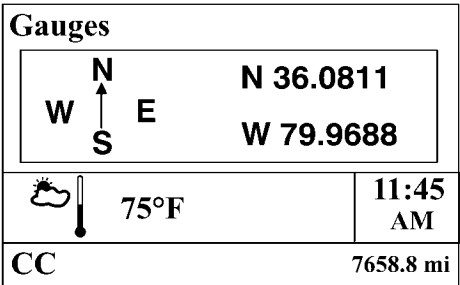


W3007606

Compass Gauge

Select **Gauges** in the DID main menu and scroll UP or DOWN to display the compass gauge.

If a GPS fix is not available, the gauge may or may not display the compass arrow, a latitude and longitude reading, a 0.0 or dashes latitude and longitude reading. Scroll to the **GPS Info** screen to check the GPS signal status.



Location

The location of the vehicle is displayed in degrees latitude and longitude. The top value shows the latitude. The bottom value shows the longitude.

Directional Arrow

The compass arrow shows the direction the vehicle is travelling. After the vehicle is stopped, the arrow stays pointed in the last direction of travel.

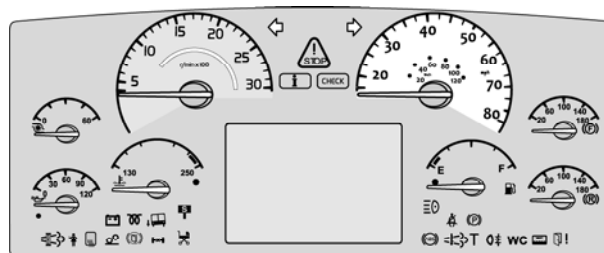
VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Operating Instructions

Display



T0031748

VOLVO

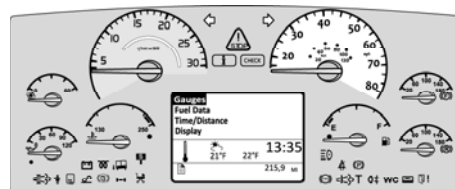
Contents

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General, about the display 1

Display and control lever

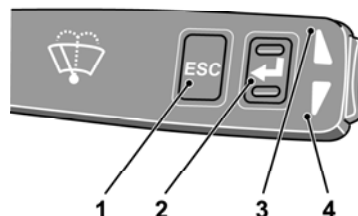
The display is located in the middle of the instrument cluster. The display shows vehicle messages and information about the bus, and from it you can control some of the bus functions.



T0031648

The display is controlled via the control lever to the right of the steering wheel. The control lever has four buttons:

- 1 **ESC**: Abort or return to previous menu.
- 2 **SELECT**: Select or confirm marked choice.
- 3 **▲**: To move the cursor up or set a symbol.
- 4 **▼**: Move the cursor down or set a symbol.



T0014701

2 General, about the display

Getting started

Display fields

The display is divided into three fields:

1 **Menu and message field**

Here, menus and stop, warning and information messages are shown.

2 **Favourite display/Clock**

In the left area, information is shown which the driver has selected using the “Favourite display” menu. For buses with automatic gearboxes, the selected gear is shown.

To the right, the clock is shown.

Note: Some variants do not have an adaptable Favourite Display.

3 **Status line/Odometer**

To the left, current status symbols are shown. To the right, the odometer is shown.

(1)
(2)
(3)

General, about the display 3

Navigating in the display

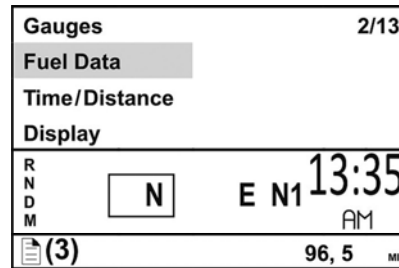
The display lights up when the starter key is turned. If there are any vehicles messages, they will be shown in the top field. The most important message is shown first. The message order number is shown in the top right corner. For example, 2/13 indicates that the message now being displayed is the second of thirteen active messages. For more information on messages see “General information on vehicle messages” page 4.

Step between the various vehicle messages using the ▲ and ▼ button. Take suitable actions and then acknowledge them with **ESC**.

When the vehicle messages have been acknowledge the menus are shown. To navigate between the menus:

- 1 ▲/▼ move the cursor between the menus, which are then marked. The hierarchical order for menus is shown in the top right corner (for example 2/13).
- 2 Pressing **SELECT** confirms the choice.
- 3 Pressing **ESC** exits the chosen menu. Repeated pressing on **ESC** moves the cursor back to the main menu.

For more information on menus, see “General information on menus” page 7.



T0031649

4 Vehicle Messages and symbols

General information on vehicle messages

There are three lamps above the display:

- Lamp for stop messages
- Lamp for warning messages
- Lamp for information messages

When there is a fault in the bus or an incident occurs which requires attention one of these three lamps is lit. Associated messages and symbols are shown in the driver's display at the same time. Several messages may be active at the same time. The message with the highest priority is shown first in the display. Previously shown messages can be retrieved in the display; "Vehicle Messages" page 30. For more detailed technical information about vehicle messages, see "Fault Diagnostics" page 40.

Note: For explanation of the symbols used in vehicle messages, see driver's handbook.

Vehicle Messages and symbols 5

Stop messages

When this lamp lights, the vehicle must be stopped immediately and the engine switched off.

A buzzer sounds at the same time as a stop message is displayed. The buzzer and stop message can be acknowledged with **ESC**, but will be repeated after 10 seconds. The symbol is lit continuously.



T3014364

 WARNING
If the vehicle is not stopped and the engine switched off, there could be serious repercussions for the vehicle, driver or passengers.

Warning messages

Note: This lamp lights when something must be rectified. If there is a fault in the bus, the bus shall be driven to a workshop for repair. The bus will not be damaged immediately and can, in certain circumstances, complete its assignment first.



T3014365

Acknowledge the message with **ESC**. If the fault is still active, it will be shown again next time the starter key is turned to the starting position.

6 Vehicle Messages and symbols

Information messages

When this light comes on a new information message is displayed. The lamp is used to inform the driver. The lamp lighting does not indicate a fault in the vehicle.



T3014366

Acknowledge the message with **ESC**. If the information message is still activate, it will be shown again next time the starter key is turned to the starting position.

Status symbols

Status symbols are shown in the lowest row of the display.

Symbol	Meaning
∞	Pre-Heat active
((🔔))	Alarm clock activated
📄	Message active
MI	Odometer, miles
KM	Odometer, kilometres
CC	Cruise control active
AC	Climate control active
(A)	Auxiliary brake position A
(1)	Auxiliary brake position 1
(2)	Auxiliary brake position 2
(3)	Auxiliary brake position 3
(B)	Auxiliary brake position B
⊕	Auxiliary brake in operation

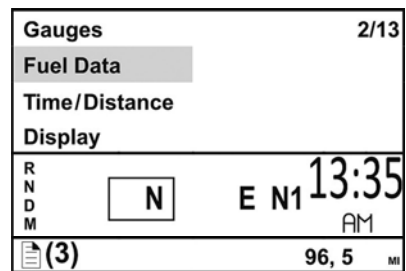
Use the display menus 7

General information on menus

Using the menus you can see the status and control some of the bus functions. For reasons of safety, not all menus are available when driving. To see certain menus and to make certain settings, the bus must be stationary. A password is required for some menus.

Step between the menus

- 1 Move the cursor between menus using ▲ and ▼. The order number of the marked menu is shown in the top right corner. 2/13 indicates that there are 13 menus and that the current menu is number 2.
- 2 Go from a menu to a sub-menu using **SELECT**.
- 3 Exit a sub-menu using **ESC**.

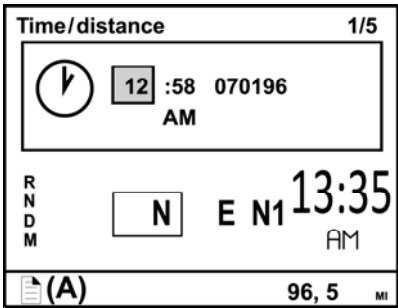


T0031649

8 Use the display menus

Changing settings

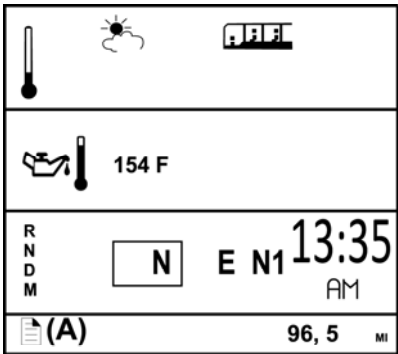
- 1 Use ▲/▼ to change set values (for example, number of hours).
- 2 Pressing **SELECT** confirms the choice.
- 3 Use **ESC** to move the cursor to the previous digit or abort the setting process.



T0031652

Example: Change a setting

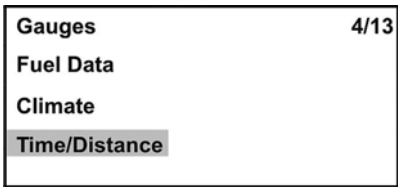
The Favourite Display is shown. You want to set the alarm clock to go off at 02:33. Proceed as follows:



T0031653

1

Go to the menus using **SELECT**. Place the cursor on Time/Distance using ▲ and ▼.



T0031654

Use the display menus 9

2

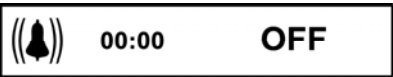
Press **SELECT**. The current time and date are shown.



T8056484

3

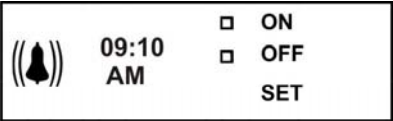
Step to the alarm clock using **▲** and **▼**.



T8031656

4

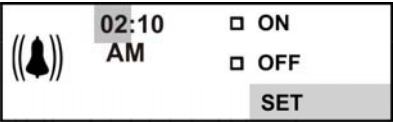
Press **SELECT**. Step down to **SET** using **▲** and **▼**.



T8056483

5

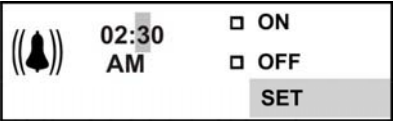
Press **SELECT**. The hours are marked. Step to the required hour using **▲** and **▼**.



T8056482

6

Press **SELECT**. The first digit for minutes is marked. Step to the required digit using **▲** and **▼**.

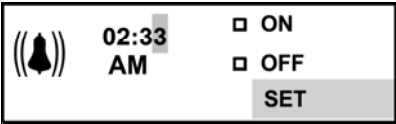


T8056481

10 Use the display menus

7

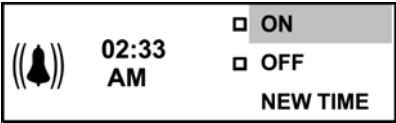
Press **SELECT**. The second digit for minutes is marked. Step to the required digit using ▲ and ▼.



T0031660

8

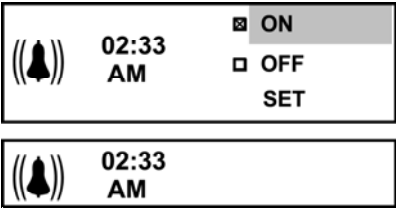
Press **SELECT**. "ON" is marked.



T0031661

9

Press **SELECT**. A cross is place in the box in front of "ON" and the symbol for activated alarm clock is shown in the status bar. The alarm clock setting is then automatically displayed.



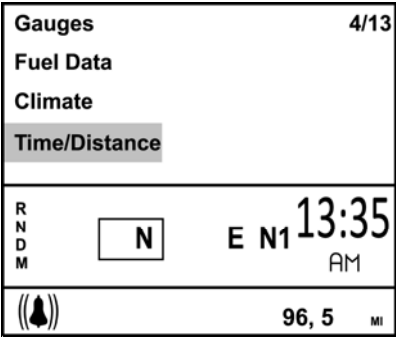
T0031662

10

Return to Favourite Display using ESC. The symbol for activated alarm clock is shown in the status bar.

To deactivate the alarm clock:

- Go into menu "Time/Distance" using **SELECT**.
- Step to the alarm clock using ▲ and ▼.
- Press **SELECT**.
- Step to "OFF" with ▲ and ▼.
- Press **SELECT**.



T0031663

Main menus and sub menus

The overview shows how the menus are structured.

- **Gauges**

Gear engaged

Temperature outside/inside

Temperature, engine oil

Temperature, gearbox/ retarder

Voltmeter

Pressure, primary tank

AdBlue tank, level

Brake pressure, 3rd circuit

- **Fuel Data**

Fuel consumption

Leg data

Remaining fuel

- **Climate**

Climate/Pause heating, passenger

Temperature/Roof Fan, passenger

Roof Heat/Floor Fan, passenger

Extra Heat, passenger

Floor Fan, driver

Note: Not all buses have all the menus that are shown in the overview.

- **Time/distance**

Clock and Date

Alarm clock

Trip meter

Average speed

Estimated time of arrival

Driving and resting time

ATS Aftertreatment

- **Display**

Black Panel

Favourite Display

Backlight

Favourite Display, setting

Night/Day

- **Vehicle messages**

- **Display settings**

Language

Units

Time/Date

Display lighting

Change password

12 Menu Overview

- **Vehicle settings**

Traction Control

Kneeling guard

Fleet limits

Fleet ID

Day Running Light

- **Diagnosis**

Fault diagnosis

Instrument panel cluster self test

Part number

Status test

Calibration number

- **Vehicle Data**

Oil level

Brake linings, status

Coolant level

- **Data log**

Vehicle ID

Total data

Journey Data

Reset journey data

- **Password**

Enter password

Gear engaged

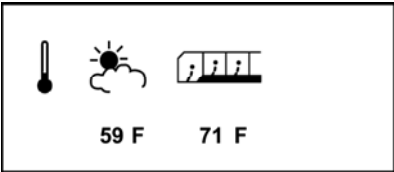
(This gauge is extra equipment. Only buses equipped with an I-shift gearbox.)
Information about the engaged gear, gear lever position, available gears and such like.
For further information, see separate driver instructions for "I-shift".



T0031664

Temperature outside/inside

(This gauge is extra equipment).
Outside temperature shown to the left. Bus inside temperature shown to the right.



T0031665

Temperature engine oil

Temperature of the engine oil.



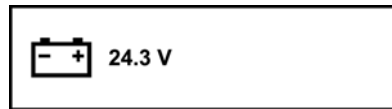
T0031666

14 Menu Gauge

Voltmeter

Battery voltage.

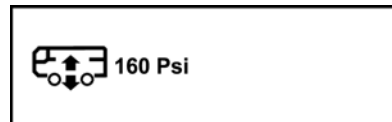
If the engine is running and the voltage drops below 20V, a fault message is displayed together with the information/warning symbol.



T0031667

Pressure, primary tank

If the pressure in the primary tank drops **below 100 PSI**, a fault message is displayed together with the information/warning symbol.

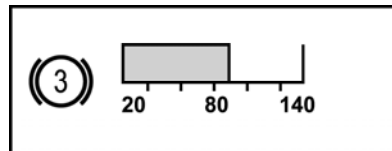


T0031668

Brake pressure, 3rd circuit

(only on buses with min. three axles).

If the pressure drops **below 80 PSI** a fault message is displayed together with the stop symbol and red light.



T0031669

Fuel used

For setting the units, see "Units" page 31.

1 Average fuel consumption:

The value is presented as a figure and an arrow pointing down. For a time after resetting the display "— —" is shown while average fuel consumption is being calculated.

2 Instantaneous fuel consumption:

The value is presented numerically.

3 Target fuel consumption:

The value is presented with the symbol $\perp$ below the bar. For information on setting this value, see "Fuel Target" page 38.

Note: At idle, no bar is shown and the fuel consumption is displayed in litre/hr (alternatively gallons/hr).

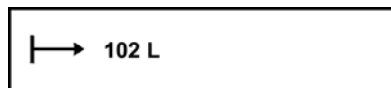
Resetting, fuel consumption

Press **SELECT**. To reset all fuel data, press **SELECT** for 1 second. Leg data is also reset .

16 Menu Fuel Data

Stage information

The amount of fuel consumed since the last reset.



T0031670

Resetting, leg data

Press **SELECT**. To reset leg data, hold **SELECT** depressed for 1 second.

Remaining Fuel

- The first value shows the distance that can be driven before the tank is empty with current fuel consumption.
- The second value shows the amount of fuel currently in the tank.



T0031671

Climate system/Pause heating, passenger

Shows whether the passenger climate system or pause heating is switched on or off.
Press **SELECT** once to come to "Climate system". Press **SELECT** twice to come to "Pause heating". Activate/deactivate the respective unit using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**).

Passenger:	
Climate system	ON
Pause heating	OFF

T0031673

Temperature/Roof Fan, passenger

Shows the required temperature level or roof fan speed in the passenger compartment.

Press **SELECT** once to come to "Temperature". Press **SELECT** twice to come to "Roof Fan". Set the required temperature (between 59 and 82°F) using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**). Set the required roof fan speed (manually between -5 and +5, alt. automatic) using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**).

Passenger:	
Temperature	62 F
Roof Fan	+1

T0031673

18 Menu Climate

Roof Heat/Floor Fan, passenger

Shows the selected level for roof heat or status for floor fan in the passenger compartment. Press **SELECT** once to come to "Roof Heat". Press **SELECT** twice to come to "Floor Fan". Set the required level for Roof Heat (manually between -5 and +5, alt. automatic) using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**). Activate/deactivate the floor fan (switched off, alt. automatic) using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**).

Passenger:	
Roof Heat	AUTO
Floor Fan	N/A

T0031684

Extra Heat, passenger

Shows whether the extra heating in the passenger compartment is switched on or off. Activate/deactivate the extra heat using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**).

Passenger:	
Extra Heating	N/A

T0031685

Floor Fan, driver

Shows whether the floor fan in the driver compartment is in automatic position or switched off.

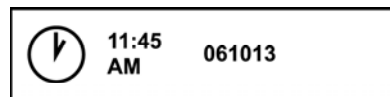
Activate/deactivate the floor fan using the control lever buttons (**SELECT**, **ESC**, **▲** and **▼**).

Driver:	
Floor Fan	N/A

T0031686

Clock and Date

Shows current time and date. For setting the formats, 12hr alt. 24hr and date, see "Time/Date" page 32.



T0031687

Setting, time and date

Press **SELECT**. Set the time and date using the control lever buttons (SELECT, ESC, ▲ and ▼). If the starter key is in stop position and it takes more than 30 seconds between button depressions, the setting process is aborted.

Note: The menu "Time and date" is available even when the starter key is in the stop position. The menu is activated by pressing any of the buttons on the control unit for at least 1 second. The menu remains active for 30 seconds after the last depression.

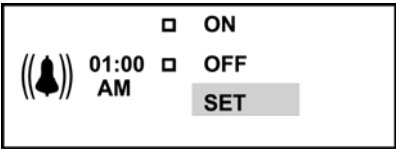
20 Menu Time/Distance

Alarm clock

Alarm clock, setting

Press "SELECT". Set the alarm time using the control lever buttons (SELECT, ESC, ▲ and ▼). Finish off by selecting "ON". The symbol for the alarm is shown on the status bar to indicate that the alarm clock is active.

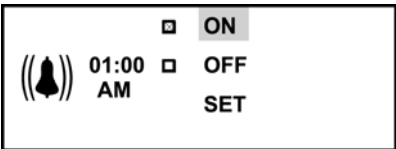
Note: The alarm clock cannot be set while driving. If the starter key is in stop position and it takes more than 30 seconds between button depressions, the setting process is aborted. The menu "Alarm clock" is available even when the starter key is in stop position. The menu is activated by pressing any of the buttons on the control unit for at least 1 second.



T0031688

Activate alarm clock

Here the alarm clock can be activated without changing the alarm time. Activate the alarm using the control lever buttons (SELECT, ESC, ▲ and ▼). When the clock has been activated, the symbol for activated alarm clock is shown on the display status bar.



T0031689

Switch off the alarm clock

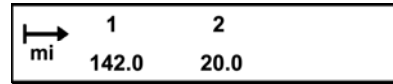
When the alarm clock goes off, the word "ALARM" lights up, the current time is displayed and a warning signal is sounded. The alarm shuts off after 60 seconds or if ESC is depressed.

Trip meter

Two independent distances can be saved, for leg 1 and leg 2.

Note: The trip values must be reset before each measurement.

Reset trip meter Press "SELECT". Reset the trip meters 1 and 2 respectively using the control lever buttons (SELECT, ESC, ▲ and ▼).



T0031690

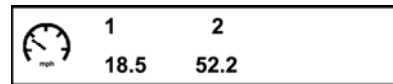
Average speed

The average speed is calculated as the distance driven divided by the time the engine has been running (since latest reset). Two different average speeds can be measured, average speed 1 and 2.

Note: The values must be reset before each measurement.

Reset average speed

Press "SELECT". Reset average speeds 1 and 2 respectively using the control lever buttons (SELECT, ESC, ▲ and ▼).

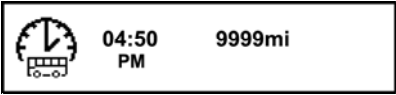


T0031691

22 Menu Time/Distance

Estimated time of arrival

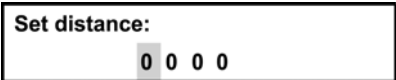
The estimated time of arrival is calculated as the remaining distance divided by the vehicle's average speed.



T0031692

Set Distance

Press "SELECT". Set the remaining distance in km (alt. miles) using the control lever buttons (SELECT, ESC, ▲ and ▼).

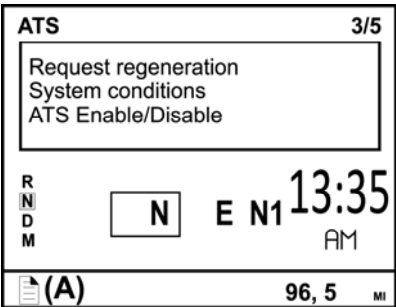


T0031693

ATS Aftertreatment

For additional information about the aftertreatment system, refer to the vehicle operator's manual.

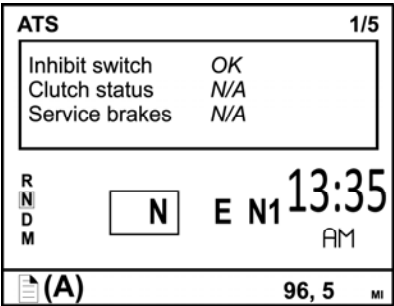
The aftertreatment menu allows the operator to request a parked regeneration, check the status of the aftertreatment system, and cancel a regeneration.



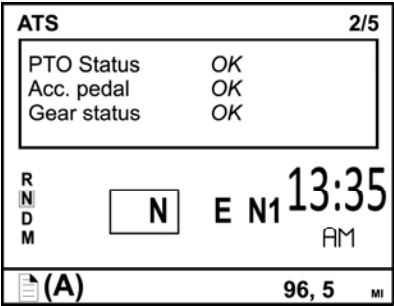
T0031855

System conditions

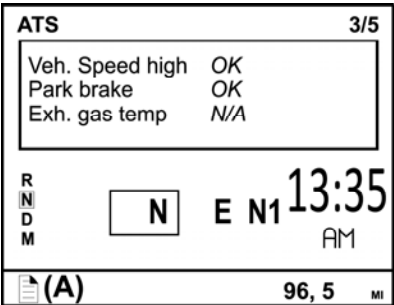
The system conditions menus are used to help determine why a parked regeneration failed.



T0031869



T0031870



T0031871

24 Menu Time/Distance

ATS4/5

System FaultOK

System timeoutN/A

Sooth level lowCheck

RNDM

N

E N1

13:35AM

(A)

96, 5MI

T0031872

ATS5/5

Sooth level highOK

Engine statusCheck

Veh. Speed lowN/A

RNDM

N

E N1

13:35AM

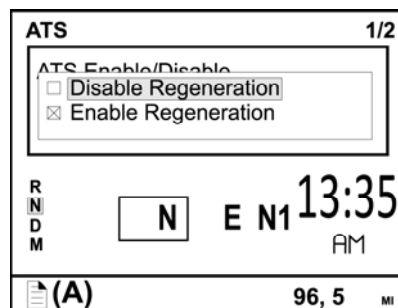
(A)

96, 5MI

T0031873

ATS Enable/Disable

To temporarily disable automatic regeneration, scroll to the Aftertreatment menu, select "ATS Enable/Disable". When automatic regeneration is disabled, the letters ATS with X through them will be displayed in the DID. Enable regeneration by scrolling to the Aftertreatment menu, selecting "ATS Enable/Disable" and selecting "Enable REGEN".



T0031877

26 Menu Display

Black Panel

When "Black panel" is activated, only the speedometer, tachometer (except the coloured field) and the lowest line of the display light up. The following events light the backlighting:

- a message is activated
- a button is depressed
- the engine speed enters the red field on
- the tachometer

Favourite Display

This function is used to activate " Favourite Display".

Backlight

This menu can be used to alter the display lighting with respect to the lighting of the other instruments.



T0031695

Set backlight

- 1 Increase or decrease the backlight in the display using ▲/▼.
- 2 Confirm with **SELECT**.
- 3 **ESC** aborts the setting process.

Favourite display, set

Select the gauges and functions to show in "Favourite Display".

No display	
Gear engaged	
Outside temperature	
Temperature, engine oil	
Fuel used	
Stage information	
Remaining fuel	
Trip meter	

28 Menu Display

Pressure, primary tank	
Pressure, 3rd brake circuit	
Average speed	
Estimated time of arrival	

T0031745

To select favourite display:

- 1 Press **SELECT**.
- 2 Press **SELECT** once more and the upper field becomes active. Select gauge or function using ▲ and ▼. Confirm with **SELECT** when the desired gauge or function is shown.
- 3 Press **SELECT** once more to activate the next field. Select gauge or function using ▲ and ▼. Confirm with **SELECT** when the desired gauge or function is shown.
- 4 Press **SELECT** or **ESC** until all the fields are active and the clock is shown.

	
 59 F	
 208 F	11:45 AM
CC	4000.00 mi

T0031746

Night/Day

This function is used to switch between yellow text on a black background and black text on a yellow background.

Press **Select** to switch between alternatives.

30 Menu Vehicle Messages

Vehicle Messages

If a message is displayed and acknowledged, a symbol is shown in the status bar. Go into this menu to see which messages have been acknowledged without being rectified.

Switch between messages using ▲ and ▼.

Press **ESC** to return to the main menu.

An acknowledged message that is still active the next time the starter key is turned to drive position will be displayed as an unacknowledged message. The message symbol will stay on as long as there are unacknowledged messages present.

Language

Select the desired language using the control lever buttons (SELECT, ESC, ▲ and ▼).

Units

Distance

Select to show distances in km or miles using the control lever buttons (SELECT, ESC, ▲ and ▼).

Fuel used

Select, using the control lever buttons (SELECT, ESC, ▲ and ▼), to show fuel consumption in km/l, l/100 km, miles per gallon (mpg) for IMP gallons or as miles per gallon (mpg) for US gallons..

Temperature

Select, using the control lever buttons (SELECT, ESC, ▲ and ▼), to show temperatures in Celsius (C) or Fahrenheit (F).

Pressure

Select, using the control lever buttons (SELECT, ESC, ▲ and ▼), to show pressures in psi or bar.

32 Menu Vehicle Messages

Time/Date

Time

Set the time format (AM/PM or 24:00) using the control lever buttons (SELECT, ESC, ▲ and ▼).

Date display

Select, using the control lever buttons (SELECT, ESC, ▲ and ▼), from the various date formats.

- year, month, day (**yymmdd**)
- day, month, year (**ddmmyy**)
- month, day, year (**mmddyy**)

Display light

Contrast

Set the contrast using the control lever buttons (SELECT, ESC, ▲ and ▼).



T0031695

Backlight

In this menu the display lighting can be altered in relation to the other instrument lighting, using the control lever buttons (SELECT, ESC, ▲ and ▼).



T0031695

Night Mode

This function is used to switch between yellow text with black background and black text with yellow background, using the control lever buttons (SELECT, ESC, ▲ and ▼).

34 Menu Vehicle Messages

Change password (if password is required)

First enter the current password, see "Enter password" page 47.

- 1 Mark the password to be changed using ▲ and ▼.
- 2 Confirm with **SELECT**.
- 3 Enter the first digit using ▲ and ▼.
- 4 Step to the next digit using **SELECT**.
- 5 Move back in the menu using **ESC**.

Traction Control

Select On or Off using the control lever buttons (SELECT, ESC, ▲ and ▼). When traction control is turned off, a warning symbol is shown.



T0014612

Clamp guard kneeling

(Only for certain variants)

The following symbol lights when there is a fault in the clamp guard function. The kneeling function is deactivated then there is a fault in the clamp guard function. Should it be necessary to use the kneeling function nevertheless, the clamp guard can be deactivated in this menu. Activate/deactivate the clamp guard using the control lever buttons (SELECT, ESC, ▲ and ▼).



T0014566

36 Menu Vehicle settings

Fleet limits (password is required)

RPM Limit

Only accessible if correct password is entered.

This function makes it possible for the carrier to set an engine speed limit for the fleet. If the engine exceeds this limit, it will be registered, see "Trip data" page 46.

Select **RPM Limit (max)** and set the new engine speed limit in rpm using the control lever buttons (SELECT, ESC, ▲ and ▼).

If the setting fails:

- Press **ESC** and try to do the setting once again.
- If it still fails, perform a diagnosis of the display and engine control unit, see "Fault Diagnostics" page 40.
- Contact a authorized Volvo workshop if necessary or Prevost service center/provider.

Speed Limit

Only accessible if correct password is entered.

This function makes it possible to set a road speed limit for the fleet. If the bus exceeds this speed it is registered, see "Trip data" page 46. Go to "Speed Limit (max)" and set the new speed limit using the control lever buttons (SELECT, ESC, ▲ and ▼).

The message "Transfer complete" is shown

If the setting fails:

- Press **ESC** and try to do the setting once again.
- If it still fails, perform a diagnosis of the display and engine control unit, see "Fault Diagnostics" page 40.
- Contact a workshop if necessary.

38 Menu Vehicle settings

Fuel Target

Only accessible if correct password is entered.

This function makes it possible to set a fuel consumption target for the fleet. For information about fuel consumption for a journey, see "Trip data" page 46.

If the setting fails:

Select "On" or "Off" using the control lever buttons (SELECT, ESC, ▲ and ▼).

- Press **ESC** and try to do the setting once again.
- If this still fails, perform a diagnosis of the display and engine control unit, see "Fault Diagnostics" page 40.
- Contact a workshop if necessary.

Fleet ID (password required)

Only accessible if correct password is entered.

Using this menu the carrier can enter the vehicle ID within the fleet if required. Data registered in the engine control unit is then registered for that ID.

Set the fuel consumption target using the control lever buttons (SELECT, ESC, ▲ and ▼). 13 digits must be entered (a space is entered for unused positions).

If the setting fails:

- Press **ESC** and try to do the setting once again.
- If it still fails, perform a diagnosis of the display and engine control unit, see "Fault Diagnostics" page 40.
- Contact a workshop if necessary.

Day Running Light

Day running lights can be switched off in this menu. This means that if the day running lights have been set to the **OFF** position, the dipped beam must be turned on and off using the lights knob in the panel.

Select **ON** or **OFF** using the control lever buttons (SELECT, ESC, ▲ and ▼).

40 Menu Diagnosis

Fault Diagnostics

A list of the bus's control units is shown in the "Fault diagnostics" menu.

Switch between control units using ▲ and ▼. **SELECT** confirms choice of control unit. To abort press **ESC**.

- 1 During the time that the selected control unit is being called up, the display indicates that "Data transfer is taking place".
- 2 If the selected control unit has no faults "No faults" is displayed. Press **ESC** to return to the previous menu.
- 3 If the selected control unit does not reply within 5 seconds the following is shown "Operation failed" in the display.
 - Press **ESC** and try to do the setting one again, see point 1.
 - If it still fails, perform a diagnosis on the display and selected control unit, see "Fault Diagnostics" page 40.
 - Contact a workshop if necessary.
- 4 The following is shown if the selected control unit has a fault code:
 - Which control unit it applies to
 - Which parameter or component is faulty
 - Which type of fault it is
 - If the fault is active or inactive
 - How many times the fault has been registered since the last reset
- 5 If there are several fault codes or fault messages for the same control unit, you can scroll through the fault codes using ▲ and ▼. "Reset all" is shown last in the list. This resetting only clears the fault codes for the selected control unit.

- 6 A maximum of 20 fault codes/messages can be shown for a control unit. To see more than the first 20, one or more messages must be deleted.
- 7 Press **SELECT** to show more information on the fault code. Fault codes are shown numerically here. If the fault is inactive, among other things, the time and date when it occurred are shown.

MID: Identification of control unit

PID: Identification of parameters

PPID: Volvo unique Identification of parameters

SID: Identification of components

PSID: Volvo unique Identification of components

FMI: Identification of fault IDs To reset the fault code, hold **SELECT** depressed for 1 second.

42 Menu Diagnosis

Instrument panel cluster self test

Indicator lamps test

- 1 Select "Control lamp test, LEDs".
- 2 The control lamps light for approx. 5 seconds.
- 3 Abort the test using **ESC**.

Gauges test

Gauges test

- 1 Select "Gauge test".
- 2 Gauge function is checked through the entire of the gauge. The pointers move back and forth a couple of times between the end positions. The pointers should not show a particular value; this is only a function check.
- 3 Stop the test using **ESC**.

Display test

- 1 Select "Display test".
- 2 The whole display lights up for 3 seconds after which it blacks out for 3 seconds. After this a chequered pattern is displayed for 3 seconds. The chequered pattern is then displayed inverted for 3 seconds.
- 3 Stop the test using **ESC**.

Loudspeaker test

- 1 Select "Loudspeaker test".
- 2 The ticking sound of the direction indicators is heard from the instrument panel load speakers.
- 3 Cancel the test using **ESC**.

Part number

A list of the bus control units is shown in the menu "Part number".

- 1 Select a part using ▲ and ▼.
- 2 Confirm with **SELECT**.
- 3 Return using **ESC**.

Status test

Note: This menu is only for use by workshops.

MENU: Diagnostics, Status test

Messages on the bus data link are shown in the menu "Status test". The workshop manual shows which messages exist and how they should be interpreted.

Status test	
MID:	128
PID:	091
Data:	000

Calibration ID

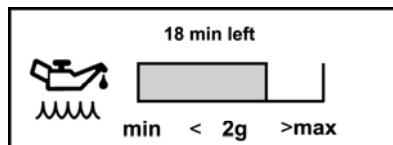
A number used to identify which software the electronic engine control unit is equipped with.

44 Menu Vehicle data

Oil level

The bus has an electronic oil level sensor.

The bar marked "min" and "max" shows the engine oil level. The figure in the centre shows how many gallons there are between min and max levels.



T0031743

The engine oil level is also shown when the key is turned to the ignition position. This is shown for 5 seconds or until the engine is started.

In order to show the correct value, the engine must have been turned off for at least 70 minutes. If the engine has not been turned off sufficiently long, the display shows how many minutes remain until a correct value can be shown.

If the oil level is below "min" a warning symbol is shown.

Note: There is no warning for low oil level while driving.

Brake linings, status

See operating instructions EBS for more information about brake lining, status.

Vehicle ID

The bus chassis id and the vehicle number that were entered into the menu are displayed here "Fleet ID (password required)" page 39.

Total data

The total values show the engine's total values to date, logged during the lifetime of the engine control unit. The values that are saved are:

- Total distance
- Total fuel used
- Total number of hours the engine has run (not shown if the bus has extra time meter TIME-C)
- Total PTO hours
- Total engine revolutions

If the transfer should fail, then "No data" is shown when data is missing.

46 Menu Data log

Trip data

There are 14 different trip data stored.

- Trip distance
- Trip fuel avg
- Trip fuel acc
- Trip over revolutions
- Uneconomical engine speed during the trip
- Fuel consumption for uneconomical engine speed for the trip
- Trip average speed
- Trip overspeed:
- Trip engine hours
- Trip idle time
- Trip idle fuel
- Trip PTO hours
- Trip PTO fuel
- Trip cruise

Switch between values using ▲ and ▼.

Return to previous menu using **ESC**. If the transfer should fail, then "No data" is shown when data is missing.

Note: In the menu "Trip data" you can find information saved since the last reset.

Reset trip data (password required)

Only accessible if correct password has been entered.

Reset all information in menu "Trip data".
Follow the instructions on the display.

Enter password

Certain functions in the display are protected by a password. There are three passwords for the display. The factory set passwords are:

Workshop Password 1	0000
Owner Password	1234
Workshop Password 2	5678

When "Workshop, password 1" is entered, it is possible to reset values (applies to a number of functions). With both the other passwords the following menus are accessible:

- Fleet limit: engine speed
- Fleet limit: speed
- Fleet limit: fuel
- Fleet ID

When the starter key has been in the stop position for more than 60 seconds or if the battery has been disconnected, the password must be entered again in order to access all functions.

It is not possible to remove the password protection for certain functions. This can only be done at a authorized Volvo workshop or Prevost service center/provider.

- 1 Set the first digit using ▲ and ▼
- 2 Step to the next digit using **SELECT**
- 3 Move back using **ESC**

Note: Change password to prevent unauthorized access to menus, see "Change password (if password is required)" page 34.

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VOLVO

Volvo Bus Corporation
Göteborg, Sweden

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Driver's Handbook

Replacement of Wheel and Air Springs

B13R

VOLVO

Foreword

This manual contains information concerning the replacement of the wheels and bellows. The information in this manual applies to vehicles built January 2009 and later. Please keep this manual in the vehicle at all times.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Volvo Trucks North America should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1 (888) 327-4236, by writing to NHTSA, U.S. Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their website at www.nhtsa.dot.gov.

Volvo Bus Corporation

Göteborg, Sweden

Order number: 88993880

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

IT IS IMPORTANT THAT THE FOLLOWING INFORMATION BE READ, UNDERSTOOD AND ALWAYS FOLLOWED.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a **black** background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to replace wheels and air springs properly

Wheel Replacement

Before Lifting the Vehicle

Make sure the bus is parked on a flat even surface that is not too soft. Turn on the hazard warning flashers. Place the warning triangle out.

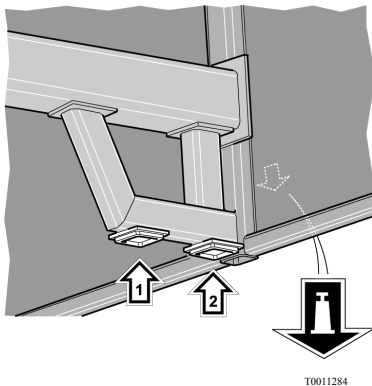
Ask the passengers to leave the bus.

Verify that the parking brake is applied.

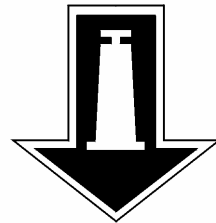
Lifting Point s

The bus has special jack lifting points.

These jack lifting points are marked with decals.



Example of lifting points.

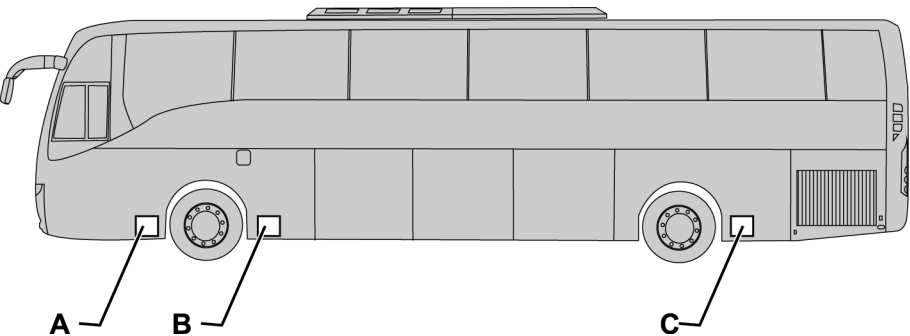


Jack lifting point decal

2 Replacement of Wheels

Lifting Point for Wheel Change

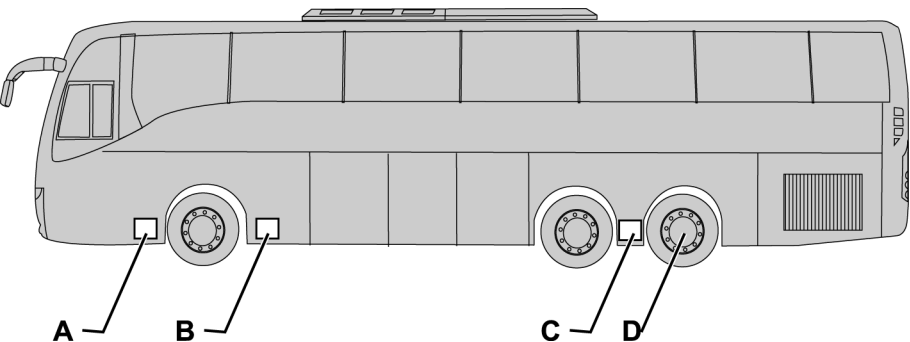
Two Axle Bus



T0015373

Bus model	Chassis	Lifting point for front axle	Lifting point for rear axle
9700	B12B,B13	B	C

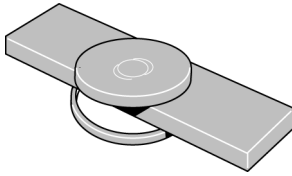
Three Axle Bus



T0015374

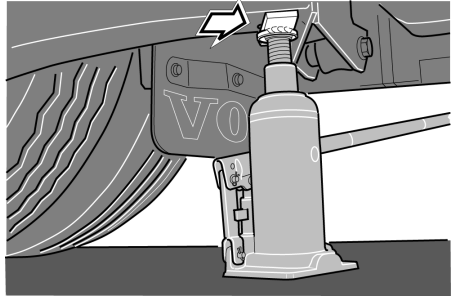
Bus model	Chassis	Lifting point for front axle	Lifting point for driving axle	Lifting point for trailing axle
9700	B12B,B13	B	C	D Lift under the axle

Lifting Point C



T0011285

Adapter for lifting air suspension beam



T0011286

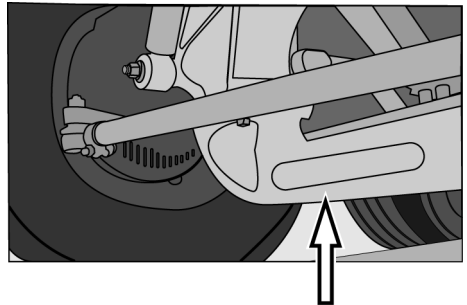
Jack with adapter at lifting point C

Lifting Point D



DANGER

Exercise the greatest care when the trailing axle is raised. Be sure to position the jack properly so that the bus does not slide off the jack. Failure to do so may result in serious personal injury or death.



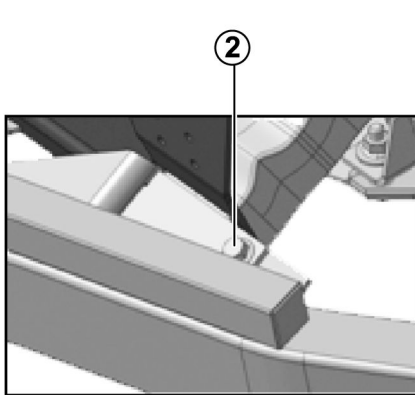
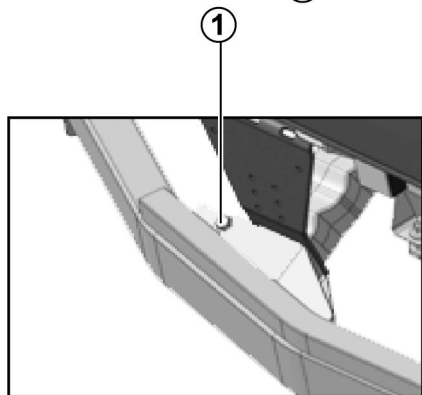
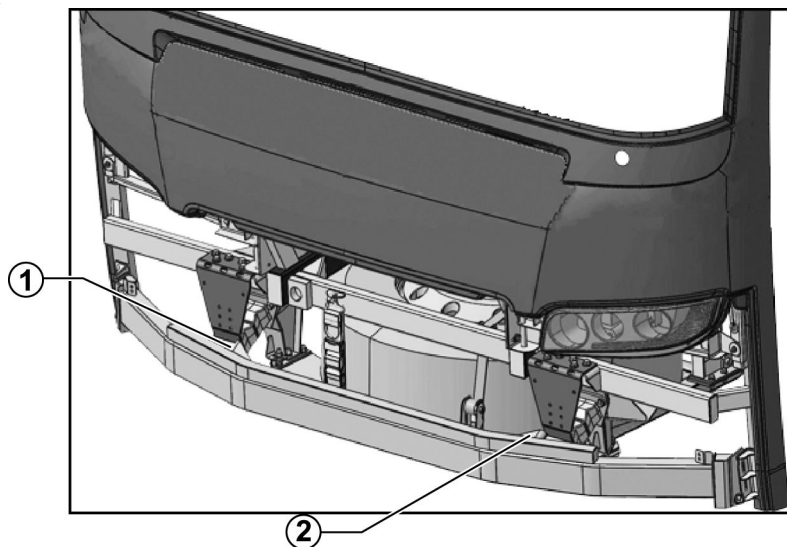
T0015389

4 Replacement of Wheels

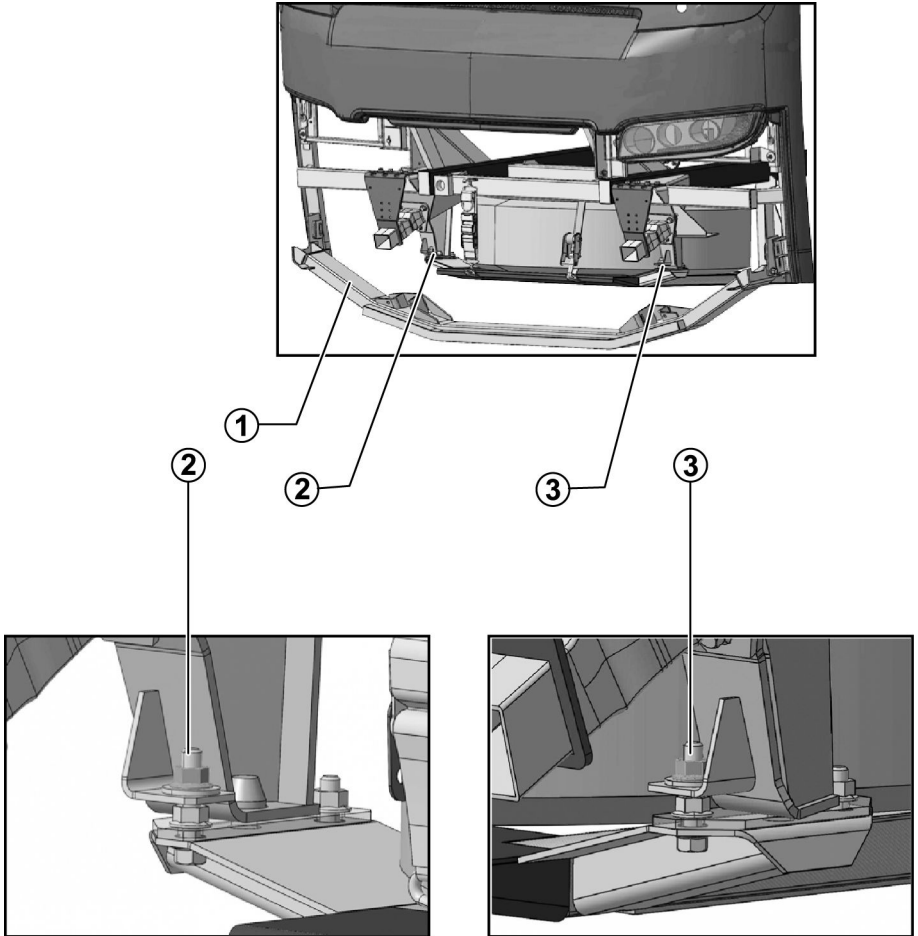
Lowering the Spare Wheel

The Volvo 9700 is equipped with a spare wheel located behind the front bumper. To remove the spare wheel, proceed as follows:

- Unscrew and remove the two support brackets (1,2) for the front under run protection brace.

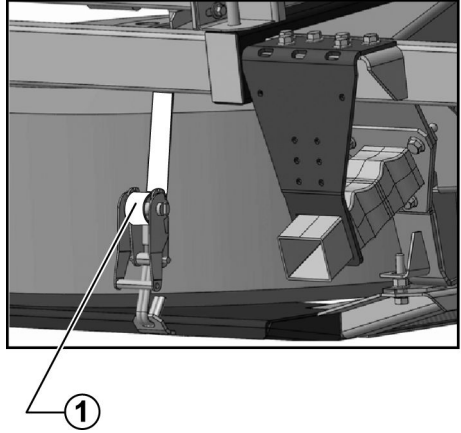


- Turn the front under run protection brace (1) downward.
- Check that the belts are tighten.
- Unscrew the security nuts (2,3)



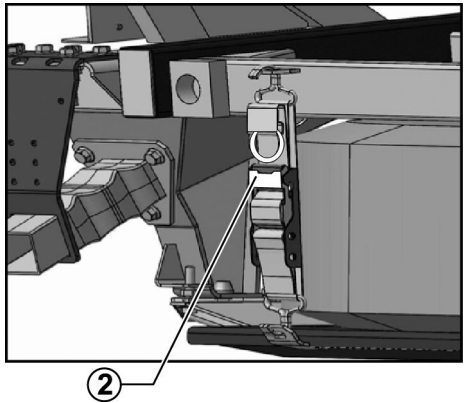
6 Replacement of Wheels

- Release and loosen the sling (1)



T0015377

- Loose sling slowly to down the spare wheel (2).



T0015378

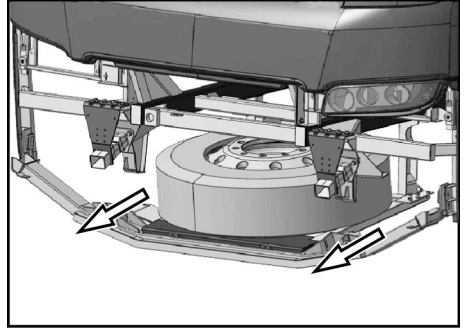


DANGER

Keep hands clear from the underside of the tire while removing it as they may get trapped between the tire and the front under run protection brace. Failure to do so may result in serious personal injury.

- Remove the spare wheel from the support frame.

Note: The sling may be used to pull out the spare wheel.



T0015379

8 Replacement of Wheels

Lifting with the Jack

DANGER

Always ensure that the bus **cannot** move. Always place stop chocks behind and in front of the wheels. Failure to do so may result in serious personal injury or death.

DANGER

Place the jack so that you do not have your arm or other body part beneath the bus when lifting is performed. Failure to do so may result in serious personal injury or death.

DANGER

Never get under a vehicle that is lifted with only a jack. Support the vehicle with jack stands or other suitable equipment if it is necessary to get under it. Failure to do so may result in serious personal injury or death.

- 1 Establish where the lifting points are. Refer to “Lifting Point for Wheel Change”, page 2.
- 2 Place the jack directly beneath the jacking point. Assure that the jack is placed on a hard even surface.

Note: For the rear wheels, the jacking point can be a fixture on the chassis or sometimes an air suspension beam. Use the adapter if the bus is to be lifted on an air suspension beam.

- 3 Loosen the wheel nuts about two turns.
- 4 Make sure that the bus cannot slide off the jack during the lift.
- 5 Lift the bus sufficiently for the wheel to leave the ground.
- 6 Remove the wheel nuts completely and then the wheel.

Install the Spare Wheel

Before Installation

Clean the hub and spare wheel. Perform a check of the wheel contact surface with dual wheels. Check that the wheel nut threads and nut thrust washers are not damaged. Grease them lightly if possible.

Single Wheel

- 1 Lift the wheel up onto the hub so that it is centered. Install two diagonally opposite wheel nuts.
- 2 Install the remainder of the wheel nuts and tighten lightly.
- 3 Lower the bus and perform the final tightening of all nuts.

Dual Wheels

Use two guide sleeves, **9996833**.

- 1 Install the guide sleeves. Lift the inner wheel onto the hub so that it is centered.
- 2 Lift up and install the outer wheel. Make sure the valve is placed on the opposite side to the inner wheel.
- 3 Remove the guide sleeves. Install two diagonally opposite wheel nuts and tighten lightly. Install the remainder of the wheel nuts and tighten them.
- 4 Lower the bus and perform the final tightening of all nuts.

10 Replacement of Wheels

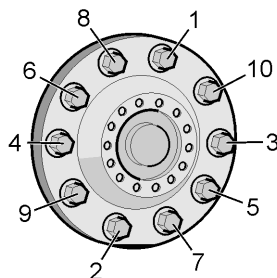
Tightening

Torque the nuts in the correct sequence, according to the tightening diagram.

Start by torquing them to **$200 \pm 8 \text{ Nm}$ ($148 \pm 6 \text{ lb-ft}$)**. After that, angle torque in sequence to **$90^\circ \pm 10^\circ$** .

Note: Re-torque the wheel nuts after about 200 km (124 mi).

Note: Check the tire pressure at the first service station along the road.



T0008985

Check Tightening at a Workshop

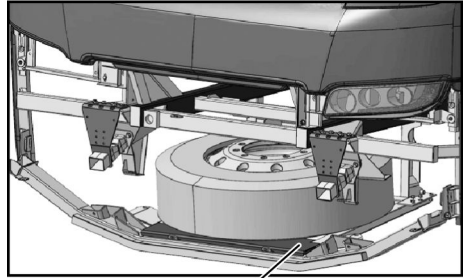
The torque check should not be less than **$670 \pm 30 \text{ Nm}$ ($494 \pm 22 \text{ lb-ft}$)** for any wheel nut.

Note: Re-torque the wheel nuts every sixth month whether the wheel has been removed or not.

Install the Spare Wheel in the Mount Position

To install the spare wheel in the mount position proceed as follows:

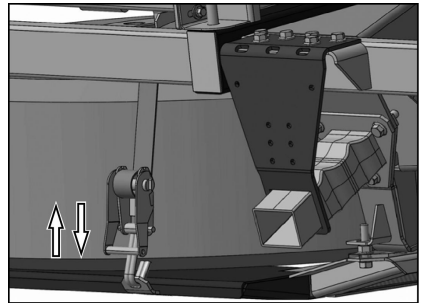
- Put the spare wheel on the support frame (1).



①

T0015380

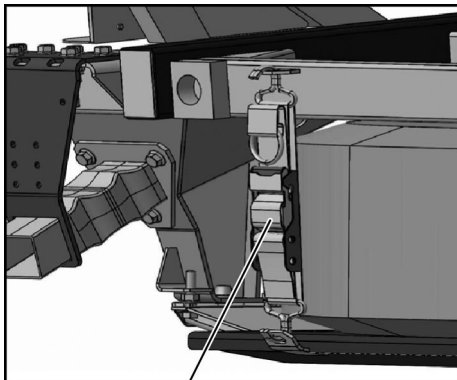
- Install the sling on the left side and use the sling mechanism to lift the spare wheel up to its raised position.



T0015381

12 Replacement of Wheels

- Install the belt on the right side and tighten the sling mechanism (1).

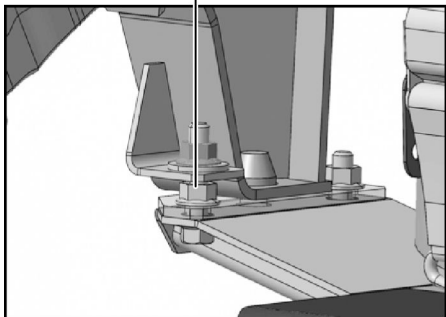


①

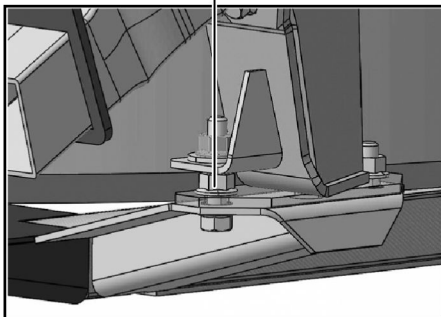
T0015382

- Install the two nuts and tighten them (2,3).

②

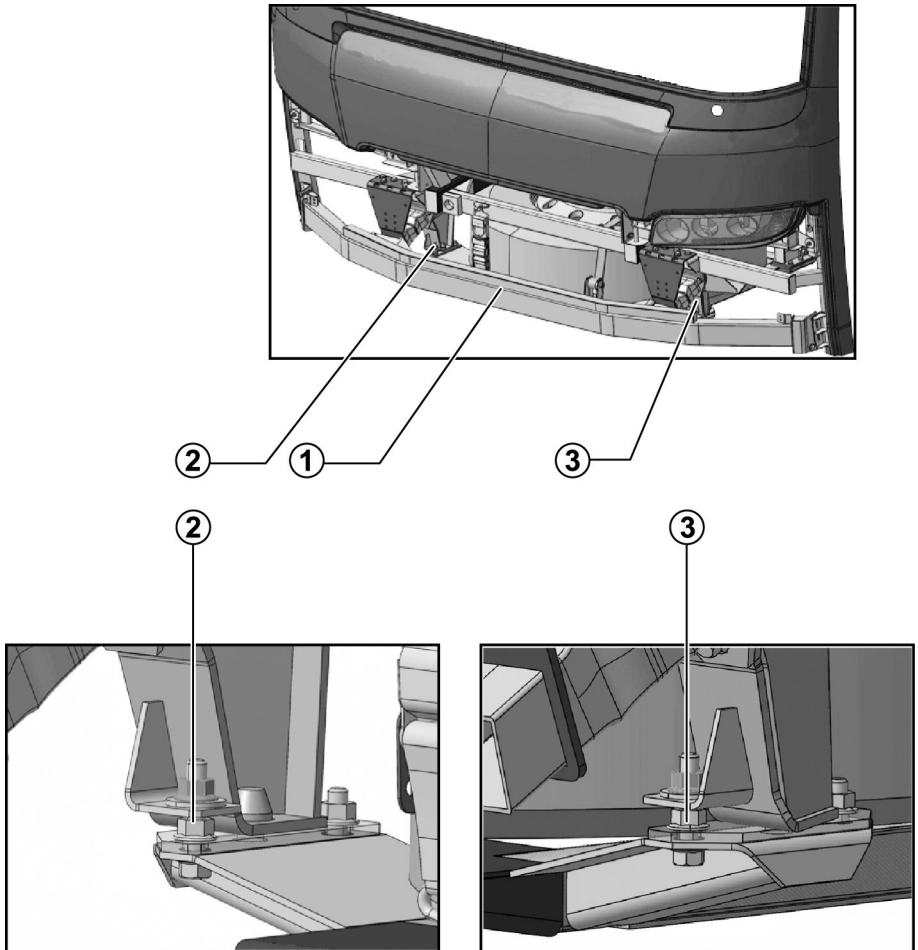


③



T0015383

- Rotate the front under run protection brace upward (1) and install the brackets with the screws (2,3).



14 Replacement of Air Springs

Air Springs Replacement

Before Lifting the Vehicle

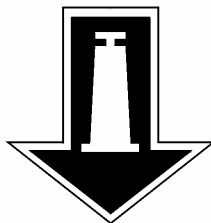
Make sure the bus is parked on a flat even surface that is not too soft. Turn on the hazard warning flashers. Place the warning triangle out.

Ask the passengers to leave the bus.

Verify that the parking brake is applied.

Lifting Point Decal

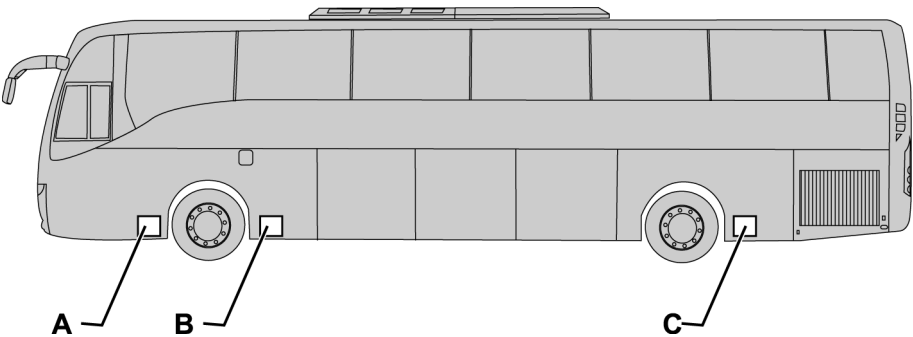
The bus has special jack lifting points. These jack lifting points are marked with decals.



T0008922

Lifting Point, Air Springs Replacement

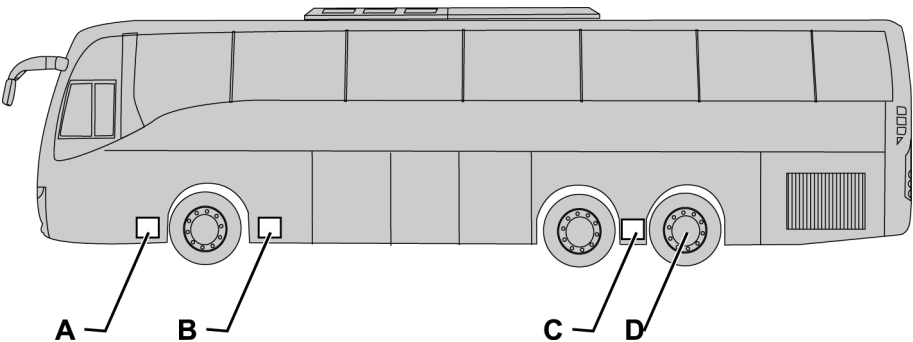
Two Axle Bus



T0015373

Bus model	Chassis	Front lifting point	Rear lifting point
9700	B12B,B13	B	C

Three-axle Bus



T0015374

Bus model	Chassis	Lifting point for front axle	Lifting point for driving axle	Lifting point for trailing axle
9700	B12B,B13	B	D	D

16 Replacement of Air Springs

Air Spring Replacement

DANGER

Always ensure that the bus **cannot** move. Always place stop chocks behind and in front of the wheels. Failure to do so may result in serious personal injury or death.

DANGER

Place the jack so that you do not have your arm or other body part beneath the bus when lifting is performed. Failure to do so may result in serious personal injury or death.

DANGER

Never get under a vehicle that is lifted with only a jack. Support the vehicle with jack stands or other suitable equipment if it is necessary to get under it. Failure to do so may result in serious personal injury or death.

- 1 Establish where the lifting points are. Refer to “Lifting Point, Air Springs Replacement”, page 15.
- 2 Place the jack directly beneath the jacking point. Assure that the jack is placed on a hard even surface.

Note: For the rear wheels: The jacking point can be a fixture on the chassis or sometimes an air suspension beam. Use the adapter if the bus is to be lifted on an air suspension beam.

- 3 Make sure that the bus cannot slide off the jack during the lift.
- 4 Lift the bus sufficiently to remove the air bellows.
- 5 Install a new air bellow and lower the bus.

Towing



CAUTION

Failure to disconnect the driveshaft, remove the drive axle shaft(s) or lift the drive wheels off the ground before towing or pushing the vehicle, can cause serious transmission damage and void the transmission warranty.

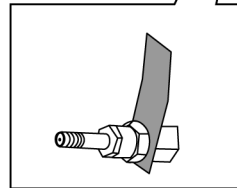
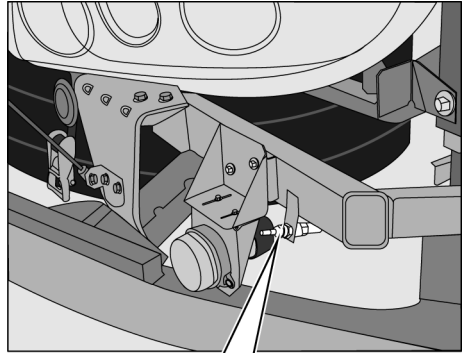


CAUTION

Do not run the engine while towing as this may result in transmission damaged.

The power steering will not function with the engine off. Keep in mind that this will make the bus steering very heavy.

If towing is over a longer distance, checks should be performed to verify the bus parking brake does not gradually become applied, due to the air pressure in the system dropping. If the bus's engine cannot be started to supply sufficient pressure to the braking circuit, pressurization from an external source can be used. Behind the front hatch there is a valve to which an external air supply can be connected. If it is not possible to arrange external air pressure, the parking brake can be disengaged mechanically. For more information refer to the vehicle "Operators Manual".



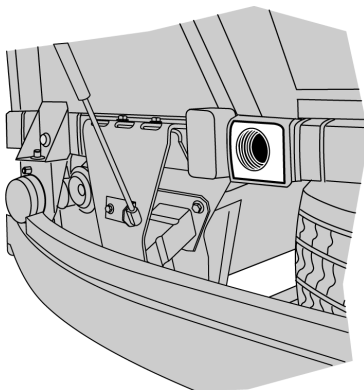
T0015390

18 Recovery and Towing

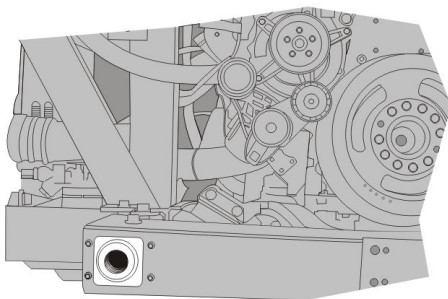
A tow bar connection should never be used for recovery (lifting), only when towing.

For more information about the connection points, refer to the vehicle “Operators Manual”.

- Use a tow bar, **NOT** a chain or rope. Install the tow bar to the correct attaching points on the vehicle.
- Ensure that the bus is attached to the towing vehicle before releasing the parking brake or removing the stop chocks from the wheels.



T8012390



T8059309

Release the Parking Brake with Air from the Bus Tires

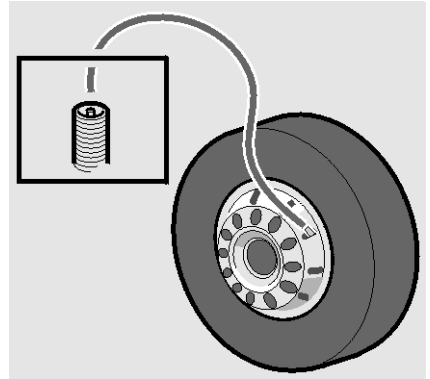


DANGER

Always ensure that the bus **cannot** move. Always place stop chocks behind and in front of the wheels. Failure to do so may result in serious personal injury or death.

Note: Instead of using the air pressure from tires, you can use an external supply of air compressed with at least 4 bars (58 psi).

- To prevent the bus from moving, chock the wheels.
- Connect the clamp end of the tire inflation hose to the valve of one of the tires.
- Move the parking brake control to the drive position.
- While pressing the other end of the tire inflation hose against the pump nipple, press in the blocking valve. Now the brake system is filled with the air from the tire. Filling can stop as soon as the air flow stops.



T0009182

20 Tire Chains

Tire chains

Some jurisdictions may require their use in certain weather conditions or during certain months of the year.

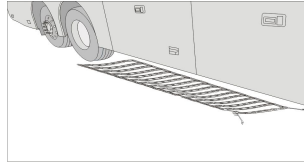
To install the tire chains please follow the instructions from the tire chains manufacturer.

Following a small procedure to install the tire chains on a bus tire, just as general explanation.

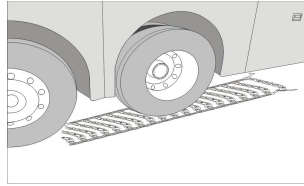
- Laid Chains in front of Drive Axle Tire
- Make sure that the chain links are spread out
- Drive forward onto 1/3 of the chain distance.
- Loop one side of the chains over the tires then loop the opposite side and link them together.

Note: Keep the chains as tight as possible in order to avoid damage to the coachwork

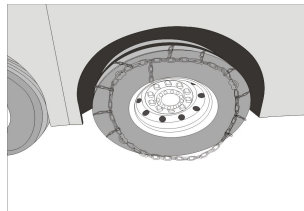
Note: Refer to laws of each State for more information related to dates an areas were the tire chains should be used, and on what axle(s) must be installed.



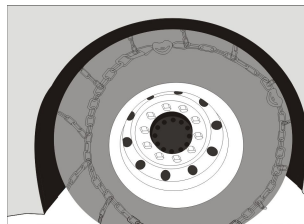
T8061480



T8061481



T8061482



T8061483

VOLVO

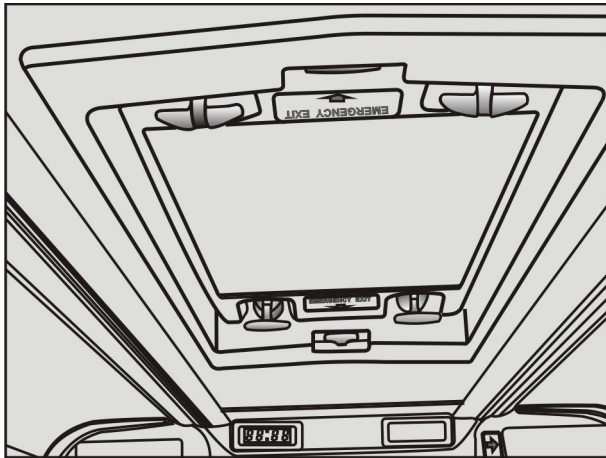
Volvo Bus Corporation

Göteborg, Sweden

Operating Instructions

Manual Roof Hatch, Operation

9700 Bus



T8061505

VOLVO

Foreword

This manual contains information concerning the operation and function of the Manual Roof Hatches mounted on the 9700 US/CAN.

Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1(888) 327-4236, by writing to NHTSA, U.S Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their web site at www.nhtsa.dot.gov.

Volvo Bus Corporation

Göteborg, Sweden

Order number: 88994761

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

It is important that the following information be read, understood and always followed.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a black background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to operate properly and take care of the manual roof hatches.

2 Manual Roof Hatches

Normal operation

Opening the hatch

When fresh air intake is required, e.g., when the Air Conditioning system is not working, it is possible to open the roof hatches from inside. To open the hatch procedure as follows:

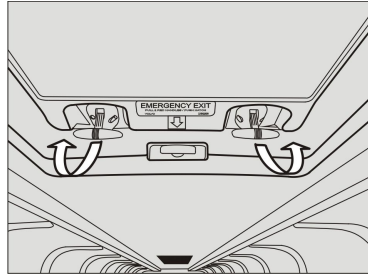
- To unlock the roof hatch pull the two black handles towards center of the hatch
- Push up the roof hatch on the side were was unlocked
- Do the same for opposite end.

Note: Do not open the roof hatch when the Air Conditioning System is working.

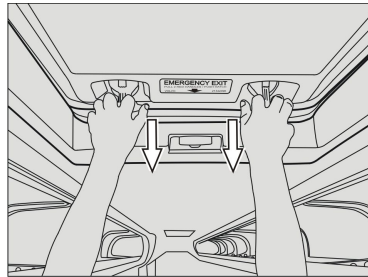
Closing the hatch.

To close the hatch proceed as follows

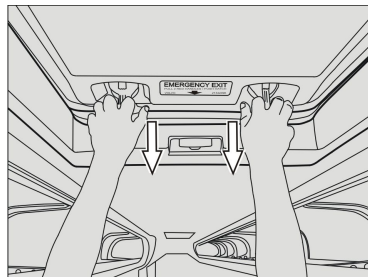
- Take the two black handles and pull down
- Pull down again the roof hatch up to red tab appears, this means that the hatch is properly closed
- Do the same for the opposite end.



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T8061507



T8061507

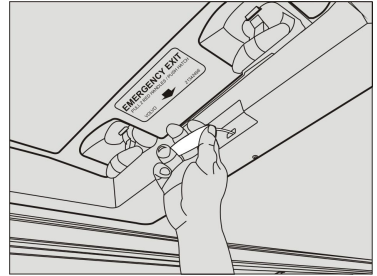
Opening the Roof Hatch for an emergency

Interior

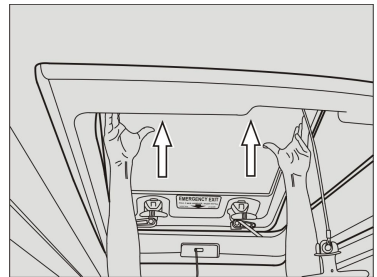
In case of an emergency, to open the hatch from the inside, perform the following steps:

- 1 Pull out the red emergency handle at both ends of the hatch.
- 2 Push out the roof hatch.

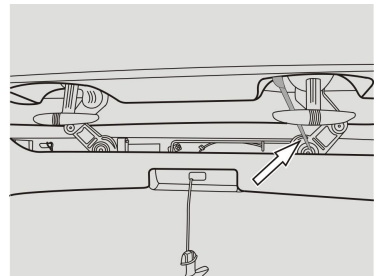
Note: When the roof hatch is opened because an emergency, a strip fixed at one end avoids that the hatch gets miss.



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TS061510



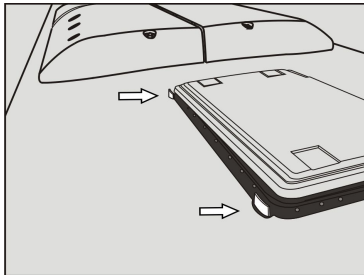
TS061511

4 Manual Roof Hatches

Exterior

In case of an emergency, to open the hatch from the outside, perform the following steps:

- 1 Pull out both red emergency handles, located at the right side of the frame of the roof hatch
- 2 Pull out the roof hatch.



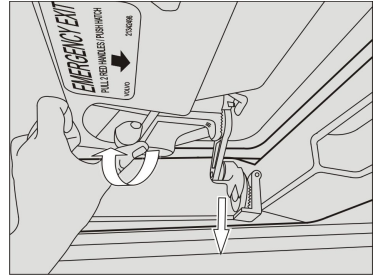
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Reassembling the Roof Hatch

To reassembly the roof hatch after it was opened for an emergency, proceed as follows:

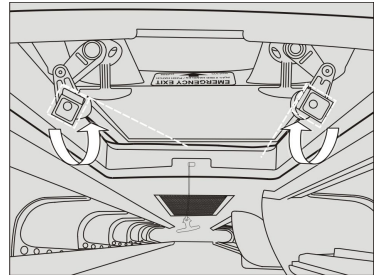
Put the roof hatch in a position were it will possible to have access to the mechanisms.

Pull up the black handle and pull down the mechanism, do it for each mechanism

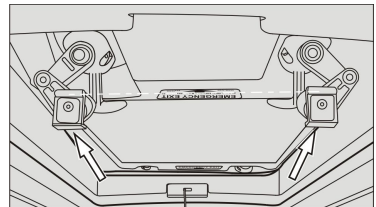


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Turn the lugs until the holes are horizontally

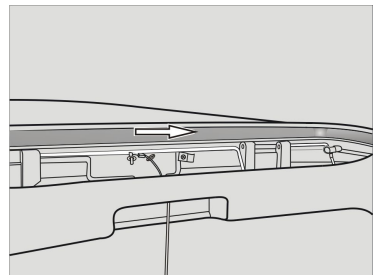


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T8061514

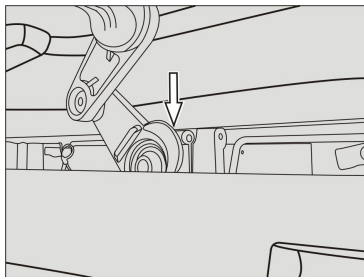
Move the rod to allow to insert the roof hatch mechanisms in their position, do it for each end



T8061515

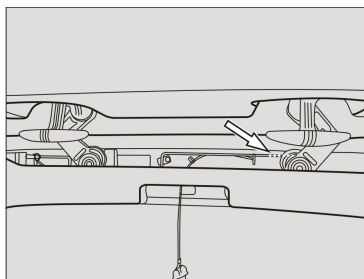
6 Manual Roof Hatches

Place the mechanism into their positions (two by each end)



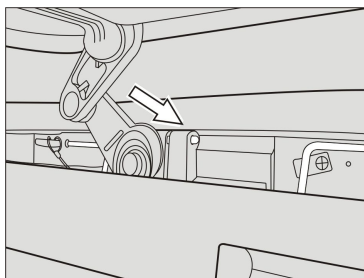
T8061516

Insert the larger end of the rod in the middle of the lug to use like a guide, do the same for the other end of the roof hatch



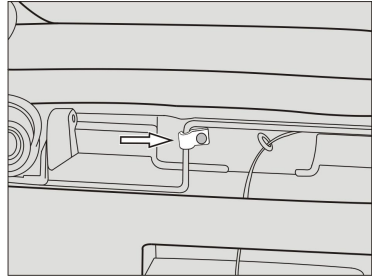
T8061517

Now, carefully insert both ends of the rod inside the holes of the frame and mechanisms



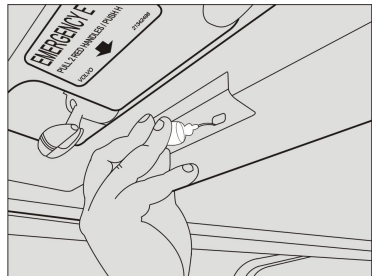
T8061568

When the rod is completely inserted in its position, secure it with the plastic bracket



T8061518

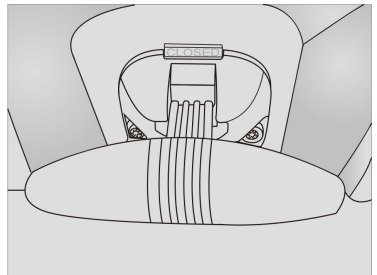
Place the emergency red handles in their original positions



T8061519

Close the hatch as the normal closing procedure

Note: Always check that the roof hatch is close properly by checking the red tabs are visible.



T8061520

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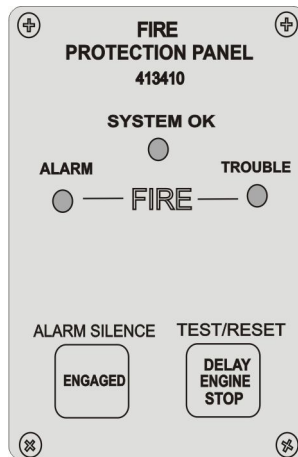
Volvo Bus Corporation

Göteborg, Sweden

Operating Instructions

Automatic Fire Supression System

9700 Bus



VOLVO

Foreword

This manual contains information concerning the operation and function of the Anti Fire Supression System mounted on the 9700 US/CAN.

Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

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Volvo Bus Corporation

Göteborg, Sweden

Order number: 88996731

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

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CAUTION

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Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to operate properly and take care of the Automatic Fire Suppression System (AFSS).

General Information

Automatic Fire Suppression System (AFSS) provides continuous monitoring of a vehicle's hazard areas. It responds to fires fueled by diesel, gasoline, oil, lubricants and other flammable liquids. If a fire is detected, the system will alert the driver with both audible and visual alarms while immediately shutting down the ventilation system to prevent smoke from entering the passenger area. A time delay allows the driver the capability to bring the vehicle to a safe stop prior to the activation of the fire extinguisher and engine shutdown. The system can also be manually activated immediately by the driver.

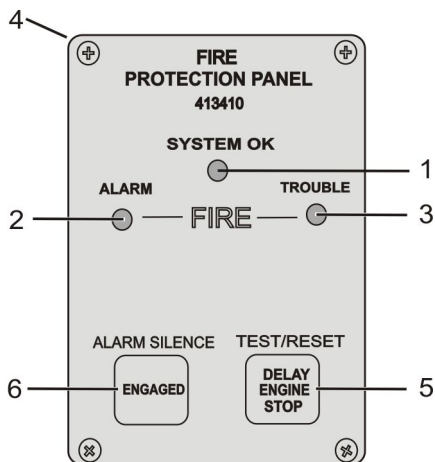
Automatic Fire Suppression System consists of three elements: Operator Controls, Detection, and Suppression.

Hazards Protected

Engine Compartment

2 System Operation

Protection Panel



T8061693

The protection panel displays the current system status. The protection panel contains:

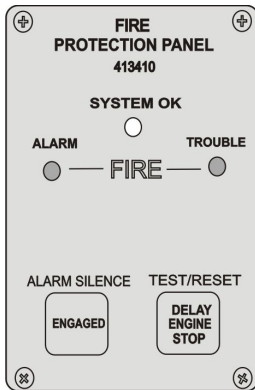
- 1 SYSTEM OK lamp
- 2 Fire ALARM lamp
- 3 TROUBLE lamp
- 4 Audio Alarm
- 5 TEST/RESET switch
- 6 ALARM SILENCE switch

Normal

The “SYSTEM OK” lamp indicates power is on the system and that there are no trouble conditions present.

Note: If battery power to the system is low, the “SYSTEM OK” lamp will blink

Depressing the “TEST/RESET” switch tests the protection panel lamps and audio alarm. The “ALARM SILENCE” switch will disable the audio alarm.



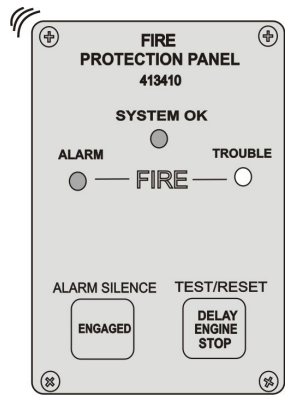
TS061694

4 System Operation

Trouble

The “TROUBLE” lamp blinks if there is a fault in the Detection Circuit due to wiring problem or sensor problem. If the fault is in the extinguisher circuitry the will illuminates solid and means that are a wiring problem or the extinguisher is discharged..

When the “TROUBLE” lamp is on, the “SYSTEM OK” lamp will be off and the audible alarm will sound intermittently.

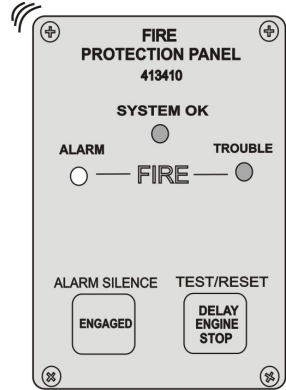


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Fire Detector Activated

When a fire detector automatically detects a fire, the audio alarm activate and the fire “ALARM” lamp illuminates solid

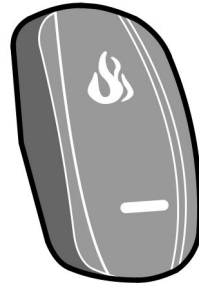
Note: If the vehicle is not safe to stop (i.e. on railtracks, in intersection) depress the DELAY ENGINE STOP button to delay 15 seconds that engine shutdowns and the extinguisher discharges; if is needed more time you need to deprees the button again and before the previous 15 seconds of delay finished.



T8061696

Delay AFSS button

If it is not possible to find quickly a safe place to stop the bus, use delay AFSS button instead of the Delay Engine Stop button (described above), then, depress the delay AFSS button to stop the activation of the system up to find a safe place to stop the bus, then press to the original position the Delay AFSS button to allow that engine stops and extinguisher discharges.



T8062854

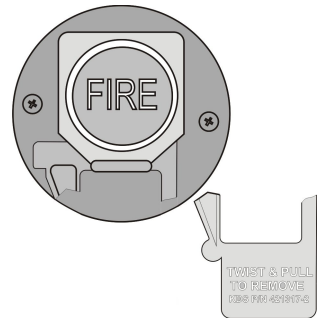
6 System Operation

Manual Activation switch

The manual activation switch allows immediate system activation (extinguisher discharge and engine shutdown) by the operator at any time.

Activation of the switch is accomplished by twisting and pulling the tamper seal to remove, lifting the cover and pressing and holding the red “FIRE” button for more than half a second.

After the manual activation switch has been activated, the fire “ALARM” lamp blinks and the audio alarm activates. The lamp will remain blinking until power is cycled to the system.



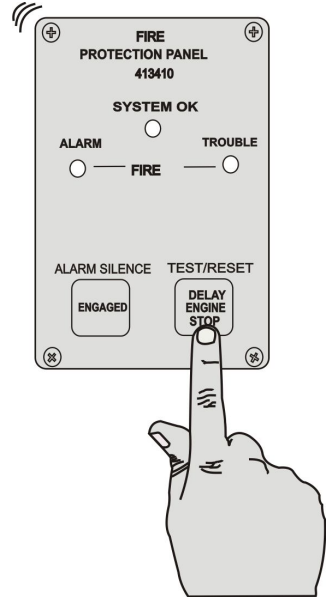
T8061697

Pre-Trip Inspection

Before starting a trip, first check the Control Panel by pressing the “TEST/RESET ”switch, and the following should occur:

- All lamps and switches should be illuminated.
- Audible Alarm should sound

As a second step, verify the tamper seal on the manual discharge switch is intact and access to the switch is unobstructed.



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VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Operating Instructions

WHEEL CHAIR LIFT

9700 Bus

VOLVO

Foreword

This manual contains information concerning the operation and function of the Wheel Chair Lifter mounted on the 9700 US/CAN.

Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

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Volvo Bus Corporation

Göteborg, Sweden

Order number: 88997239

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

It is important that the following information be read, understood and always followed.

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CAUTION

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Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

The bus Volvo 9700 US/CAN could be equipped with a Wheel Chair Lifter, intended to provide wheelchair access to the vehicle.

The mechanical linkages provide smooth movement to the platform, which has a rated load capacity of 600 pounds (273 kilograms). Five hydraulic cylinders are employed to move the lift components. Two cylinders are mounted within the scissors assembly to extend and retract the platform assembly. A third cylinder raises and lowers the inner barrier.

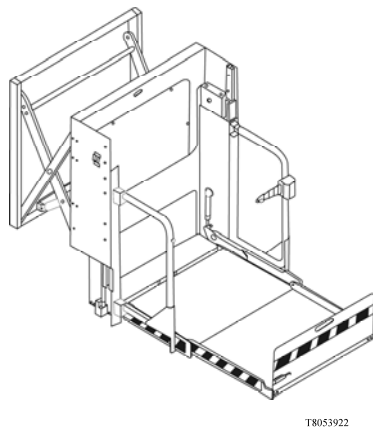
The remaining two cylinders raise and lower the platform assembly. The movement of these cylinders is multiplied by a chain lift connected between the intermediate frame (rear portion of platform assembly) and the platform itself. As the cylinders lift the intermediate frame the chain lift doubles the movement of the platform assembly.

The lift contains an electro-hydraulic pump with a built-in manual backup pump. If the lift loses electrical power, it can be raised or lowered manually. The cylinders are controlled by solenoid valves that are operated manually if there is an electrical failure.

2 Introduction

Platform movement is controlled with buttons on the hand held pendant. By using the buttons, the lift is extracted from the vehicle storage compartment and lowered to the ground level. The passenger boards the large non-skid platform and the operator uses the buttons to raise the platform to vehicle floor level. After the passengers departs, the platform is raised and retracted back into the vehicle. A similar procedure is used to exit.

This manual contains information about safety precautions, operating instructions, and maintenance. It is important to user safety that the lift operator be completely familiar with the operating instructions. Once the lift is installed, it is very important that the lift be properly maintained by following the Volvo recommended maintenance and inspection instructions.



General Safety Precautions

The following general safety precautions must be followed during operation and maintenance:

- To avoid injury, always exercise caution when operating lift and be certain that hands, feet, legs, and clothing are not in the path of product movement.
- Read and thoroughly understand the operating instructions.
- Inspect the product before each use for unsafe conditions, and unusual noises or movements. Do not use lift until any problems are corrected.
- Stand clear of doors and platform and keep others clear during operation.
- The product requires regular periodic maintenance. A thorough inspections is recommended at least once every six months. The product should be maintained at the highest level of performance.

4 Introduction

Major Lift Components

The terms used throughout are illustrated in the picture and defined in the table.

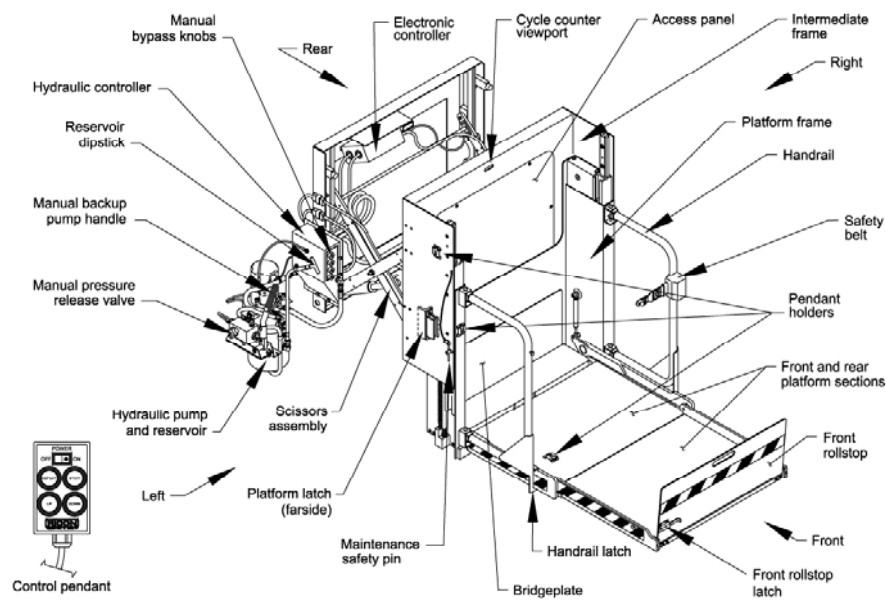
BAYLIFT TERM DEFINITIONS	
TERM	DESCRIPTION
Left, right, front, rear	Position references when installed lift is viewed from outside of vehicle.
Access panel	Provides easy access to components located behind intermediate.
Audible alarm	(not shown) Announces that something has passed through doorway threshold area and platform. Is 71” from vehicle floor level and is activated by threshold warning system (TWS). Refer to “Threshold Warning System” in chapter “Operating Instructions”.
Bridgeplate	Plate bridges gap between platform and vehicle floor when platform is at floor level. Acts as rear barrier during up and down platform motions to prevent wheelchair from rolling off of platform.
Control pendant	Hand-held device controls platform motions.
Cycle counter viewport	When platform is stowed the counter can be see here. It records number of times platform has moved from floor to ground and back to floor.
Electronic controller	Receives input signals from pendant and lift sensors and sends control signals to pump motor and hydraulic controller.
Front and rear platform sections	Lift components where wheelchair and occupant are situated during UP and DOWN platform motions. Folds and stows into platform frame.
Front rollstop	Front barrier prevents the wheelchair from inadvertently rolling off platform during platform movements.
Front rollstop latch	Manually operated latch locks front rollstop in stowed position. Rollstop is locked in upright position by dropping into slots.
Handrail	(left and right) Provides a handhold for standing passenger (standee).

Introduction 5

Handrail latch	(left and right) Manually operated latch locks handrail in outward or inward position. Push handrail downward to release latch.
Hydraulic controller	Electro-hydraulic, solenoid valve system controls distribution of hydraulic fluid to cylinders. Receives input signals from electronic controller.
Hydraulic pump and reservoir	Hydraulic pump is driven by electric motor and procedures pressure to extend and raise platform and to raise bridgeplate.
Intermediate frame	Rigid structure suspended on outer ends of scissor assembly. Platform frame is attached to front face.
Maintenance safety pin	(left and right) Maintenance item that is employed to lock platform in position on intermediate frame. Must be removed for normal operation.
Manual backup pump handle	Use to operate manual backup pump when electrical power is not available.
Manual bypass knobs	Four knobs are employed during manual operation to control distribution of hydraulic fluid to preferred lift cylinders.
Manual pressure release valve	Opening valve bleeds pressure from hydraulic system, allowing platform or bridgeplate to lower.
Pendant holders	(up to three each, depending on application) Storage clips for pendant. One clip is attached to bottom of platform.
Platform frame	Structure that platform and handrails attach to. Moves up and down on sliders fastened to intermediate frame.
Platform latch	Magnetic catch that holds folded platform sections in upright position.
Reservoir dipstick	Use to determine fluid level in reservoir.
Safety belt	Safety restraint belt that spans between handrails to confine passenger.

6 Introduction

Scissors assembly	(left and right) Telescoping components that support intermediate frame and platform, and allow horizontal movement.
Visual alarm	(not shown) Flashing red light makes it know that something has passed through doorway threshold area. Activated by threshold warning system (TWS). Refer to “Threshold Warning System”.



T8053923

Operating Instructions

The following safety precautions must be complied with when operating lift.

- Deploying the lift when vehicle is on sloped ground is hazardous. Operate lift with vehicle parked on level ground.
- Vehicle must be safely parked with parking brake set before using lift.
- Inspect lift before use. Do not use lift if an unsafe conditions exists, or unusual noises or movements are noticed, and contact a Volvo authorized service technician for repair.
- Read and comply with all warning labels affixed to wheel chair lift and vehicle.
- Wheelchair occupant should face outward on platform when entering or exiting vehicle to minimize the possibility of the large rear wheels rolling up and over the front rollstop.



T8053924



T8053925

8 Operating Instructions

- Do not load an oversize wheelchair into vehicle if it is too large to pivot freely inside vehicle.
- Do not place large equipment inside vehicle that can prevent pivoting of a wheelchair. Being able to pivot assures that a passenger can safely exit facing outward.
- Do not rely on a threshold-warning device (audible, or other) to confirm that is safe for a passenger to exit backwards. This device may be inoperative or unheard, and they might exit backwards when the platform is on the ground!
- When exiting vehicle, verify that platform is at same height as floor and front rollstop is upright and locked.



WARNING

Do not operate with a load in excess of 600 lbs (273 kgs).

- The upright front rollstop inhibits slow and unintentional rolling off the platform. It is not intended to stop a fast-moving wheelchair, which might tip forward if the small front wheels collide with the rollstop.
- Be certain wheelchair fits safely on platform; it must not extend beyond edges or interfere with rising and locking of front rollstop.
- Keep arms, legs, and clothing away from moving lift parts.
- The lift is intended for one wheelchair and occupant, or one standee. Do not overload lift.

Operating Instructions 9

- Do not stand in front of lift while deploying platform.
- Keep others clear while operating lift.
- Do not allow an untrained person to operate lift.
- Careful supervision is necessary if used near children.
- Lock wheelchair brakes when on platform (power chair users must turn off power and set brake).
- Use great care in wet conditions, because the wheelchair brakes are less effective if wheels or platform are wet.
- Never leave platform outside of vehicle. Return platform to stowed position after use.

Read and understand safety precautions.
Review them periodically and ask other operators to read them.



T8053926

10 Operating Instructions

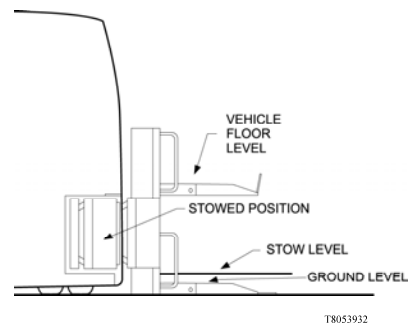
Daily Safety Check

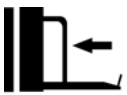
Inspect the lift before each use and check that the following conditions are met before operating:

- All functions operate properly and there are no unusual noises or movements. If problems are present, contact a Volvo authorized workshop for repair or, a Prevost service center/provider.
- Vehicle interlock is operating properly.
- No objects that may interfere with operation are present.
- General appearance and lubrication are satisfactory, and fasteners are tight.

Platform Motions

Note: The platform is an assembly comprised of the intermediate frame, platform frame, handrails, front and rear platform sections, bridgeplate, and front rollstop. Note that up and down motions operate only when platform is fully extended.



PLATFORM MOTIONS	
MOTION	DESCRIPTION
 DEPLOY T8053927	Platform moves outward from lift compartment.
 DOWN T8053928	Platform lowers towards ground level. Bridgeplate automatically rises when platform drops below floor level.
 UP T8053929	Platform rises towards vehicle floor level. Bridgeplate automatically lowers when platform arrives at floor level.
 STOW T8053930	Platform moves downwards towards stow level and then retracts into lift compartment. If platform is below stow level, it must first be raised above stow level.

12 Operating Instructions

Controls and Indicators



WARNING

The lift is allowed to operate only when the lift and vehicle interlock circuitry requirements are met. Do not attempt to operate lift with interlock bypassed.



CAUTION

The pendant must be attached to the clip located on the bottom of the platform when the platform is stowed. The pendant can be severely damaged by the lift compartment doors if left stored on either of the other clips.

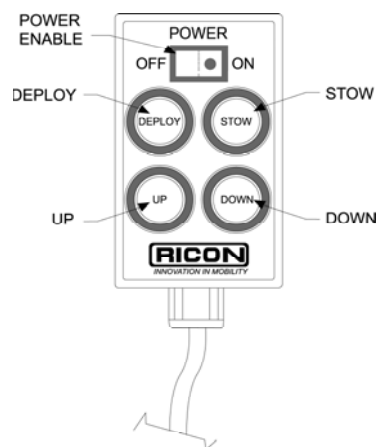
Control Pendant

The lift is operated with a hand-held, hard-wired remote-control pendant. Turn on the POWER ENABLE switch and then press an appropriate button to control each lift motion.

The POWER ENABLE switch provides power to the pendant and thereby enables the lift. When turned on, the power switch and each button illuminate.

Pressing the DEPLOY button extends the platform from the storage compartment, and pressing the STOW button retracts the platform back into the storage compartment. Pressing the DOWN button lowers the platform towards the ground, and pressing the UP button raises the platform towards the vehicle floor. A button must be held depressed until the motion is completed. Movement of the platform can be halted at any time by releasing the button.

Note: In addition to the four powered operations described above, there are several manual operations required to deploy, lower, and stow the platform. Refer to Manual Lift Operation section.



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14 Operating Instructions

Circuit Breakers

Main Circuit Breaker

The main circuit breaker is located in vehicle battery compartment and is used to interrupt electrical power to lift electrical system when a major short circuit occurs. If problems are present, contact a Volvo authorized workshop or, a Prevost service center, provider.



T8056323

Control System Circuit Breaker.

The control system circuit breaker is located on the PCB assembly, which is inside the electronic controller. The control system includes essentially all electrical components except the motor that drives the hydraulic pump

Vehicle Interlock System

The purpose of the vehicle interlock system is to prevent lift operation if it is unsafe to do so. Requirements are that the vehicle transmission be in neutral, the parking brake applied, and the passenger door be opened before power is supplied to the lift. Before the vehicle can depart, the lift must be stowed, and both the lift compartment door and passenger door must be closed.

Bridgeplate Load Sensor

A sensor switch is located in the hydraulic line connected to the bridgeplate hydraulic cylinder. When the sensor detects that an object is present on the bridgeplate it inhibits raising or lowering of the platform. This protects the passenger from possible injury when the cylinder raises the bridgeplate. It also protects the bridgeplate from damage, which could interfere later with proper operation of the lift.

16 Operating Instructions

Threshold Warning System

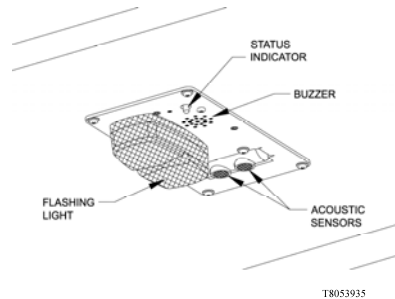
The threshold warning system is installed at the top of the doorway above the lift compartment. The module is powered on when the lift is powered, and the status indicator light then turns on. The acoustic sensors are enabled when the door is open and the lift-to-vehicle interlock system requirements are met.

Note: Installations provide a vehicle door closure signal to the module that will disable the sensors when the door is closed.

Acoustic sensors (transmitter and receiver) monitor the doorway threshold area for the presence of a passenger (or object, such as a wheelchair). If someone is detected in the threshold area when the platform is one inch, or more, below the floor an audible buzzer and flashing red light are actuated.

This system provides a margin of safety for lift passengers by warning them when the platform is below floor level. The platform must be at floor level when a passenger is boarding or exiting the platform.

Note: The buzzer and flashing light are disabled when the door is closed. In this case, the status indicator flashes when a passenger presence is detected.



Lift Cycle Counter

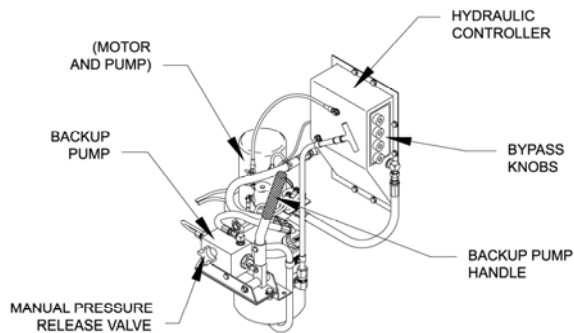
The cycle counter (located near the electronic controller) is visible through a slot at the top center of the intermediate frame, just above the access panel. The platform must be fully stowed to view the counter. The counter advances each time the platform moves through a complete cycle, which consists of the platform moving from the vehicle floor to the ground and back to the floor. The number of cycles displayed is used to schedule maintenance operations.

18 Operating Instructions

Manual Backup Pump

The manual backup pump system can operate the lift if electrical power is not functional. The controls for the system consist of a pump handle (not removable) and pressure release valve, which are used in conjunction with four bypass knobs to extend, raise, lower, and retract the platform.

The four bypass knobs shown on the front face of the hydraulic controller are connected to four solenoid valves located inside the enclosure. The open or closed position of each solenoid valve determines how fluid is distributed to the five hydraulic cylinders. The knobs provide the ability open and close the valves manually.



T8053954

Normal Lift Operation

- Before operating lift, be certain vehicle is safely parked on a level area away from traffic. Provide space for lift operation and passenger boarding.
- The lift operator must take special care to ensure that area is clear before deploying platform. Be certain there are no obstacles beneath platform.
- When parked adjacent to a curb, the vehicle must be within 26 inches of curb. Rear section of platform must overlap curb a minimum of eight inches.
- Engage the parking brake and turn on the vehicle.
- Turn on lift power switch located on dashboard.
- Open lift compartment door (lower) completely and secure.
- Pull handle located rear to release door lock, insert key in door lock and turn front to open.
- Open the upper door 90°.



T8055670

20 Operating Instructions



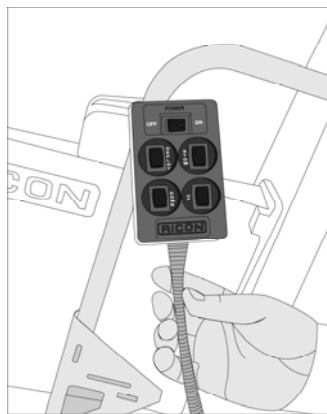
CAUTION

Before attempting to raise or lower the platform, verify the two maintenance safety pins are not inserted into intermediate frame and platform. Severe damage can occur if pins are inserted. The pins are normally stored on the side, as shown, and are for maintenance use only.

- Enable lift control pendant by turning on Power switch located on pendant.

Note: Attendant must remain near passenger to render immediate assistance when necessary.

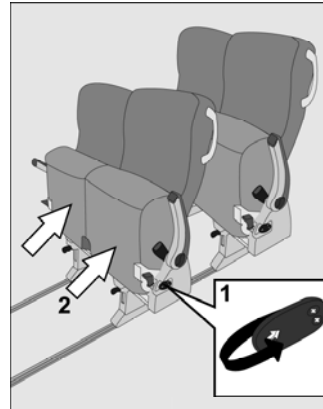
Note: A person that uses the wheelchair lift while standing (does not require mobility aid equipment) is referred to in this manual as a Standee



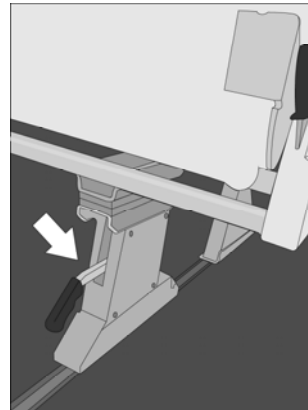
T8054862

Enter Vehicle

- Place the sliding seats in position (close to the next front seats) as follows:
 - 1 Move the seat cushion to up by pulling the lock located at side of seats.
 - 2 Release the safety locks by pulling the red levers.
 - 3 Move seats to front.
 - 4 Apply the safety locks to both seats.



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T8054869

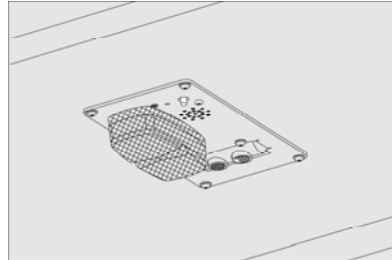
22 Operating Instructions

Note: If any person is located under the sensor or near at door when the platform are in movement, an alarm and the red light will be activated.



CAUTION

The platform does not automatically stop when being lowered onto a curb, therefore the operator must monitor the height of the platform. Do not allow platform to tilt as shown in left panel. Use the UP button to adjust the platform height, if necessary. Also, do not lower front portion of platform onto curb as shown in right panel.



T8054868

- **DEPLOY PLATFORM**

Press and hold DEPLOY button until platform is completely extended from lift compartment.

Note: Platform cannot be moved up or down unless platform is fully extended.

- Unlatch each handrail by pushing downward and then swinging outward by hand.
- Pull out on top edge of platform to release magnetic latch and lower platform sections to horizontal position; weight of platform is spring assisted.
- Unfold front platform section by grasping handle provided.
- Raise front rollstop to upright position and lock in place by allowing it to drop into the slots at rollstop pivot points.

Operating Instructions 23

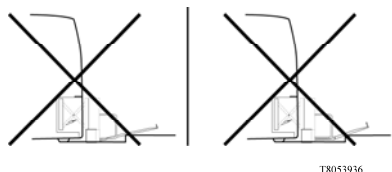
- **LOWER PLATFORM**

Press and hold DOWN button until platform contacts ground. Verify that bridgeplate is in upright position.

- Lift front rollstop out of slots and swing forward until it rests on ground.
- Carefully place wheelchair brakes. Pull safety belt from retractor on handrail and fasten to other handrail.

Note: A standee must stand near the center of the platform, facing in the direction of travel (into vehicle), and firmly grasp handrails. Do not stand on bridgeplate.

- Raise front rollstop to upright position and lock in place by allowing it to drop into the slots at rollstop pivot points.



24 Operating Instructions

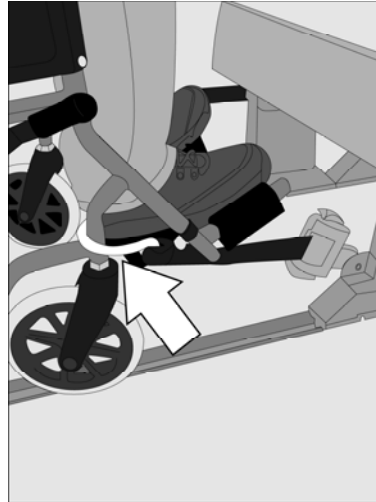
- **RAISE PLATFORM**

Press and hold UP button until platform rises and stops automatically at vehicle floor level. Verify that bridgeplate lowers to horizontal position and rests flat on vehicle floor.

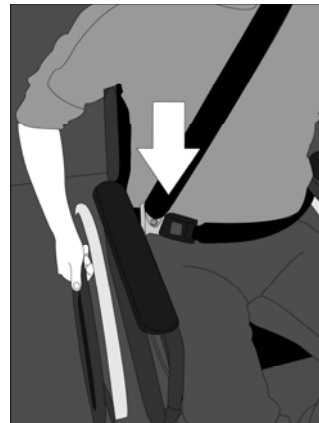
- Release wheelchair brakes, and carefully board passenger into vehicle.
- Place wheelchair in position, place brakes and secure with the hooks (located at lower zone from passenger's seats) placing at wheelchair frame.
- Always use the safety belt. Cross the belt from right side to left side and push it into the lock on the left side. After cross the upper belt and secure at lock from low belt.

Make sure an audible click is heard from the clasp in the lock and tug on the belt to verify it has locked.

Note: Lock could be stay at the aisle side.



T8055403



T8055400

Exit Vehicle

- To exit from vehicle, release:
 - 1 the safety belts
 - 2 the wheelchair from hooks
 - 3 brakes from wheelchair
- **DEPLOY PLATFORM**

Press and hold DEPLOY button until platform is completely extended from lift compartment.

Note: Platform cannot be moved up or down unless platform is fully extended.
- Unlatch each handrail by pushing downward and then swing outward by hand.
- Pull out on top edge of platform to release magnetic latch and lower platform sections to horizontal position; weight of platform is spring assisted.
- Unfold front platform section by grasping handle provided.
- Raise front rollstop to upright position and lock in place by allowing it to drop into the slots at rollstop pivot points.



CAUTION

Be certain wheelchair is safely within platform perimeter and does not interfere with operation of rollstop or bridgeplate.

- Carefully place wheelchair in center of platform, preferably facing outward (away from vehicle), and lock wheelchair brakes. Pull safety belt from retractor on handrail and fasten to other handrail.
- Note:** A standee must stand near the center of the platform, facing in the direction of travel (away from vehicle), and firmly grasp handrails. Do not stand on bridgeplate.

26 Operating Instructions

- **LOWER PLATFORM**

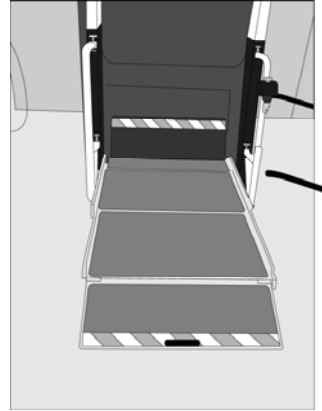
Press and hold DOWN button until platform settles at ground level. Verify that bridgeplates is in upright position before platform begins to lower.

Note: The platform does not automatically stop when being lowered onto a curb, therefore the operator must monitor the height of the platform. Do not allow platform to tilt as shown in left panel. Use the UP button to adjust the platform height, if necessary

- Lift front rollstop out of slots and swing forward until it rests on ground.
- Unfasten safety belt, release wheelchair brakes, and carefully assist passenger off platform.

Stow Platform

- Lift front rollstop out of slots and swing to rear until it rests on platform. Latch in place.
- Grasp handle on lower side of front platform section and fold section back onto rear platform section.
- Raise platform sections by hand until they engage magnetic platform latch; weight of platform is spring assisted.
- Swing handrails inward and then push downward and latch handrails into square holes in bottom edge of platform frame.
- Stow platform:
 - If platform is at floor level (or anywhere above stow level) press and hold STOW button until platform lowers to stow level and fully retracts into lift compartment.
 - If platform is at ground level (or anywhere above stow level) press and hold UP button until platform lowers to stow level and fully retracts into lift compartment.



T3054866



CAUTION

Be certain platform has retracted completely. To prevent damage to lift compartment doors, do not release button until lift pump motor has stopped automatically.

28 Operating Instructions

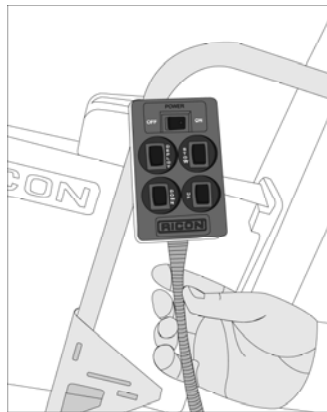
- Turn control pendant power switch off and stow pendant on clip located on bottom of platform.



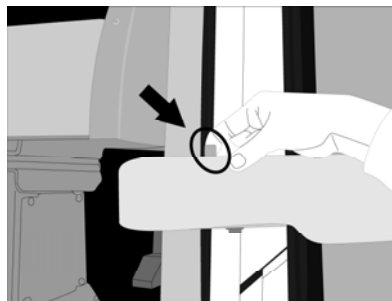
CAUTION

The pendant must be attached to the clip located on the bottom of the platform when the platform is stowed. The pendant can be severely damaged by the lift compartment doors if left stored on either of the other clips.

- Close lift compartment doors releasing the locks.
- Turn off lift power switch located on dashboard.



T8054862



T8054864

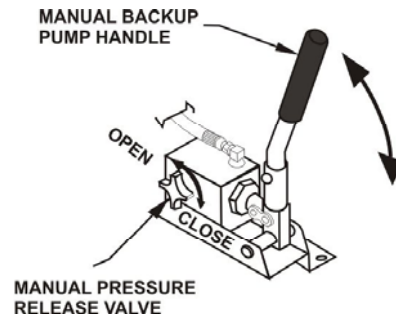
Manual Lift Operation

The lift can be operated manually if lift electrical power is not functioning. Its recommend that manual operation be used only to exit from bus, not to enter bus.

Preparation:

- Be certain bus is on a level area and away from traffic. Allow space for platform movement plus space to exit from platform.
- The driver must summon assistance to move bus to a safe area if a break down situation exists where vehicle cannot be moved under its own power.
- Open storage compartment doors.
- The threshold warning system is not active during manual operation and cannot be used to indicate that the platform is at floor height.

The manual backup pump handle and manual pressure release valve are both referred to frequently in the following procedures. Moving its handle back and forth operates the backup pump. The release valve is closed by rotating it clockwise and opened by rotating it counterclockwise. The valve must be kept closed during normal operation.



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30 Operating Instructions



CAUTION

Open the pressure relief valve slowly and only far enough to result in a slow and steady movement of the platform. Avoid opening valve quickly because this will result in sudden and considerable platform movement.

The four bypass knobs shown are also referred to frequently in the following procedures. Push the destination knob inward and rotate to the setting directed in the procedure. Each knob must be in the normal position during normal operation.



CAUTION

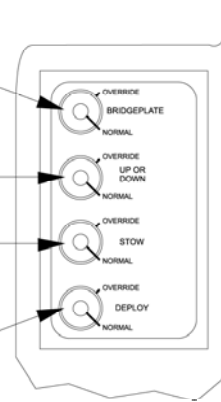
Follow the procedure carefully. Do not open more than one valve at time.

BRIDGEPLATE

UP OR DOWN

STOW

DEPLOY



T8053937

1 DEPLOY PLATFORM

- Verify that pressure release valve is closed.
- Rotate DEPLOY knob to override position.
- Operate hand pump until platform assembly is fully extended from lift compartment.
- Rotate DEPLOY knob to normal position.
- Swing both handrails outward by hand.
- Pull out on top edge of platform to release magnetic latch and lower platform sections to horizontal position; weight of platform is spring assisted.
- Unfold front platform section by grasping handle provided.
- Raise front rollstop to upright position and lock in place by allowing it to drop into the slots at rollstop pivot points.

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2 RAISE PLATFORM

- Verify that pressure release valve is closed.
- Rotate the UP or DOWN knob to override position.
- Operate hand pump until platform rises to vehicle floor height.
- Rotate the UP or DOWN knob to normal position.
- Rotate BRIDGEPLATE knob to override position.
- Open pressure release valve and allow bridgeplate to lower to floor. Close valve.
- Rotate BRIDGEPLATE knob to normal position.
- Load passenger by carefully placing wheelchair in center of platform, preferably facing outward (away from vehicle), and lock wheelchair brakes. Pull safety belt from retractor on handrail and fasten to other handrail.

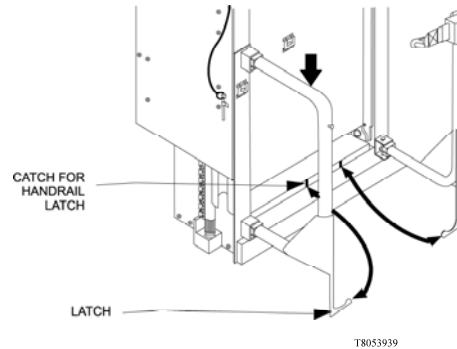
3 LOWER PLATFORM

- Verify that pressure release valve is closed.
- Rotate BRIDGEPLATE knob to override position.
- Operate hand pump until bridgeplate is in upright position.
- Rotate BRIDGEPLATE knob to normal position.
- Rotate UP or DOWN knob to override position.
- Open pressure release valve and allow platform to lower to ground level. Close valve.
- Rotate UP or DOWN knob to normal position.
- Unlock front rollstop and swing forward until it rests on ground.
- Unfasten safety belt, release wheelchair brakes, and carefully assist passenger off platform.

34 Operating Instructions

4 STOW PLATFORM

- Verify that pressure release valve is closed.
- Rotate the UP or DOWN knob to override position.
- Operate hand pump until top edge of platform frame is at same height as top edge of intermediate frame (stow level).
- Rotate the UP or DOWN knob to normal position.
- Lift front rollstop and swing to rear until it rests on platform. Latch in place.
- Grasp handle on lower side of front platform section and fold section back onto rear platform section.
- Raise platform sections by hand until they engage magnetic platform latch; weight of platform is spring assisted.
- Swing handrails inward and then push downward and latch handrails into square holes in bottom edge of platform frame.
- Rotate STOW knob to override position.
- Operate hand pump until platform assembly is fully retracted into lift compartment.
- Rotate STOW knob to normal position.



Cleaning

Regular cleaning with mild soap (i.e. liquid hand soap or car wash liquid) and drying thoroughly will protect the lifts painted surfaces. Cleaning is especially important in areas where roads are salted in winter. Make sure that lift pivot points are clean and dry prior to lubrication.

Maintenance Schedule

Refer to cycle counter located on rear side of hydraulic power unit. Under normal operating conditions, maintenance inspections are required at the frequencies listed in table. Ten cycles is considered a typical number of cycles for one days use.

36 Maintenance

MAINTENANCE SCHEDULE	
SERVICE POINT	ACTION TO PERFORM
10 CYCLES	
Overall condition	Listen for abnormal noises as lift operates (i.e. grinding or binding noises.)
Control Pendant	• Verify that control pendant is undamaged and cable connector is tight. • Verify that switch and buttons are illuminated.
Threshold warning system (TWS)	Verify that system reliably detects objects in doorway threshold area, when enabled, and actuates the visual and audible alarms.
Bridgeplate load sensor	Verify that sensor inhibits upward and downward movement of platform when a weight is present on the lowered bridgeplate.
150 CYCLES	
Electrical wiring	Inspect electrical wiring for frayed wires, loose connectors, etc.
Vehicle interlock	Place vehicle in non-interlock mode and verify that lift does not operate.
Decals	Verify that lift decals are properly affixed, clearly visible, and legible. Replace, if necessary.
Handrails	Verify that handrail fasteners are properly tightened, and that handrails can be latched securely in position.
Lift mounting points	• Verify that the vehicle mounting and support points are undamaged. • Verify that mounting bolts are sufficiently tight and free of corrosion.
	 CAUTION Check and add fluid when platform is at ground level. Fluid that is added when platform is raised will overflow when platform is lowered.

Maintenance 37

Main lifting pivots	Verify that pins on scissor arms are properly installed, free from damage, and locked in position.
Platform pivot points	Verify that platform moves freely, without binding, and does not wobble.
Bridgeplate	• Verify that bridgeplate operates without binding during lift functions. • Verify that bridgeplate deploys fully when platform stops at floor level. • Verify bridgeplate rests flat against vehicle floor.
Front rollstop	Verify that rollstop pivots freely and can be latched securely in position.
Hydraulic power unit	• Verify that pump hydraulic fluid level is at FULL mark when platform is at ground level. Add Pentosin G002000 fluid. • Verify there are no hydraulic fluid leaks. • Verify that manual backup pump operates properly.
Cleaning and lubrication	1 Clean lift with mild soap and water wipe dry. Prevent rust by coating all surfaces with a light oil. Remove excess oil. 2 Spray penetrating oil (Curtisol Red Grease 88167 or WD-40) . Remove excess grease from surrounding areas.
3600 CYCLES	
Hydraulic cylinders, hoses, and fittings	• Check hydraulic cylinders for evidence of leaks. • Inspect hydraulic hoses for damage. • Verify that all fittings are tight.

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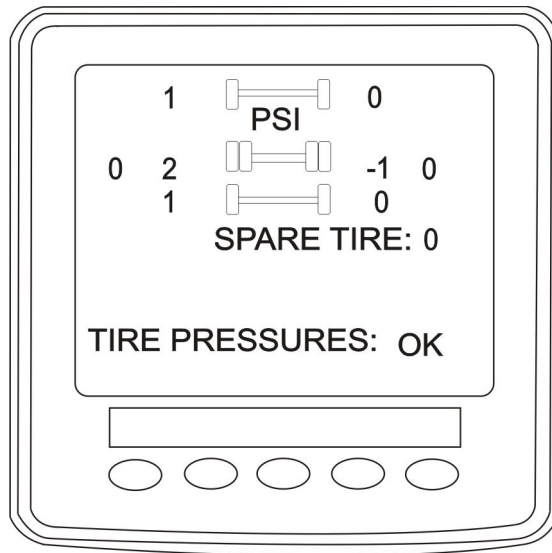
Volvo Bus Corporation
Göteborg, Sweden

88997239 English 25.02.10

Operating Instructions

Tire Pressure Monitoring System

9700 Bus



VOLVO

Foreword

This manual contains information concerning the operation and function of the Tire Pressure Monitoring System mounted on the 9700 US/CAN.

Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle. However, key components addressed in this document are represented as accurately as possible.

The National Highway Traffic Safety Administration (NHTSA) and Prevost should be informed immediately if you believe that the vehicle has a defect that could cause a crash, injury or death.

Contact NHTSA by calling the Auto Safety Hotline at 1(888) 327-4236, by writing to NHTSA, U.S Department of Transportation, Washington, DC 20590, by TTY at 1 (800) 424-9153, or visit their web site at www.nhtsa.dot.gov.

Volvo Bus Corporation

Göteborg, Sweden

Order number: 88998506

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Safety Information

IMPORTANT: Before driving this vehicle, be certain that you have read and that you fully understand each and every step of the driving and handling information in this manual. Be certain that you fully understand and follow all safety warnings.

It is important that the following information be read, understood and always followed.

The following types of advisories are used throughout this manual:



DANGER

Danger indicates an unsafe practice that could result in serious personal injury or death. A danger advisory banner is in **white** type on a black background with a **black** border.



WARNING

Warning indicates an unsafe practice that could result in personal injury. A warning advisory banner is in **black** type on a **gray** background with a **black** border.



CAUTION

Caution indicates an unsafe practice that could result in damage to the product. A caution advisory is in **black** type on a **white** background with a **black** border.

Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to operate properly and take care of the Tire Pressure Monitoring System (TPMS).

General Information

Tire Pressure Monitoring System (TPMS) is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure or temperature irregularities are detected.

Note: It is the responsibility of the driver to react promptly and with discretion to alerts and warnings. Abnormal tire inflation pressures should be corrected at the earliest opportunity.

2 System Operation

TPMS Display

The TPMS display knows where the sensors are located. It receives the raw temperature and pressure readings from the TPMS receiver, it reads several signals from the vehicle and does the calculation required to generate the various screens.

When no readings have been received for a tire location or when the received data correspond to a parameter range defined as unavailable, then the reading is considered as not available and appears as two dash lines “ — ”

The TPMS display is initially configured for current bus 9700.

The TPMS display is also configured with several other parameters, including threshold levels for the alarms.

The TPMS display power supply turns OFF when the ignition key is switched OFF.

Operation

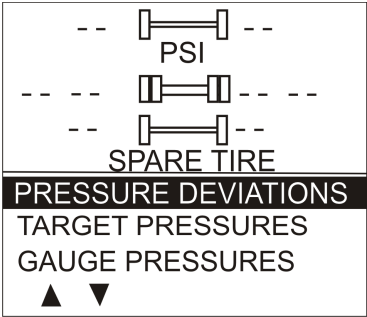
The system will monitor all vehicle tires plus the spare tire when a spare is supplied. And is configured for 8 tires total: two tires in front axle, 4 tires on drive axle and 2 tires on tag axle

Start-up

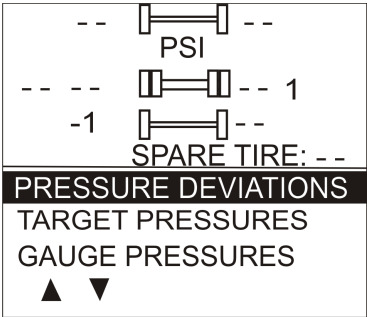
When turning the ignition switch to ON, two screen appears on the TPMS Display. Dash lines are displayed meaning that no pressure data have been received by the display..

As illustrated, the pressure readings will appear replacing the dash lines as the TPMS display starts to receive pressure data from the TPMS receiver. It can take 1 minute to get all pressure readings updated since the sensors transmit at a one minute interval.

The user can flip through the menus.



TS061960



TS061961

4 System Operation

Pre-Trip Check

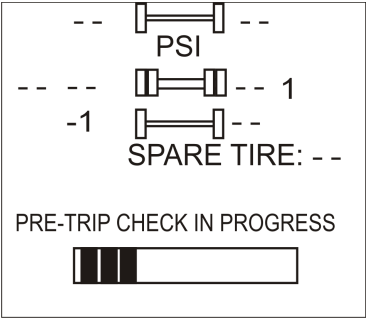
When one of the preconditions defined to start the pre-trip check is met, the TPM display enters into a pre-trip check routine and the screen shown below appears. The preconditions to initiate the pre-trip are: Park brake removed Or No activity on the display menu keys for a defined time (Key pressed timeout).

After a pretrip, the display is in a “drive” mode with bottom menu replaced by the alarm status. The display remains in this mode until one of the following occurs: A menu key is touched while the park brake is applied, or the park brake does a transition from released to park brake applied.

During the pre-trip check, the pressure readings for the different wheels become all available.

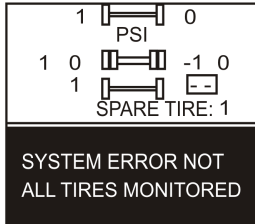
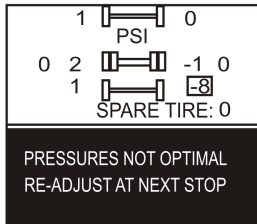
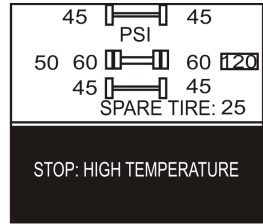
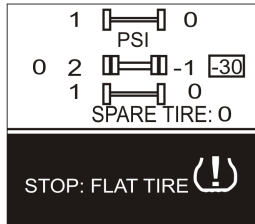
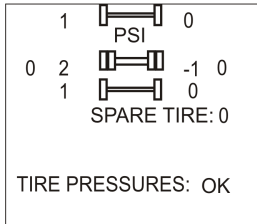
The pre-trip check ends, either when: the pressure readings have been received for all running wheels or the pre-trip check maximum time has elapsed. It was selected to provide sufficient time for all wheel sensors to wake-up and send a first reading.

The pre-trip check is aborted and the bottom menu reappears if the park brake was active and the user press one of the menu keys.



TS061962

Upon completion of the pre-trip check, the TPMS display will come up with one of the following screens:



T8061963

A rectangle around each pressure/temperature reading of the tires that have an issue is blinking to draw the attention to the defective tires.

In the case of multiple errors at the same time, the highest priority error is displayed at the bottom. "Flat Tire" has the highest priority followed by "High Temperature", "Not all tires monitored" and "Tire pressure not Optimal".

DANGER

Continuing to operate the bus with a flat tire or a tire with excessively high temperatures may result in a blowout or tire fire. This could result in loss of vehicle control, vehicle crash and serious personal injury or death.

6 System Operation

To get the driver's attention to the alarms, the bottom section of the screen where the alarm message appears will blink to reverse contrast at the following rate: 0.5 sec normal contrast, 0.5 sec reverse contrast. Pressing any key will acknowledge the alarms that are considered as non critical and stop the blinking of these alarms message for the remaining of the trip. The non critical alarms are: "Pressure not optimal" and "Not all tires monitored". The "flat tires" and "high temperature" alarms are critical and will keep blinking even when a key is pressed. If a different alarm occurs, blinking will start again. The blinking rectangle around the pressure/temperature readings is not impacted by the acknowledgement and keeps blinking until the error condition disappears.

The spare tire does not contribute to alarms and so never blinks.

On the road, the TPMS display shows one of the 5 previous screens.

In the event of a temperature alarm, the display switches automatically to temperature readings.

The driver can also press any of the menu keys to momentarily switch the display to temperature readings. In this case, the temperature reading appears for 15 seconds and the display returns to pressure.

The switching to temperature by pressing a key does not take place if there is an acknowledgeable alarm active, since in this case pressing the key does acknowledge the alarm.

The switching to temperature does not take place either if there is an alarm of Temperature or Flat Tire.

The switching to temperature works when the bottom message indicates either: Tire Pressure OK, Pressure Not Optimal non flashing or not all tires monitored non flashing. When the switch is done to temperature readings, the bottom portion of the screen is not affected and still shows the status message.

Note: High temperature is not likely to occur during the pre-trip.

The pressure and temperature readings are continuously updated with the displayed readings of the wheel having issues blinking. The bottom line message is automatically updated to the highest priority alarm prevailing. There is a hysteresis on the alarm levels to assure that the error conditions do not flicker ON and OFF.

On the occurrence of an alarm, a beep will sound. The alarm beep could be turned OFF in the alarm settings menu.

Spare tire

The spare tire is monitored but it is not taken into account when setting the bottom alarm messages. This is to prevent unnecessary alarms that would otherwise occur, if for example, the spare tire is removed from a vehicle.

The user will have the possibility to check the pressure of the spare tire by accessing the TPMS display menu. For vehicles that have no spare tires, the title “spare tire:“ will still appear on the screens but the pressure will remain with two dash lines at all time.

After the manual activation switch has been activated, the fire “ALARM” lamp blinks and the audio alarm activates. The lamp will remain blinking until power is cycled to the system. until power has been cycled to the system.

8 System Operation

Post Trip Operation

When parking the vehicle (park brake applied), the TPMS display keep the drive mode display active. The driver can press any keys to get the bottom lines showing the status information replaced with the menus.

The pressure readings are still displayed and updated as new readings are received and the readings are blinking if not within the optimum pressure range.

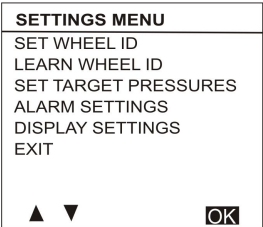
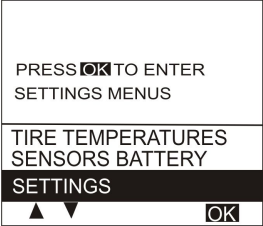
From this point the user can scroll through the menus to get more detailed information and inflate/deflate the tires to bring them back to their optimum target pressures. Scrolling through these menus is also available prior to departure.

1 PSI 0 0 2 -1 0 1 0 SPARE TIRE: 0 PRESSURE DEVIATIONS TARGET PRESSURES GAUGE PRESSURES ▲ ▼	120 PSI 122 105 100 103 100 102 101 SPARE TIRE: 100 TARGET PRESSURES GAUGE PRESSURES TIRE TEMPERATURE ▲ ▼	80 % 75 30 95 100 95 85 98 SPARE TIRE: 80 TIRE TEMPERATURE SENSORS BATTERY ANTENNA STATUS ▲ ▼
120 PSI 120 100 100 100 100 100 100 SPARE TIRE: -- PRESSURE DEVIATIONS TARGET PRESSURES GAUGE PRESSURES ▲ ▼	75 °C 80 50 60 70 50 102 65 SPARE TIRE: 25 GAUGE PRESSURES TIRE TEMPERATURE SENSORS BATTERY ▲ ▼	FRONT: OK REAR L: OPEN CIRCUIT REAR R: SHORT TO GND VOLTAGE SUPPLY: NOT OK SENSORS BATTERY ANTENNA STATUS SETTINGS ▲ ▼

The display remains in this mode with the menus appearing at the bottom until the pre-trip check sequence starts again.

Scrolling down below the Battery life menu will show the Settings menu. Highlighting the Settings and pressing OK allows entering the settings menu.

Highlighting the Exit menu and pressing OK exits the settings and come back to the pressure display mode.



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VOLVO

Volvo Bus Corporation

Göteborg, Sweden

Operating Instructions

Operating Instructions I-shift



T4033051

VOLVO

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Note: Note indicates a procedure, practice, or condition that must be followed in order for the vehicle or component to function in the manner intended.

Introduction

This booklet is intended to help the driver about how to operate properly and take care of the I-Shift transmission.

I-shift, general

I-shift is an automatic transmission with 12 forward gears and 4 reverse gears. The clutch and gear shifting are operated fully automatically so that the driver can concentrate on the traffic. The gear selector, located on the driver's seat, can be tilted horizontally to the seat cushion. Tilting the selector will make it easier for the driver to move around in the cab.

I-shift is delivered with two different software packages. As some functions are optional, not everything in this document is applicable to your transmission.

2 Instruments and controls

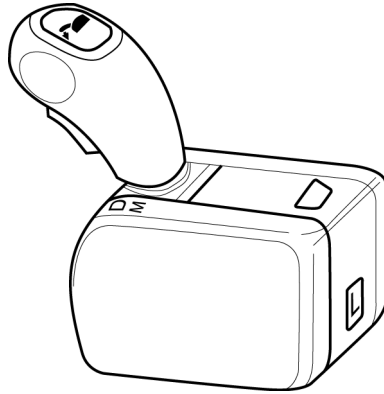
Gear selector

The gear selector permanently attached to the seat and the gear lever can be tilted to give the driver room to move with the lever out of the way.

There are two types of gear selector:

Standard

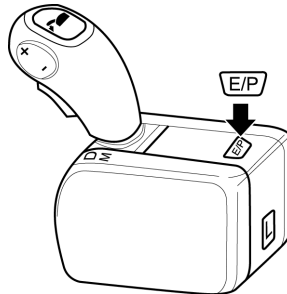
- 4 positions, R-N-D-M
- M= locks the current gear
- without +/- button
- without economy/performance button (E/P)



T4033019

Professional

- 4 positions R-N-D-M
- M= manual gear changing
- with +/- button
- with economy/performance button (E/P)



T4033024

Continued descriptions in this instruction are based on “Gear selector Professional”. All information is also relevant for “Gear selector Standard” except that describing +/- and E/P buttons.

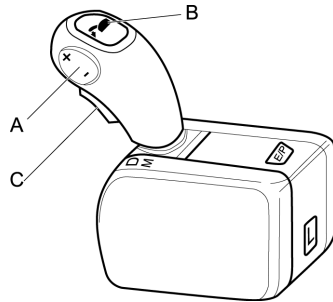
Gear selector

On the side of the gear lever facing the driver's seat, there is a +/- button (A) with spring-loaded up and down positions and a neutral position in the middle. On the top is a button (B) that is used to tilt the gear selector to horizontal position. On the front, there is also a gear selector lock (C) to prevent inadvertent engagement of a gear. The lock must be pressed in for the following gear shifts:

- from N to R.
- from N to any one of the forward gears.

The lock does not need to be pressed when the gear selector is moved from D to M.

The gear selector can always be moved to N without having to press a button.



T4033021

4 Instruments and controls

Gear selector positions

The gear selector is used to choose between four different driving programs.

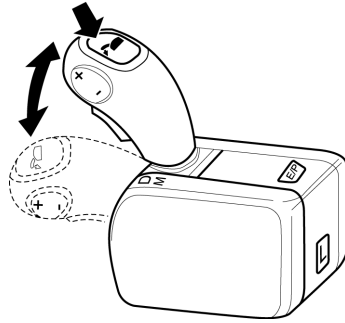
- R Reverse. The bus must be stationary when selecting R.
- N Neutral position. No gear engaged.
- D Automatic program. The gearbox itself selects the gear with respect to load, slope, speed and accelerator position.
- M Manual program. Changing up and down is done with the +/- button on the gear lever.
- F Tilted.

Tilting the gear selector

The gear lever is tiltable to horizontal position so that it is out of the way and allows the driver to move around in the driver area.

To tilt the selector:

- Make sure the selector is in neutral position N.
- Press in the button on top of the gear selector and tilt the selector forwards, past the reverse position R, to horizontal position.



T4033022

To raise the selector for driving:

- Move the selector up, past the reverse position R, until it locks in neutral N.

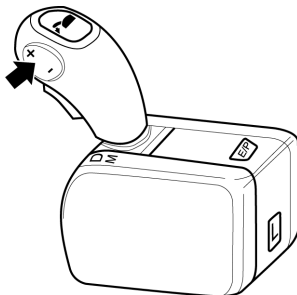
6 Instruments and controls

Buttons

Changing up/down

The +/- button is used to:

- change up or down one step at a time when in manual mode
- adjustment of gears in automatic mode
- to select reverse, see “Reverse gears” page 21
- choice of start gear in automatic mode

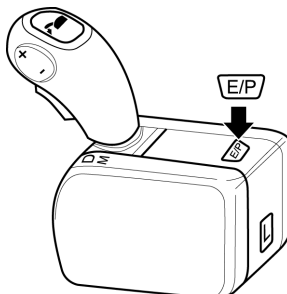


T4033023

Economy/Power (E/P)

There is an economy/power button (E/P) on top of the gear selector. This is used to:

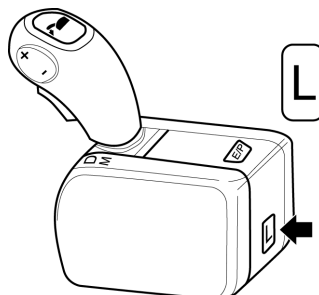
- switch between the economy program and the power program



T4033024

Limp-Home (L)

L is used to activate the limp-home mode, see “In case of gearbox malfunction” page 22.



T4033025

8 Instruments and controls

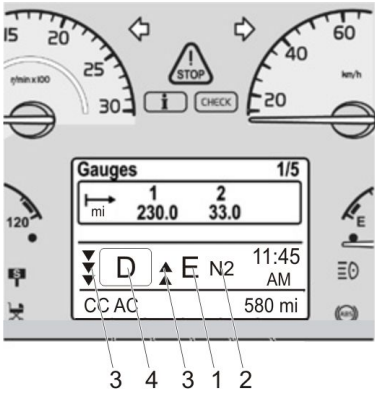
Display

Select the GAUGES menu in the display to view information on I-shift . Information on the gearbox is shown on the driver display.

Please refer to “Driver Instruction Display” for information on how you set the information on the gearbox as the default display.

The gearbox section is divided into smaller sections showing:

- 1 Driving program
- 2 Selected gear
- 3 Available gears (down/up)
- 4 Lever position

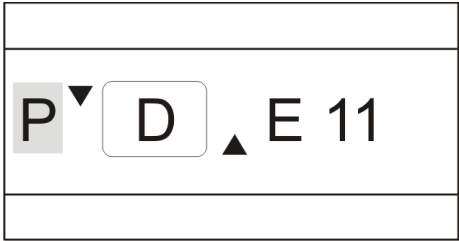


T8055856

1. Driving program

The section to the left of the gearbox section shows the driving program. The following driving programs are available:

- E = economy
- P = power
- B = braking¹
- L = Limp-Home function



T8055857

When the selector is tilted (see “Tilting the gear selector” page 5) the programme package the gearbox is equipped with is shown:

- B = Basic
- CO = Commuter traffic
- LH = Line Haul traffic
- TC = Tourist & Charter traffic

¹ The brake program is included in some program packages as an option.

2. Selected gear

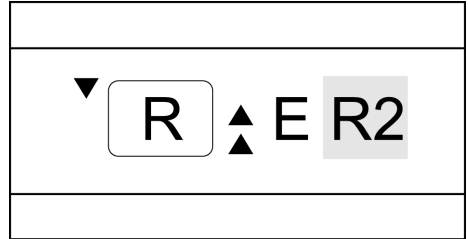
The section to the right of the gearbox field shows the selected gear.

Gear 1 - 12

N = neutral

(N1 = low split, N2 = high split)

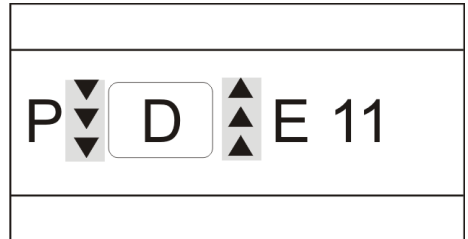
R = reverse



T4033036

3. Available gears

The field second from the left in the gearbox field shows, with arrows, the number of lower gears that are available (maximum 3 arrows). The field second from the right in the gearbox field shows how many higher gears are available (maximum 3 arrows).



T8055858

4. Lever position

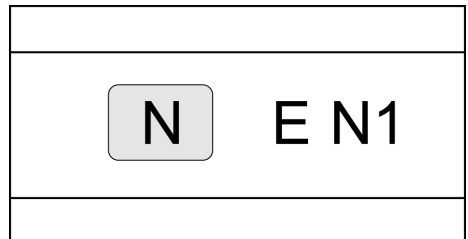
The section in the middle of the display shows the gear selector position.

R = reverse

N = neutral

D = drive

M = manual/locks current gear



T4033037

10 Starting and stopping

Starting instructions

Put the gear selector in the neutral or tilted position or the engine will not start.

When the air pressure to the gearbox is too low, a warning will be displayed automatically. An icon will appear on the display at the same time as the information lamp comes on. Wait until the lamp has gone out before driving off.



T3014366

Information lamp



T3008849

Icon for low air pressure to gearbox

Stopping the bus

When the vehicle is stationary:

- Apply the parking brake.
- Move the gear selector to N, neutral.
- Switch off the engine.



DANGER

Always apply the parking and put the gear selector in N when the vehicle is parked or whenever the driver leaves the driver position. Failure to apply the parking brake may result in unexpected bus movement resulting in possible personal injury or death.

Program package

Gearboxes have different characteristics and functions depending on the program package that is installed. The following program packages are available:

- **Basic** is the standard gearbox program
- **Commuter** is suited to the requirements of commuter traffic and includes functions that provide improved fuel economy and also make the bus more easily maneuverable.
- **Line Haul** is suited to the requirements of commuter traffic and includes functions that make the bus more easily maneuverable.
- **Tourist & Charter** are suited to the requirements of tourist traffic. The program also includes functions that provide improved fuel economy and make the bus more easily maneuverable.

12 Driving

Basic is the standard program and the other two programs include extra equipment. The table below shows the functions that are included in the different program options.

Function	Ba- sic	Commuter	Line Haul	Tourist & Charter
Gear selector				
Gear selector, standard	x	x		
Gear selector, Professional			x	x
Functions				
Launch control		x	x	x
Enhanced Shift Strategy		x	x	x
Kick-down			x	x
Eco Roll incl Smart cruise control				x
Gear selection Adjustment In Auto				x
Possible optional functions	Ba- sic	Commuter	Line Haul	Tourist & Charter
Eco Roll incl Smart cruise control		o	o	

Function description

Standard characteristics

- **Performance Shift**
The function selects the best way of performing a gear shift. This gives faster and more comfortable gear changing.
- **Basic Shift Strategy**
Drive choice of pulling away gear See page 15.
- **Basic Gear Shift Adjustment**
Enables adjustment of automatically selected gear during engine braking.
- **Gearbox Oil Temperature Monitor**
A warning system informs the driver if the oil temperature becomes too high.

14 Driving

Optional characteristics

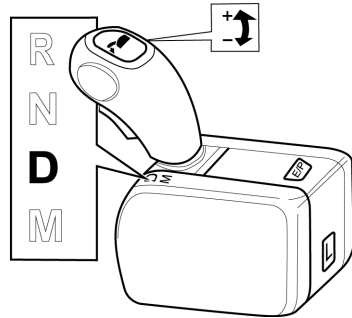
- **Eco Roll (VEB or retarder required)**
Automatic in and out engagement of the freewheel function, with the aim of reducing fuel consumption. When the accelerator pedal is released, the drive line is disconnected so that the vehicle can roll freely, and the engine is brought down to idling speed. See page 16.
- **Smart Cruise Control**
Only active when cruise control is activated. Saves fuel by deactivating the auxiliary brakes in certain conditions. This function improves cruise control by disengaging the auxiliary brakes during uphill driving.
- **Launch Control**
Permits clutch control at low speeds by using the brake pedal. Permits the engine to idle without the clutch slipping. Regulates the engine torque when pulling away to optimise gear changing and avoid high RPM.
- **Enhanced Shift Strategy**
Works together with EBS as compensation for lack of engine braking during gear changing. The function enhances comfort.
- **Gear Selection Adjustments in Auto**
Enables selection of gears in automatic mode even when the accelerator pedal is depressed.
- **Kickdown**
the Kick Down function provides maximum acceleration.

Drive shifting

The easiest way to drive the bus is use position D. Gear changing is performed automatically and the driver can concentrate on driving the bus.

When changing gear, the system will govern the clutch, gearbox and throttle. The system selects the gear and the point in time for gear changing for optimum driving performance based on accelerator pedal position, vehicle weight, road inclination, vehicle acceleration, etc.

In automatic mode it is also possible to adjust the gears up or down. The arrows in the display show how many steps it is possible to change up or down.



T4033026

Automatic choice of starting gear

The gearbox can also select a suitable pulling away gear based on vehicle weight and road inclination.

Adjustment of pulling away gear

You can select a pulling away gear by using the + and - buttons.

16 Driving

Freewheel (Eco-Roll)

The freewheel can be activated if the lever for the auxiliary brake is in position D and if E+ is shown in the display. When the freewheel is activated, the split gear is set to N, neutral. The freewheel is activated differently depending on whether the cruise control is activate or not.

- 1 If the cruise control is active:
 - Free wheel is engaged in downwards slopes when the speeds exceed the selected driving speed (for example 50 mph). The selected permitted excess speed must be 4 mph or more.
 - The free wheel is disengaged when the speed exceeds the set excess speed or below the set driving speed (for example 50 mph).
- 2 If the cruise control is not active:
 - The free wheel is engaged when the accelerator is released and the road is flat or has a small slope upwards or downwards
 - The free wheel is disengaged when the brake pedal is depressed, the accelerator is depressed, the lever for the auxiliary brake is set in position 0, 1, 2, 3 or B or if the gear selector is set in position M.

When the free wheel is activated, N is shown as the gear in the info display and the engine idles.

Locking gear

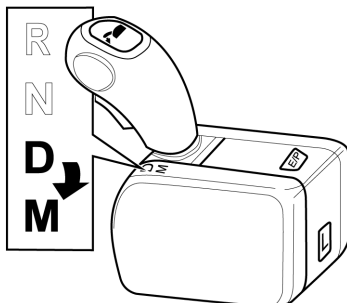
This function is used only when driving with the automatic program D

The function can be used in all forward gears (1 to 12).

Whenever gear changing is not desired, (e.g. driving up a hill), move the selector from D to M. No further gear changes will be carried out and the current gear will remain engaged. The display shows an M.

To return to the automatic program, move the selector back to D again.

Note: There is risk of over revving when the gear is locked.



T4033027



CAUTION

Pulling away in too high a gear causes excessive wear to the clutch and can increase the risk for breakdown in the clutch.

18 Driving

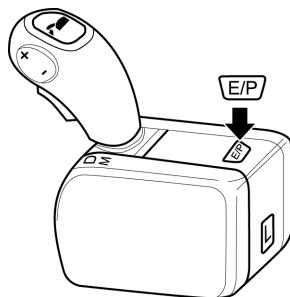
Driving program

There are three different driving programs:

- economy
- power
- braking

Economy

When the engine is started the economy program is always selected (shown as an E on the info display). The economy program gives priority to economical driving with low fuel consumption and is primarily used when driving under normal conditions.



T4033024

Power

The power program is engaged/disengaged using the E/P button (see illustration). The Power program gives driveability the highest priority.

To save fuel, the performance program is disengaged automatically after 30 seconds unless the accelerator is fully depressed and high gear is selected.

Brakes

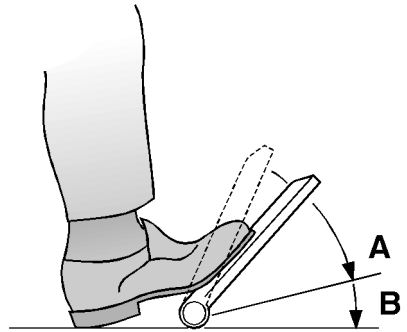
A special braking program can be engaged using the auxiliary brake lever. See“ Driver’s Manual”, section on auxiliary brake.

Kick-down

Kick-down is activated by pressing the accelerator pedal all the way down to the floor (position B). The kick-down program optimises gear selection/throttle for maximum acceleration. This is possible in both economy and power programs but not in manual position M. (Kick-down is an option.)

Position A = full throttle

Position B = kick down



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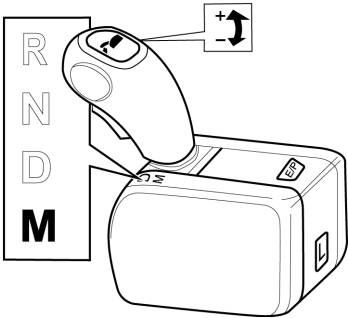
Manual shifting

It is possible to drive the bus with full manual gear changing or take over from the automatic gear changing system whenever required. Gear changing is done by first pulling the lever to the manual position M. The +/- button on the side of the lever is then used to select the gear.

To press the +/- button once for each gear change up or down respectively, to the required gear.

Press the +/- button several times to shift several gears at once.

Note: When changing a gear, the accelerator pedal should **not** be released.



T4033028

 CAUTION
Starting in a too high gear exposes the clutch to high levels of wear.

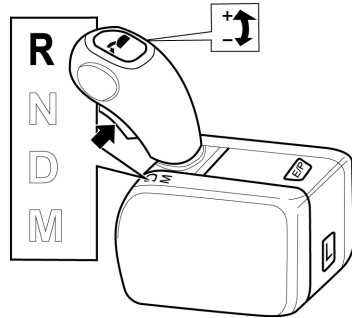
Reverse gears

The gearbox has four reverse gears (R1 to R4). The bus must be stationary before reverse gear can be engaged. The system will select R1 automatically when the gear lever is moved to R.

When driving, it is possible to shift between gears R1 and R2 and between R3 and R4. To shift gear between R2 and R3 the bus must be stationary.

Note: The gear selector lock must be pressed in before the gear selector can be moved from N to R.

Use the +/- button on the gear lever to change gear manually.



T4033029



CAUTION

Starting in a too high gear exposes the clutch to high levels of wear.

22 Driving

In case of gearbox malfunction

When a fault occurs on the gearbox which means that the vehicle cannot be driven, activate Limp home-function and drive on.

Note: The Limp-Home function should only be used for short distances.

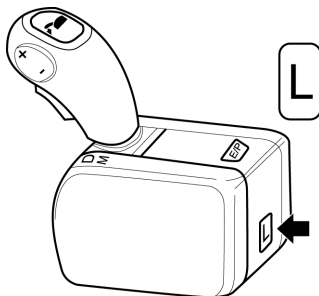
Activate Limp-Home as follows:

- 1 Hold in L on the gear selector cover
- 2 Move the gear selector to D
Limp-Home is activated
- 3 Move the gear selector to M
- 4 Professional: Select a gear using the +/- button on the gear lever.
Standard: Only 1st gear in Limp Home.

When Limp-Home is selected, it is not possible to drive if the selector is in position D. Only gears 1, 3 and 5 forwards and 1 reverse can be used. Gear shifting is only possible when the bus is stationary.

To select reverse, move the selector to R. Move the selector back to M to drive forwards again. It is not necessary to press the L button again.

The Limp-Home function will be disengaged when the ignition is turned off.

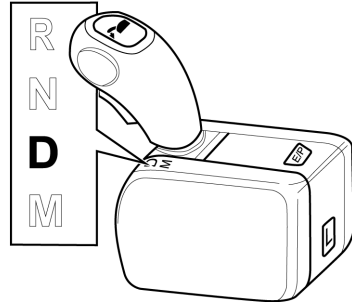


T4033025

Starting uphill/downhill

If the bus is equipped with “Hill Start Aid” it should be used.

- Keep the bus stationary using the parking brake.
- Put the gear selector in D.
- Press the brake pedal.
- Release the brake once the clutch starts to pull.



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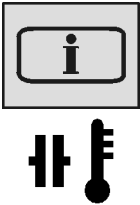
CAUTION

Never hold the vehicle stationary on an upward slope using the accelerator pedal. The clutch could overheat, which could cause it to fail.

24 Driving tips

Clutch

The clutch is a dry disc type, i.e. has no torque converter. Therefore, never allow the clutch to slip in too high a gear when pulling away. The information lamp will come on and a symbol will appear on the display if the clutch overheats.



If the lamp lights up when the vehicle is started and the truck is already moving, continue driving.

If the lamp lights up when the vehicle is started and the truck is not moving, set the gear to position A or position R and let the motor idle until the light goes out.

When starting in manual position, choose 1st gear to avoid straining the clutch.

 CAUTION
Never hold the vehicle stationary on an upward slope using the accelerator pedal. The clutch could overheat, which could cause it to fail.

Declutching

If rapid declutching is required, e.g. in slippery conditions, move the gear selector to N, neutral.

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VOLVO

Volvo Bus Corporation

Göteborg, Sweden