

CONTENTS

1. AIR SYSTEM	4
2. BRAKES.....	4
3. AIR RESERVOIRS	4
3.1 WET TANK AUTOMATIC DRAIN VALVE	4
3.1.1 <i>Installation</i>	4
3.2 MAINTENANCE.....	5
3.2.1 <i>Ping Tank</i>	5
3.2.2 <i>Wet (Main) Air Tank</i>	5
3.2.3 <i>Primary Air Tank</i>	5
3.2.4 <i>Accessory Air Tank</i>	5
3.2.5 <i>Secondary Air Tank</i>	5
3.2.6 <i>Kneeling Air Tank</i>	5
3.2.7 <i>Parking Brakes Override Air Tank</i>	5
4. AIR SYSTEM EMERGENCY FILL VALVES.....	5
5. ACCESSORY AIR FILTER	6
5.1 FILTER ELEMENT REPLACEMENT	6
5.2 CLEANING	6
6. AIR GAUGES (PRIMARY, SECONDARY AND ACCESSORY)	6
7. AIR DRYER	7
7.1 AIR DRYER REPLACEMENT	8
7.1.1 <i>Testing the installation</i>	8
7.1.2 <i>Final check</i>	9
7.2 DESICCANT CARTRIDGE REPLACEMENT	9
8. HALDEX CONDENSER - SEPARATOR	9
8.1 MAINTENANCE.....	10
9. AIR LINES	10
9.1 FLEXIBLE HOSES	10
9.2 NYLON TUBING	10
9.3 AIR LINE OPERATING TEST	10
9.4 AIR LINE LEAKAGE TEST.....	10
9.5 MAINTENANCE.....	10
10. PRESSURE REGULATING VALVES	11
10.1 MAINTENANCE.....	11
10.2 PRESSURE SETTING PROCEDURE	11
11. AIR COMPRESSOR	11
11.1 COMPRESSOR REMOVAL AND INSTALLATION.....	12
12. EMERGENCY/PARKING BRAKE CONTROL VALVE (PP-1)	12
13. EMERGENCY / PARKING BRAKES OVERRULE CONTROL VALVE (RD-3)	12
14. FLIP-FLOP CONTROL VALVE (TW-1).....	13
15. DUAL BRAKE APPLICATION VALVE (E-8P)	13
15.1 BRAKE PEDAL ADJUSTMENT	13
15.2 STOPLIGHT SWITCHES	14

16.	PARKING BRAKE ALARM SWITCH.....	14
17.	BRAKE RELAY VALVE (R-14).....	14
18.	ANTILOCK TRACTION RELAY VALVES (ATR-6).....	14
19.	SPRING BRAKE VALVE (SR-7).....	14
20.	PRESSURE PROTECTION VALVE (PR-4).....	15
21.	SHUTTLE-TYPE DOUBLE CHECK VALVE (DC-4).....	15
22.	EMERGENCY BI-FOLD ENTRANCE DOOR OPENING VALVES.....	15
23.	AIR SYSTEM TROUBLESHOOTING.....	16
24.	BRAKE OPERATION.....	16
25.	DISC BRAKES.....	17
25.1	INSPECTION POINTS.....	17
25.2	PAD REPLACEMENT PROCEDURE.....	18
25.3	CHECKING DISC BRAKE PADS.....	18
25.3.1	<i>Drive Axle – Equipped With L-bracket Wear Indicator.....</i>	<i>18</i>
25.3.2	<i>Front and Tag Axle – Equipped With L-bracket Wear Indicator.....</i>	<i>19</i>
25.3.3	<i>Continuous Wear Sensor.....</i>	<i>20</i>
25.4	BRAKE PADS AND DISCS MINIMAL TOLERANCE LIMITS.....	20
25.4.1	<i>Brake Pads.....</i>	<i>20</i>
25.4.2	<i>Brake Disc.....</i>	<i>20</i>
25.5	CALIPER RUNNING CLEARANCE.....	21
25.6	TORQUE SPECIFICATIONS.....	21
26.	SAFE SERVICE PROCEDURES.....	21
27.	AIR BRAKE TROUBLESHOOTING.....	23
28.	BRAKE AIR CHAMBER.....	24
28.1	MAINTENANCE.....	24
28.2	EMERGENCY/PARKING BRAKE MANUAL RELEASE.....	25
28.3	BRAKE CHAMBER REMOVAL AND INSTALLATION.....	25
28.4	BRAKE CHAMBER DISASSEMBLY.....	26
29.	ANTI-LOCK BRAKING SYSTEM (ABS).....	26
29.1	TROUBLESHOOTING AND TESTING.....	27
29.2	ABS COMPONENTS.....	27
29.3	BENDIX EC-60 ADVANCED CONTROLLER.....	27
29.4	SENSORS.....	27
29.5	SPRING CLIP.....	28
30.	BENDIX AUTOMATIC TRACTION CONTROL (ATC) – ELECTRONIC STABILITY CONTROL (ESC) 28	
30.1	COMPONENTS.....	29
30.1.1	<i>The EC-60™ controller's ABS function utilizes the following components:.....</i>	<i>29</i>
30.1.2	<i>The EC-60™ controller's ATC function utilizes the following components:.....</i>	<i>29</i>
30.1.3	<i>The EC-60™ controller's ESC/RSP function utilizes the following components:.....</i>	<i>29</i>
30.2	BENDIX M-40QR PRESSURE MODULATOR VALVE.....	29
30.3	ADVANCED ABS WITH ELECTRONIC STABILITY CONTROL (ESC).....	30
30.4	BENDIX® SAS-70 STEERING ANGLE SENSOR.....	31
30.4.1	<i>Removal of the steering angle sensor.....</i>	<i>31</i>
31.	FITTING TIGHTENING TORQUES.....	32
32.	SPECIFICATIONS.....	33

33. SECTION CHANGE LOG 33

ILLUSTRATIONS

FIGURE 1: I-BEAM FRONT SUSPENSION AIR RESERVOIRS LOCATION.....	4
FIGURE 2: WET TANK AUTOMATIC DRAIN VALVE.....	5
FIGURE 3: EMERGENCY AIR SYSTEM FILL VALVES AND DRAIN COCK.....	5
FIGURE 4: FRONT SERVICE COMPARTMENT.....	6
FIGURE 5: ACCESSORY AIR FILTER	6
FIGURE 6: AIR DRYER.....	7
FIGURE 7: AIR DRYER LOCATION	7
FIGURE 8: WABCO AIR DRYER CONNECTIONS	8
FIGURE 9: FITTINGS DIRECTION	8
FIGURE 10: DESICCANT CARTRIDGE REPLACEMENT	9
FIGURE 11: HALDEX CONSEP CONDENSER SEPARATOR	9
FIGURE 12: AIR PRESSURE REGULATING VALVE.....	11
FIGURE 13: AIR COMPRESSOR LOCATION.....	12
FIGURE 14: PP-1.....	12
FIGURE 15: RD-3.....	13
FIGURE 16: TW-1.....	13
FIGURE 17: E-8P DUAL BRAKE VALVE	13
FIGURE 18: BRAKE PEDAL ADJUSTMENT.....	13
FIGURE 19: PINS	13
FIGURE 20: R-14.....	14
FIGURE 21: ATR-6.....	14
FIGURE 22: SR-7.....	15
FIGURE 23: PR-4.....	15
FIGURE 24: DC-4.....	15
FIGURE 25: THREE-WAY VALVE.....	15
FIGURE 26: BRAKE COMPONENTS	18
FIGURE 27: BRAKE PAD WEAR CHECK ON DRIVE AXLE.....	19
FIGURE 28: PAD WEAR CHECK FRONT AND TAG AXLE.....	19
FIGURE 29: PAD WEAR CHECK FRONT AND TAG AXLE.....	19
FIGURE 30: POTENTIOMETER.....	20
FIGURE 31: MINOR BREAKOUTS AT THE EDGES ARE PERMITTED	20
FIGURE 32: MAJOR BREAKOUTS ON THE SURFACE OF THE BRAKE PAD ARE NOT PERMITTED	20
FIGURE 33: BRAKE PAD DIMENSIONS	20
FIGURE 34: CALIPER AXIAL DIRECTION.....	21
FIGURE 35: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - I-BEAM AXLE	21
FIGURE 36: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - ZF A132 DRIVE AXLE	21
FIGURE 37: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - TAG AXLE	21
FIGURE 38: FRONT AXLE BRAKE AIR CHAMBER	24
FIGURE 39: DRIVE AXLE BRAKE AIR CHAMBER.....	24
FIGURE 40: TYPICAL AIR CHAMBER MOUNTING NUTS TORQUE – ZF A132 DRIVE AXLE SHOWN	25
FIGURE 41: ABS ECU LOCATION.....	27
FIGURE 42: ABS SENSOR LOCATION.....	28
FIGURE 43: SPRING CLIP.....	28
FIGURE 44: M-40QR PRESSURE MODULATOR VALVE	30
FIGURE 45: HOSE FITTING.....	32

1. AIR SYSTEM

The basic air system consists of an air compressor, reservoirs, valves, filters and interconnecting lines and hoses. It provides a means for braking; operating controls and accessories, and suspension (refer to Section 16, "Suspension", for complete information on suspension description and maintenance). An air system schematic diagram is annexed in the technical publications box provided with the vehicle for better understanding of the system.

2. BRAKES

This vehicle uses both the service brake and emergency/parking brake. The service brake air system is divided into two independent circuits to isolate front brakes from rear brakes, thus providing safe braking in the event that one circuit fails. Front axle brakes operate from the secondary air system, while brakes on both the drive axle and tag axle operate from the primary air system.

NOTE

The tag axle service brake operates only when the axle is in normal ride position (loaded and down).

Furthermore, the brake application or release, which is speed up by a pneumatic relay valve, will start with the rear axles and will be followed by the front axle, thus providing uniform braking on a slippery road. The vehicle is also equipped with an Anti-Lock Braking System (ABS), which is detailed later in this section.

The drive axle is provided with spring-loaded emergency/parking brakes, which are applied automatically whenever the control valve supply pressure drops below 60 psi (414 kPa).

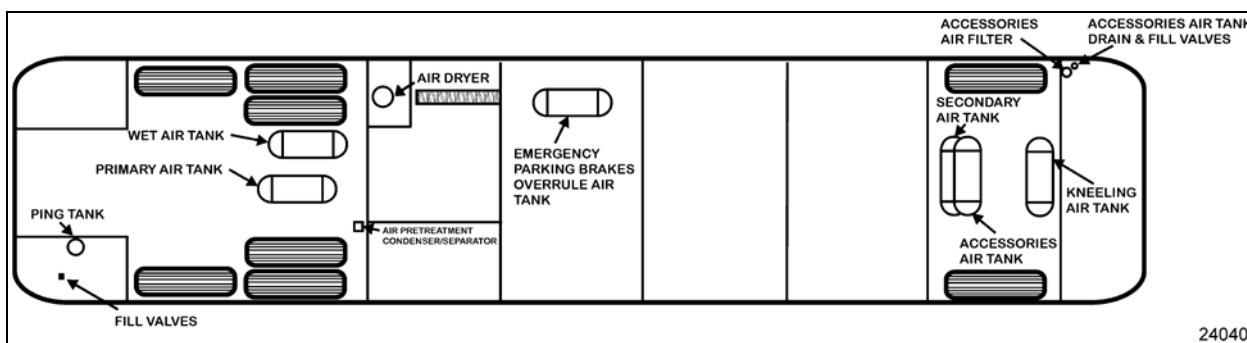


FIGURE 1: I-BEAM FRONT SUSPENSION AIR RESERVOIRS LOCATION

12213

3. AIR RESERVOIRS

The air coming from the compressor is first forwarded to the ping tank, then to the Haldex condenser-separator, the air dryer, the wet air tank, the primary (for the primary brake system), secondary (for the secondary brake system), and accessory (for the pneumatic accessories) air tanks (Figure 1).

Two additional air reservoirs are installed on the vehicle: the kneeling air tank and the parking brakes overrule air tank.

3.1 WET TANK AUTOMATIC DRAIN VALVE

The wet tank automatic drain valve (Figure 2) is designed to remove liquids from the wet tank each time the brake is applied as the solenoid is

connected to the stop light circuit. A built-in heater prevents freeze-ups and keeps the air system clean in all temperature.

3.1.1 Installation

1. Make sure that there is no pressure in the wet tank (emptied tank).
2. Fit the automatic drain valve to the wet tank. Tighten valve finger tight and then tighten an additional 1 ½ turns, do not over tighten.
3. Connect the power cable to the valve connector.
4. Charge the air system and make sure there is no leakage. Also check functioning of the drain valve by applying the service brake.

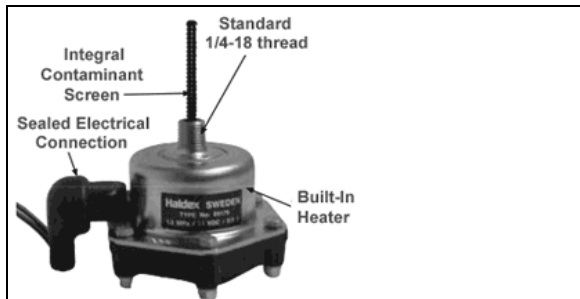


FIGURE 2: WET TANK AUTOMATIC DRAIN VALVE

3.2 MAINTENANCE

Except when equipped with an automatic drain valve, air tanks must be purged at every 12,000 miles or once every year, whichever comes first.

3.2.1 Ping Tank

The ping tank is located in the engine compartment; it is accessible through the engine compartment R.H. side door. It is used to dissipate heat and to reduce noise produced by the air compressor cycling on and off. The ping tank is not provided with a drain valve. Confirm proper operation once a year.

3.2.2 Wet (Main) Air Tank

This reservoir, located above the L.H. wheel of drive axle in the rear wheelhousing, is provided with an automatic drain valve and doesn't need to be purged manually.

3.2.3 Primary Air Tank

This reservoir is located above the R.H. wheel of the drive axle and is provided with a bottom drain valve (Figure 1 & Figure 3). It is recommended to purge the primary air tank every 12,000 miles or once a year, whichever comes first.

3.2.4 Accessory Air Tank

The accessory air tank is installed close to the front axle and is provided with a bottom drain valve (Figure 1).

Purge the reservoir by its drain valve every 12,000 miles.

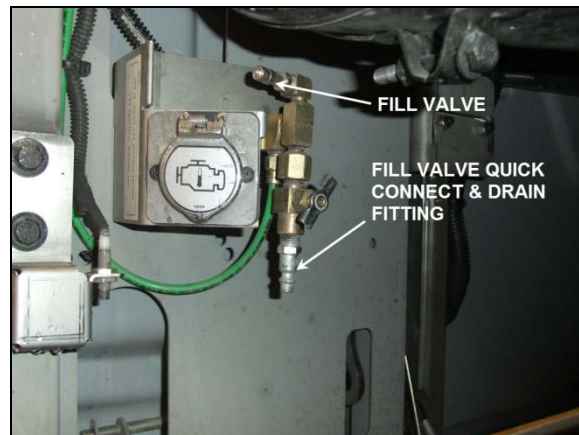


FIGURE 3: EMERGENCY AIR SYSTEM FILL VALVES AND DRAIN COCK 12211_1

3.2.5 Secondary Air Tank

This tank is located in the front wheelhousing, behind the steering axle (Figure 1). It is provided with a bottom drain valve.

Purge this reservoir every 12,000 miles.

3.2.6 Kneeling Air Tank

The kneeling air tank is located in the front wheelhousing (Figure 1), and is provided with a bottom drain valve.

3.2.7 Parking Brakes Override Air Tank

The parking brakes override air tank is installed at the ceiling of the rear baggage compartment, on the L.H. side, and is provided with a bottom drain valve.

4. AIR SYSTEM EMERGENCY FILL VALVES

All vehicles come equipped with two emergency fill valves that enable system pressurization by an external source such as an air compressor. The rear valve is located in the engine compartment and is accessible from engine R.H. side door (Figure 3). It is positioned close to the door opening.



CAUTION

Maximum allowable air pressure is 140 psi (965 kPa). Air filled through these two points will pass through the standard air filtering system provided by Prevost. Do not fill system by any point on the system.

The front valve is located in the front service compartment close to R.H. side of door frame (Figure 4).

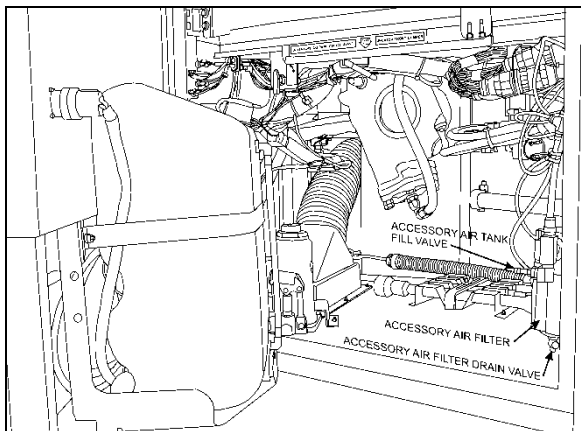


FIGURE 4: FRONT SERVICE COMPARTMENT 12210

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

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

5. ACCESSORY AIR FILTER

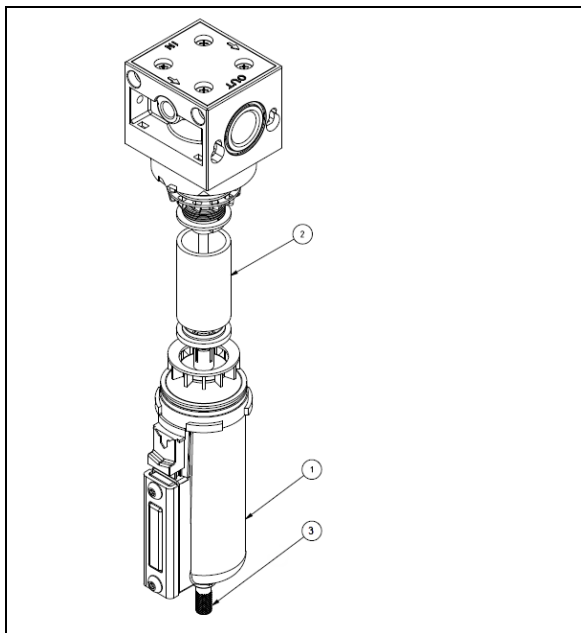


FIGURE 5: ACCESSORY AIR FILTER

Item	Description
1	FILTER
2	METAL BOWL W/ MANUAL DRAIN
3	PURGE

This filter is located inside the front service compartment (Figure 4). Its main function consists in filtering the air supplied to the accessory air system, when connected to an external supply line. Ensure filter is purged whenever supplying the system with an external air line and at least every 12,000 miles. To purge, open drain valve (Figure 5), let the moisture come out, then close the drain valve.

5.1 FILTER ELEMENT REPLACEMENT

Replace filter element whichever of the following occurs first: every 100,000 miles (160 000 km), every two years, or whenever differential pressure exceeds 15 psi (105 kPa) between filter inlet and outlet ports. Check condition of all three O-rings for damage. Replace when necessary (Figure 5).

5.2 CLEANING

Clean filter body and bowl with a warm water and soap solution. Rinse thoroughly with clean water. Blow dry with compressed air making sure the air stream is moisture free and clean. Pay particular attention to the internal passages. Inspect all parts for damage and replace if necessary.

6. AIR GAUGES (PRIMARY, SECONDARY AND ACCESSORY)

The air pressure gauges, located on the dashboard (see "Operator's Manual"), are fed from pressure transducers connected to the DC-4 double check valve, located on the pneumatic accessory panel in the front service compartment.

The latter is connected to the air lines running from the primary and secondary air tanks, as shown on the pneumatic system diagram provided in the technical publications box. The accessory air gauge is connected to the accessory air tank using the drain valve connector. The vehicle should never be set in motion until the buzzer alarm and warning lights turn off, i.e. when air pressure registers at least 75 psi (517 kPa). Moreover, if pressure drops below 75 psi (517 kPa), the "Low air pressure" warning lights will turn on, and the "Low air pressure" buzzer will sound. Stop the vehicle immediately, determine and correct the cause(s) of pressure loss. Check the gauges regularly with an accurate test gauge. Replace the gauge with a new unit if there is a difference of 4 psi (27 kPa) or more in the reading.

7. AIR DRYER

Meritor Wabco air dryer port identification

PORT	DESCRIPTION
1	From compressor
21	To wet tank
3	Exhaust
4	To governor unloader
6	Electrical control

Torque for connections:

3/8"-18 NPTF= 12 lbf-ft

1/4"-18 NPTF= 12 lbf-ft

1/2"-14 NPTF= 37 lbf-ft

Safety valve dynamic pressure: 290 psi



FIGURE 6: AIR DRYER

12226

The electric air dryer works according to the same principles as its air-controlled predecessor. The difference is that this air dryer is controlled by the multiplex system. If the air dryer should for some reason become powerless, it will cease to function and the desiccant will become *wet through*, while the compressor will continue to charge. Relief is provided via the safety valve.

By using the information from the vehicle electronic system, the air dryer and compressor control is optimized, so that drying of the air is guaranteed and fuel consumption is reduced. This will be noticed as a different compressor start/stop pattern.

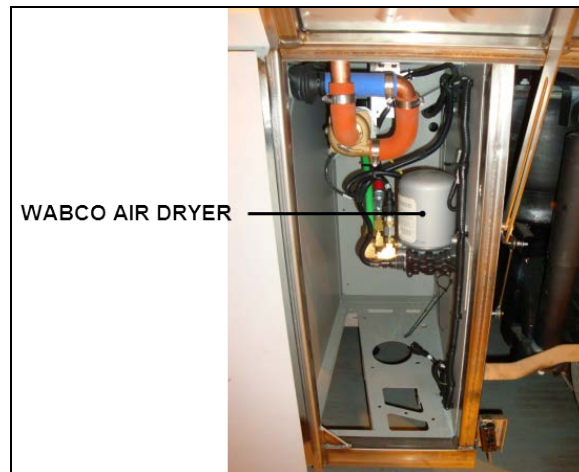


FIGURE 7: AIR DRYER LOCATION

The air dryer has a built-in function to prevent freezing or blockage. The function provides temporary relief (air dryer blow clean) at engine shut down. This function eliminates the problem of freezing on a stationary vehicle.

An additional feature at vehicle start-up prevents the compressor from charging air during engine cranking and start-up.

The air filter/dryer is located in the coolant heater compartment; driver's side, front of the rear wheelhousing.

Its purpose is to remove moisture that could damage the air system before the air enters the system reservoir. The air filter/dryer also filters the air to remove dirt, compressor oil, and other contaminants that can damage the system.



MAINTENANCE

AIR DRYER DESICCANT CARTRIDGE

Change cartridge every 100,000 miles or once every two years, whichever comes first.

The air dryer and wet tank may be purged simultaneously for maintenance purposes using the drain cock on the emergency air system fill valve located in the engine compartment and accessible through the engine compartment R.H. side door (Figure 3).


For more information on Meritor Wabco Air dryer, refer to the following manuals included on your technical publications CD:

- *Meritor Wabco System Saver Series Single Cartridge Air Dryers Maintenance Manual 34*

- *Meritor Wabco Installing the Meritor Wabco System Saver 1000, 1200 Series Air Dryers TP-92116*

7.1 AIR DRYER REPLACEMENT

5. Apply parking brakes, set the ignition switch to the OFF position.

	<h2>WARNING</h2>
<p>Relieve the air pressure in the air system prior servicing any component in the air system. Pressurized air can cause personal injury.</p>	

6. Purge the air dryer and wet air tank. To do so, open the air system emergency air-fill valve drain cock (Figure 3).
7. Unplug the air dryer electrical connector (L350AA, port II) (Figure 8).
8. Unplug the air pressure sensor connector (L350AB, port 21).

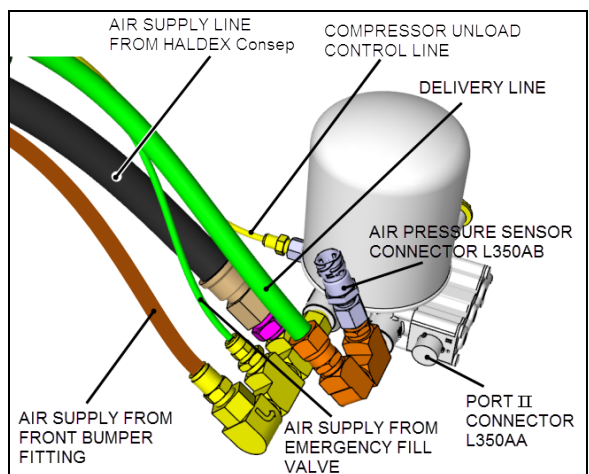


FIGURE 8: WABCO AIR DRYER CONNECTIONS

9. Disconnect the three following air lines:
 - Air supply from Haldex Consep condenser-separator (#12 black textile braid with two green stripes, port 1);
 - Air supply from emergency fill valve (1/4 green, port 1);
 - Air supply from front bumper fitting (1/2 brown, port 1).
10. Disconnect the compressor governor unloader control line (1/4 yellow, port 4).
11. Disconnect the delivery line to wet tank (3/4 green, port 21).
12. Unscrew and remove three bolts mounting the air dryer to the bulkhead.

13. Remove and transfer the inlet (port 1) fittings assembly as a single unit to the new air dryer assembly. Install the fitting assembly with an angle of 50° as shown on Figure 9.

<h3>NOTE</h3>
<p>Use Loctite 567 Thread Sealant on all NPT threads.</p>

14. Remove and transfer the outlet (port 21) fittings assembly (1 elbow + 1 tee) as a single unit to the new air dryer assembly. Install the fitting assembly with an angle of 45° as shown on Figure 9.
15. Remove and transfer the compressor governor unloader control line fitting to the new air dryer assembly.

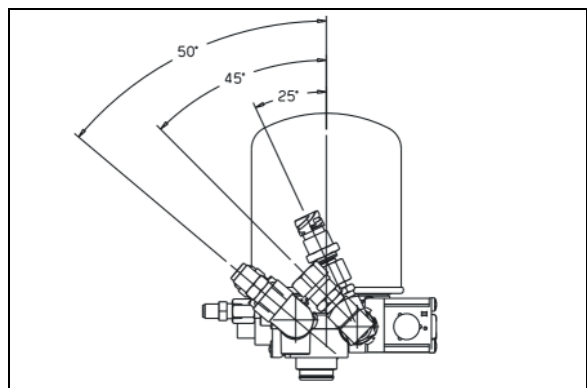


FIGURE 9: FITTINGS DIRECTION

16. Mount the new air dryer assembly similarly. Torque mounting bolts to **22-30 lbf-ft**.
17. Connect air lines and electrical connectors to new air dryer as previously installed (Figure 8).
18. Close the air system emergency air-fill valve drain cock (Figure 3).

7.1.1 Testing the installation

1. Close the drain cocks on all reservoirs.
2. Start the bus. Wait for the air system to reach full operating pressure (122psi-140psi).
3. If the air dryer exhausts air for 10-20 seconds after the governor cuts out, it is working correctly.
4. Apply vehicle brakes several times until the compressor cuts in.
5. If the air dryer exhausts air for 10-20 seconds after the compressor cuts out, it is working correctly.

7.1.2 Final check

1. Start the vehicle. Wait for the air system to reach full operating pressure. When the compressor cuts out, listen to the air dryer. If either of the following conditions exist, refer to Meritor Wabco System Saver 1000 Maintenance Manual No. 34.
 - The air dryer continues to exhaust air for longer than 30 seconds.
 - The air dryer does not exhaust air after initial decompression.
2. Shut engine OFF. Apply a soap solution to each connection that contains pressurized air:
 - If soap bubbles do not appear, connections are sealed properly.
3. If soap bubbles appear:
 - Drain all reservoirs.
 - Remove leaking connection.
 - Inspect for damaged threads or cracks; replace as necessary.
 - Apply pipe sealant (Loctite 567) or teflon tape to the connection.
 - Repeat process.

7.2 DESICCANT CARTRIDGE REPLACEMENT

1. Apply parking brakes, set the ignition switch to the OFF position.
2. Replacement kit contains one desiccant cartridge and one O-ring.
3. Purge the air filter and wet air tank. To do so, open the air system emergency air-fill valve drain cock (Figure 3).
4. Loosen and remove the old cartridge. Use strap wrench if necessary.
5. Remove and discard O-ring from dryer base. Inspect and clean seal seat (Figure 10).
6. Repair any minor damage.
7. Lubricate with clean machine oil and install new O-ring on stem.
8. Lubricate cartridge seal with clean machine oil.
9. Thread replacement cartridge onto the base until the seal touches the base. Then,

tighten the cartridge **ONE** additional turn. **DO NOT OVERTIGHTEN.**

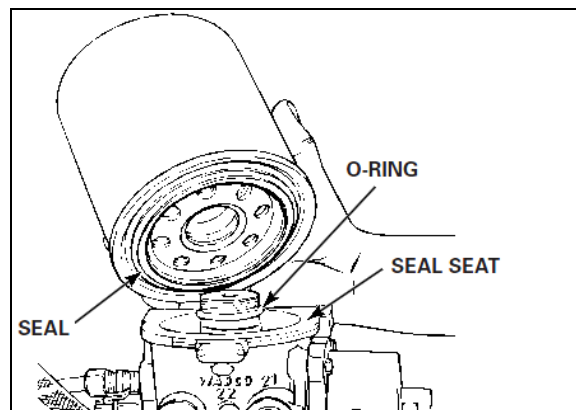


FIGURE 10: DESICCANT CARTRIDGE REPLACEMENT

8. HALDEX CONDENSER - SEPARATOR

The Consep Air Condenser-Separator is located in the rear wheelhousing, fore of drive axle (Figure 1). The Consep is mounted in the air line between the compressor and the air dryer. It condenses, separates and removes 90% of the oils, liquids and other contaminants. It reduces corrosion and possible failure of air brake system components caused by contamination and significantly increases the air dryer desiccant life.

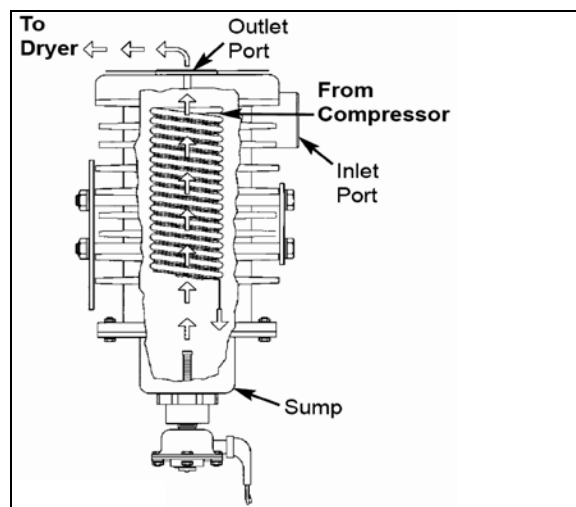


FIGURE 11: HALDEX CONSEP CONDENSER SEPARATOR

The automatic heated drain valve installed on the Consep ensures that liquids are removed upon each brake application for optimum performance. The drain valve's integrated filter prevents damage from large debris.

The automatic drain valve activates when the rear stop lights turn ON, with the prerequisite

conditions of having a vehicle speed greater than 2 mph and the engine running.

The solenoid remains energized simultaneously with activation of the rear stop lights to heat up air output to prevent it from freezing. However, Multiplex programming will ensure that the solenoid remains energized for at least of 45 seconds but not longer than 5 minutes.

8.1 MAINTENANCE

The Consep requires little maintenance during its long service life. The Consep must be inspected periodically for proper operation. The interval between inspections is determined by the type of service (every 12,000 miles for City Transit). High compressor duty cycles and high temperatures can cause a buildup of carbon in the condenser, drain valve and filter. This contamination must be removed for proper operation.

For more information on the periodic inspection, refer to **Haldex Consep Condenser Separator, Installation, Maintenance & Inspection L31167** included on your technical publications CD.

9. AIR LINES

Copper piping, nylon-reinforced tubing, and flexible hoses are used to connect the units in the pneumatic system, including air brake system, suspension system and accessory systems such as the entrance door, fresh air damper cylinder, air horns, etc. Furthermore, the nylon tubing is color coded to ease identification. Refer to the following table for the complete color identification code. Service instructions for each type of air line are also provided under the applicable headings.

Color	Circuit
Green	Primary Brake System and Supply
Red	Secondary Brake System
Brown	Parking / Emergency Brake System
Yellow	Compressor Governor Signal
Black	Accessories Air System
Blue	Suspension

9.1 FLEXIBLE HOSES

A flexible hose is used normally where it is impractical to use copper or nylon tubing due to constant flexing during operation, such as brake chamber hoses. Hose connections should be


tested for leakage at least every 6,250 miles (10 000 km) or twice a year, whichever comes first and tightened or replaced if necessary. Any hose which is chafed, worn or kinked should be replaced.

Teflon-braided stainless steel hoses used in the engine compartment must be replaced only with similar hoses.

9.2 NYLON TUBING

Nylon tubing is used for air lines in areas where usage of this material is suitable. Nylon tubing is flexible, durable, and weather resistant. When replacing an air line, use nylon tubing only where it has been used previously.

Nylon air lines must never be routed in areas where temperature could exceed 200°F (93°C).

	CAUTION
<p>Nylon air lines should be used to replace existing nylon lines only, and must comply with the color identification code to ease pneumatic system troubleshooting.</p>	

9.3 AIR LINE OPERATING TEST

If any trouble symptom such as slow brake application or slow brake release indicates a restricted or clogged air line, disconnect the suspected tube or hose at both ends and blow through it to clear the passage.

Inspect tubing and hose for partial restriction that may be caused by dents or kinks. If such a condition is found, the tubing or hose should be replaced.

9.4 AIR LINE LEAKAGE TEST

With air system fully charged and the brakes applied, coat all tubing and hose connections with a soapy solution to check for air leakage. No leakage is permitted. Leakage can sometimes be corrected by tightening the connection. If this fails to correct the leakage, new fittings, nylon tubing, copper tubing, teflon-braided stainless steel and flexible hoses must be installed as applicable.

9.5 MAINTENANCE

Inspect all lines for cuts, swelling, kinks or other damage or deterioration. Check for lines being pinched by other components. Retaining clips and ties must be in place.

Any support or bracket should be in good condition and mounted firmly in position. Hose spring guards should be in usable condition and

not distorted. Particular attention should be given to long lines. Any supporting component (clips, ties, grommets, etc.) must be secured to prevent against unnecessary vibration and eventual loosening of connection. Any detected leak should be repaired. Be sure nylon lines are not near areas of intense heat. Check for any missing grommets or loose material where chafing or cutting may occur. Replace with new material as required. In general, lines should be securely located in position and free from any binding condition which would hinder air flow.

10. PRESSURE REGULATING VALVES

There is one pressure regulator for the belt tensioners, and another one installed on vehicles equipped with the World transmission output retarder.

The other regulator is located in the engine compartment, on the engine cradle R.H. side (accessible through the engine R.H. side door). It is used for transmission retarder and should be adjusted to 85 ± 3 psi (586 ± 20 kPa).

	Air Pressure (psi)	Air Pressure (kPa)
Retarder	85	586

10.1 MAINTENANCE

Every 100,000 miles, disassemble the regulating valve and wash all metal parts in a cleaning solvent (Figure 12). Examine the diaphragm; if cracked, worn or damaged, replace with a new one. If the valve is excessively grooved or pitted, it should be replaced. Replace any other part that appears worn or damaged. After reassembly, adjust to the specified pressure setting and check for air leakage.

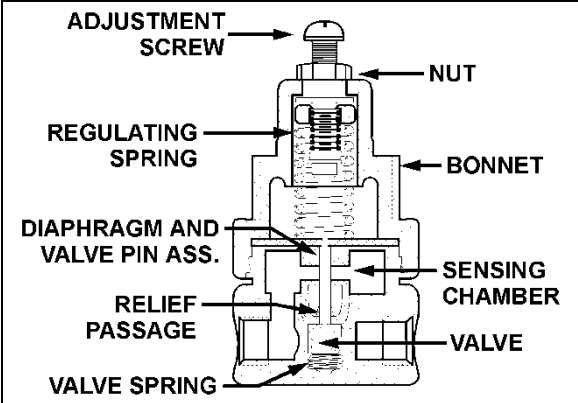


FIGURE 12: AIR PRESSURE REGULATING VALVE
12141A

10.2 PRESSURE SETTING PROCEDURE

Remove the dust cap from the pressure check valve (Figure 12). Attach a pressure gauge at this port and check the pressure reading. If the pressure reading is incorrect, adjust as follows:

10. Loosen the locking nut, turn the adjustment screw counterclockwise to decrease pressure by approximately 10 psi (70 kPa) below the required pressure.
11. Turn the adjustment screw clockwise to increase the pressure slowly until the required pressure setting is reached. Tighten the locking nut.
12. Remove pressure gauge and replace dust cap on the air pressure check valve.

11. AIR COMPRESSOR

The Wabco System Saver 636 Twin Cylinder air compressor is located on the alternator side of the engine, at the flywheel end (Figure 13). Its function is to provide and maintain air under pressure to operate devices in brake and air systems.

The compressor is driven by the ring gear, and is water cooled. Engine coolant is fed to the compressor through a flexible hose tapped into the block water jacket and connected to the rear of the compressor. Coolant returns from the top of the compressor (governor side) through a flexible hose to the engine pump.

The air is taken from the air intake manifold and entered in the top of the compressor. The compressed air is pushed into the discharge line located on side of the compressor, which sends air to the air dryer. Lubricating oil is supplied to the compressor by a line from the cylinder block oil gallery connected to the air compressor. Lubricating oil returns to the engine crankcase through the air compressor drive assembly.

Refer to Wabco 636 Twin Cylinder Service Documentation for Maintenance and repair information.

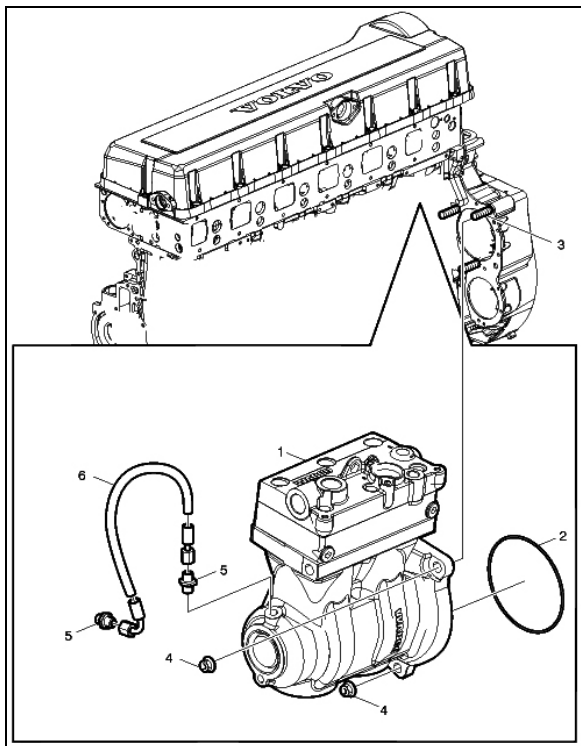


FIGURE 13: AIR COMPRESSOR LOCATION 03061

11.1 COMPRESSOR REMOVAL AND INSTALLATION

1. Exhaust compressed air from air system by opening the drain valve of each air tank.
2. Drain the engine cooling system. See Section 5: "Cooling System".
3. Access the compressor by the engine R.H. side compartment. Identify and disconnect all air, coolant and oil lines from the compressor assembly.
4. Remove the three compressor flange mounting nuts.
5. Slide air compressor rearward to disengage the hub from coupling. Remove the air compressor.

Remove and retain the oil supply tube that runs between the compressor and the engine

Reverse removal procedure for installation.

12. EMERGENCY/PARKING BRAKE CONTROL VALVE (PP-1)

A push-pull control valve mounted on the L.H. lateral console is provided for parking brake application or release. The spring brakes are self-actuated whenever the control valve supply pressure drops below 60 psi (414 kPa). In the

UP position, brakes are ON. In the DOWN position, brakes are RELEASED. A protective case around the knob prevents accidentally releasing the brakes.

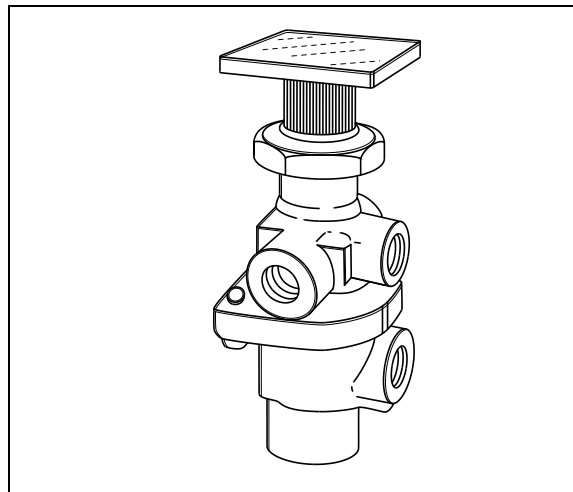


FIGURE 14: PP-1

12142

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number

Item	Description	Notes
1	Air Compressor	Wabco 636
2	O'Ring	
3	Stud (3)	M12
4	Flange Nut (3)	Torque to 63lb-ft (85 Nm)
5	Nipple (2)	
6	Hose Assembly	

SD-03-3611.

Remove the valve the following way:

1. Drain the air system.
2. Access this valve by tearing out the finishing panel, which holds the controls in place (Figure 14).
3. Disconnect the air tubes.
4. Remove the retaining screws.
5. Service or replace the valve.
6. Installation is the reverse of removal.

13. EMERGENCY / PARKING BRAKES OVERRULE CONTROL VALVE (RD-3)

A RD-3 control valve is used with the parking brake overrule system. In the case of self-application of spring brakes due to a pressure drop, the brakes can be released by holding down this control valve. Maintenance and repair

information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3611.

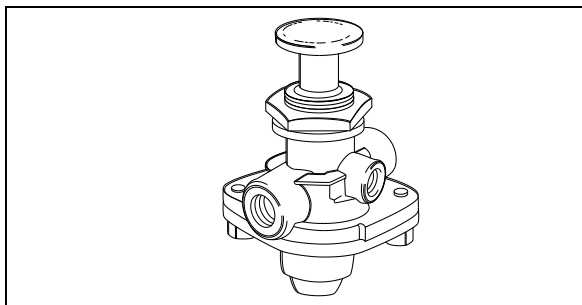


FIGURE 15: RD-3

12136

14. FLIP-FLOP CONTROL VALVE (TW-1)

A flip-flop control valve mounted on the L.H. lateral console is provided to unload tag axle air springs and to lift tag axle. It is a manually operated "on-off" valve. Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3602.

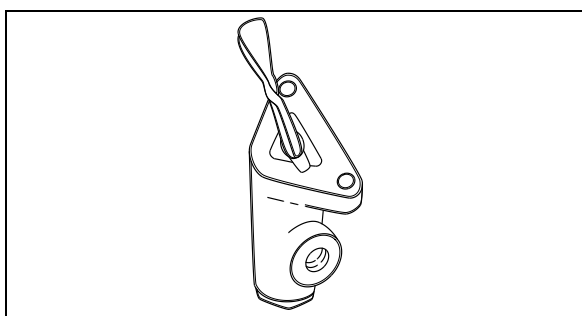


FIGURE 16: TW-1

12138

15. DUAL BRAKE APPLICATION VALVE (E-8P)

The E-8P dual brake application valve is a floor mounted, foot-operated type brake valve with two separate supply and delivery circuits. This valve is located in the front service compartment (Figure 18).

Maintenance and repair information on the E-8P this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-830.

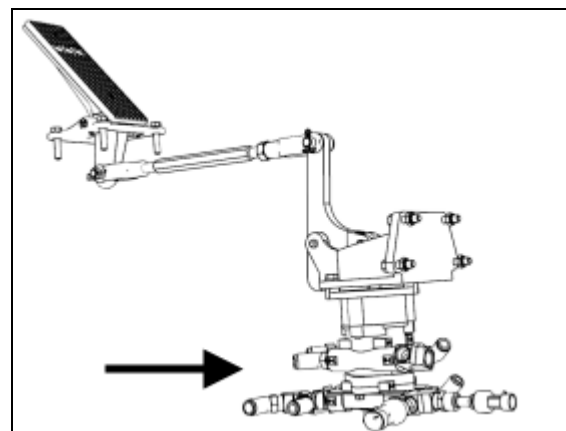


FIGURE 17: E-8P DUAL BRAKE VALVE

15.1 BRAKE PEDAL ADJUSTMENT

After brake pedal replacement or repair, adjust the pedal to its proper position according to the following procedure.

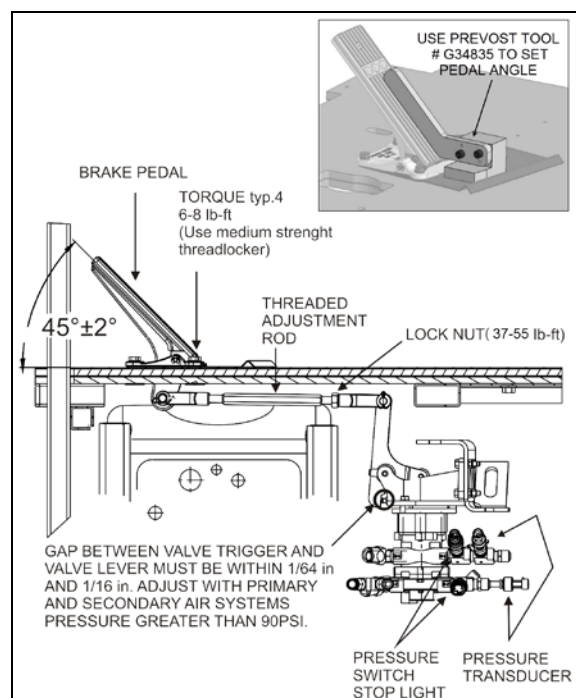


FIGURE 18: BRAKE PEDAL ADJUSTMENT

12208_1

1. Connect the linkage yokes and install cotter pin and ring cotter.

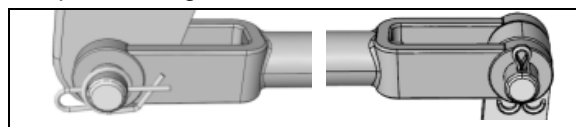


FIGURE 19: PINS

2. Loosen threaded rod lock nut and turn the threaded rod CW or CCW in order to obtain a 45° brake pedal inclination. Use *Prevost*

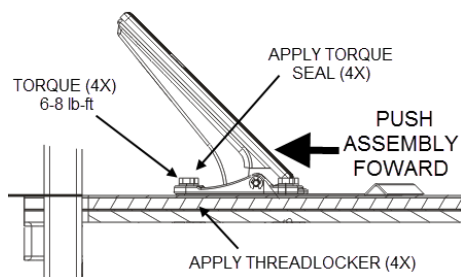
Tool # G34835 to ensure proper pedal angle (Figure 18).

3. Tighten threaded rod lock nuts to 37-55 lb-ft.

NOTE

When replacing a brake pedal assembly, make sure to:

- Push the brake pedal assembly all the way toward the front of the vehicle.
- Apply blue Loctite (242 or similar medium strength threadlocker) to the four pedal retaining bolts.
- Torque each of the four retaining bolts to 6-8 lb-ft.
- Apply torque seal lacquer to the bolts after final torque.



15.2 STOPLIGHT SWITCHES

Two stoplight switches are mounted on the dual brake application valve (Figure 18). The upper one is used for the primary air circuit while the lower one is used for the secondary air circuit. Both switches have the same purpose, i.e. sending a signal that indicates when a brake application is made.

16. PARKING BRAKE ALARM SWITCH

Refer to the appropriate booklet (Bendix, SL-5 Stop Light Switch; reference no. SD-06-2501).

The parking brake alarm uses the same switch as the stoplights. It is mounted on the spring brake valve and operates in conjunction with a NC relay to sound a warning alarm by completing the electrical circuit when the ignition switch is turned OFF with parking brake released.

17. BRAKE RELAY VALVE (R-14)

The primary air system includes three brake relay valves being supplied by the dual brake valve, and which function is to speed up the application and release of the service brakes.

One R-14 valve located in the rear underframe supplies the drive axle service brake air line, while the other R-14 valves supplies the tag axle service brake air line. These valves are accessible from under the vehicle at the level of the tag axle.

Maintenance and repair information on these valves is supplied in the applicable booklet annexed to this section under reference number SD-03-1064.

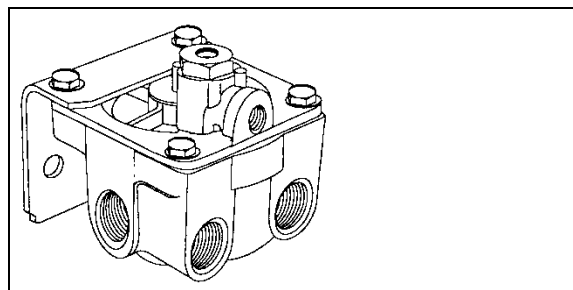


FIGURE 20: R-14 12207

18. ANTILOCK TRACTION RELAY VALVES (ATR-6)

This valve combines service braking and traction control as well as electronic stability system functions. It is located above the front axle.

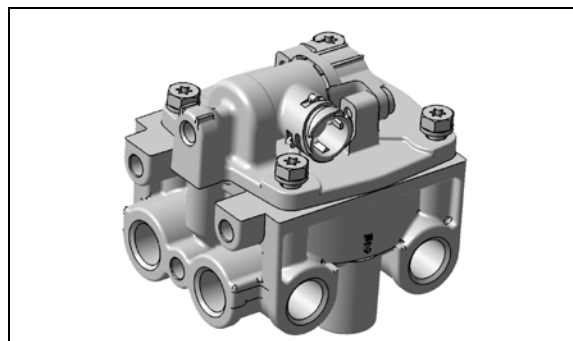


FIGURE 21: ATR-6

12075

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-13-4861

19. SPRING BRAKE VALVE (SR-7)

The spring brake valve is located in the rear underframe. The SR-7 Modulating Valve is used in conjunction with a dual air brake system and spring brake actuator and performs the following functions:

- Provides a rapid application of the spring brake actuator when parking.
- Modulates the spring brake actuator application using the dual brake valve should a primary failure occur in the service brake system.
- Prevents compounding of service and spring forces.

Maintenance and repair information on the spring brake valve is supplied in the applicable booklet annexed to this section under reference number SD-03-9043.

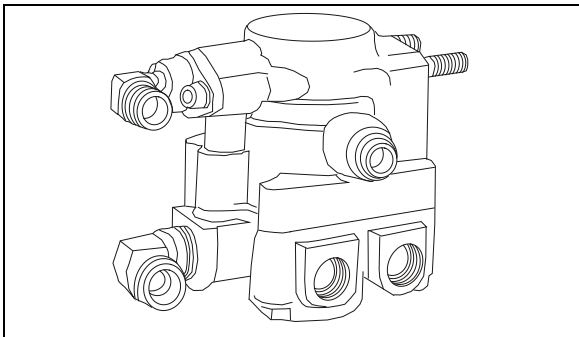


FIGURE 22: SR-7 12206

20. PRESSURE PROTECTION VALVE (PR-4)

Maintenance and repair information on the pressure protection valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2010.

The air system includes two pressure protection valves (Figure 23). One valve is installed on the manifold block, and insures at all times a minimum pressure of 75 psi (517 kPa) in the suspension air system in the event that a pressure drop occurs in either the suspension air system or accessory air system. This valve is located in the front service compartment beside the air filter.

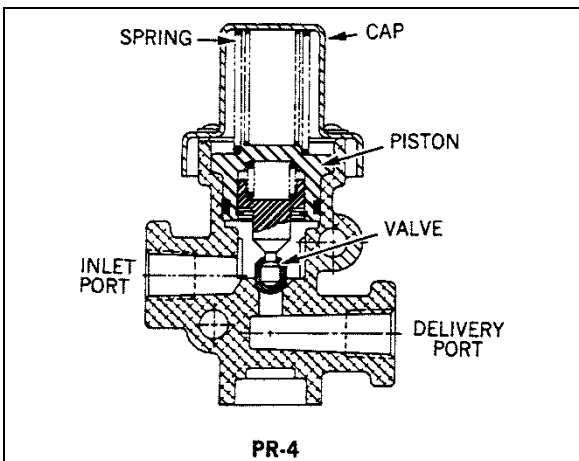


FIGURE 23: PR-4 12174

The other valve is installed on the accessory air tank, and insures a minimum pressure of 75 psi (517 kPa) in the accessory air system in the event that a pressure drop occurs in either the suspension air system or braking air system (refer to Figure 1 for accessory air tank location).

21. SHUTTLE-TYPE DOUBLE CHECK VALVE (DC-4)

Maintenance and repair information on the shuttle-type double check valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2202.

The double check valve is located on the pneumatic accessory panel in the front service compartment. In the event of a pressure drop in either the primary or secondary system, this unit will protect the emergency /parking brake control valve and the intact portion of the air system from pressure loss.

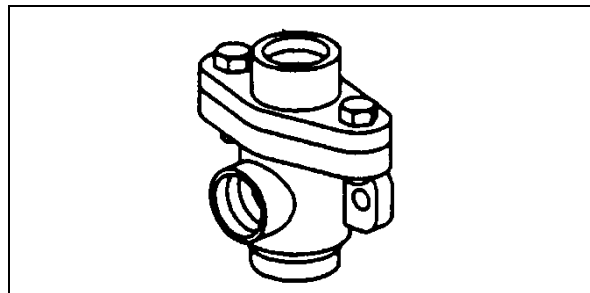


FIGURE 24: DC-4 12134

22. EMERGENCY BI-FOLD ENTRANCE DOOR OPENING VALVES

Two emergency door opening three-way valves are installed on the coach. One is in the front service compartment, readily accessible. The other one is below the R.H. dashboard panel. When used, the valve releases pressure in the entrance door locking cylinders, thus allowing the door to be manually opened.

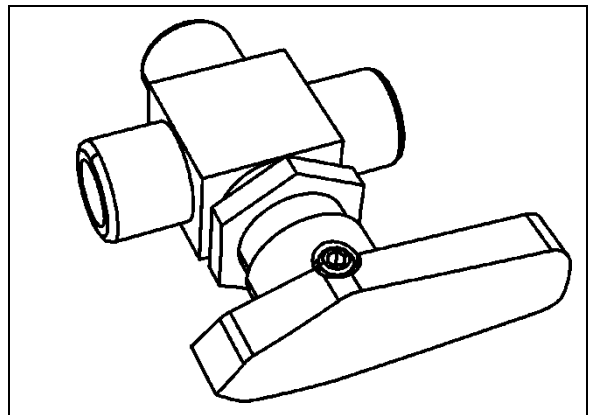


FIGURE 25: THREE-WAY VALVE 12186

23. AIR SYSTEM TROUBLESHOOTING

The following list has been designed to help in troubleshooting some of the most common problems in the air system and main causes. For air brakes troubleshooting, refer to “*Air Brakes Troubleshooting*” in this section. For more troubleshooting information, refer to the manufacturer's brochures annexed to this section.

Air pressure doesn't rise to, or doesn't maintain, a normal setting:

- Defective air gauge (registering incorrectly).
- Excessive leaking in air system.
- Reservoir drain cock open.
- False sensor.
- Defective compressor.
- Worn compressor or excessive wear on piston and/or ring.
- Air pressure rises to normal setting too slowly.

Excessive leaking in air system:

- Clogged engine air cleaner.
- Worn compressor or excessive wear on piston and/or ring.
- Engine speed too low.

Air pressure rises above a normal setting:

- Defective air gauge (registering incorrectly).
- Governor poorly adjusted or defective.
- Restriction in line between governor and compressor unloading mechanism.

Air pressure drops quickly when engine is stopped:

- Leaks in compressor discharge valve.
- Leaks in governor.
- Leaks in air lines.
- Leaks in air system valves.

24. BRAKE OPERATION

The vehicle braking system uses both service and parking air-operated brakes. The air system is divided into two independent circuits to isolate the front axle brakes and the rear axle brakes (drive and tag), thus providing safe brake operation in the event that one circuit of the system fails. The primary circuit is connected to the drive and tag axle brakes, while the secondary circuit is connected to the front axle

brakes. The tag axle service brakes operate only when the axle is in the normal driving (loaded) position. The spring-type emergency brakes are mounted on the drive axle, and will apply automatically if primary system pressure falls below 60 psi (414 kPa).

Furthermore, brake application or release, which is speed up by a pneumatic relay valve (R-14), will start with the rear axles and be followed by the front axle, thus providing uniform braking on a slippery surface. The vehicle is also equipped with an Anti-lock Brake System (ABS), detailed later in this section.

Brake and air system maintenance consists of periodic inspections. Check all parts for damage and brake adjustment (refer to subsequent headings in this section for more details). Ensure all fasteners are tight (refer to “*Specifications*” for recommended tightening torques).

25. DISC BRAKES

Knorr-Bremse SN7000 disc brakes are used on all axles. The front and drive axle discs are actuated by 24 inch² effective area air brake chambers, while on tag axle, the brake chambers have a 16 inch² effective area for service brake. The *Knorr-Bremse SN7000* brakes are supplied with automatic clearance (slack) adjusters as standard equipment for easier adjustment.

For more information on disc brake components and scheduled maintenance, refer to **Knorr-Bremse Pneumatic Disc Brake SN7 Service Manual Y006471** included on your technical publications CD.

25.1 INSPECTION POINTS

The following inspection points will ensure long-life and trouble-free operation of the disc brake.

IMPORTANT NOTE

Moisture and dirt is the enemy. So, as a general recommendation, special care should be awarded to the condition of the various sealing elements, boots and caps to prevent any moisture or dirt intrusion in the caliper. Any missing or damaged sealing element, boot or cap should be replaced immediately.

IMPORTANT NOTE

These frequencies are a minimum. Depending on the operating conditions of the vehicle, these inspections may need to be carried-out more frequently.

Refer to Knorr-Bremse Y006471 Service Manual for detailed maintenance procedures about these inspection points.



MAINTENANCE

Every 6,000 miles:

Check brake pad wear visually. This is independent of any electronic wear indicator fitted to the vehicle.

Check condition of the slack adjuster cap and sliding pin covers.

(see Knorr-Bremse Y006471 Service Manual)



MAINTENANCE

Every 12,000 miles or with every pad replacement whichever comes first:

Check proper functioning of the slack adjuster (see Knorr-Bremse Y006471 Service Manual)

Check that caliper operates smoothly over its full range of movement along guide pins.

Inspect all sealing elements boots and caps.



MAINTENANCE

When replacing pads:

Check the caliper running clearance

(see Knorr-Bremse Y006471 Service Manual)

At each pad replacement, make sure the caliper operates smoothly over its full range of movement. If the caliper shows the following signs, replacement of the guide sleeve (6c, Figure 26), guide pin, screw (39) and cap is required.

- excessive or abnormal play
- movement along guide pins is hard or impossible (due to corrosion or dirt)
- A missing guide pin cap

Additionally, inspect the tappet and boot assemblies (13, Figure 26), the adjuster cap (37) and the sealing elements (9, 58) for correct fitting and condition as well as the caliper bearing in the area of the rubber bush/guide sleeve (6) (see **Knorr-Bremse Y006471 Service Manual**).

If an individual wheel has heated abnormally, Please refer to Bendix *BW7514_Single wheel end thermal overload checklist*. This checklist will help you through standard verifications required by the brake manufacturer before filing a warranty claim.

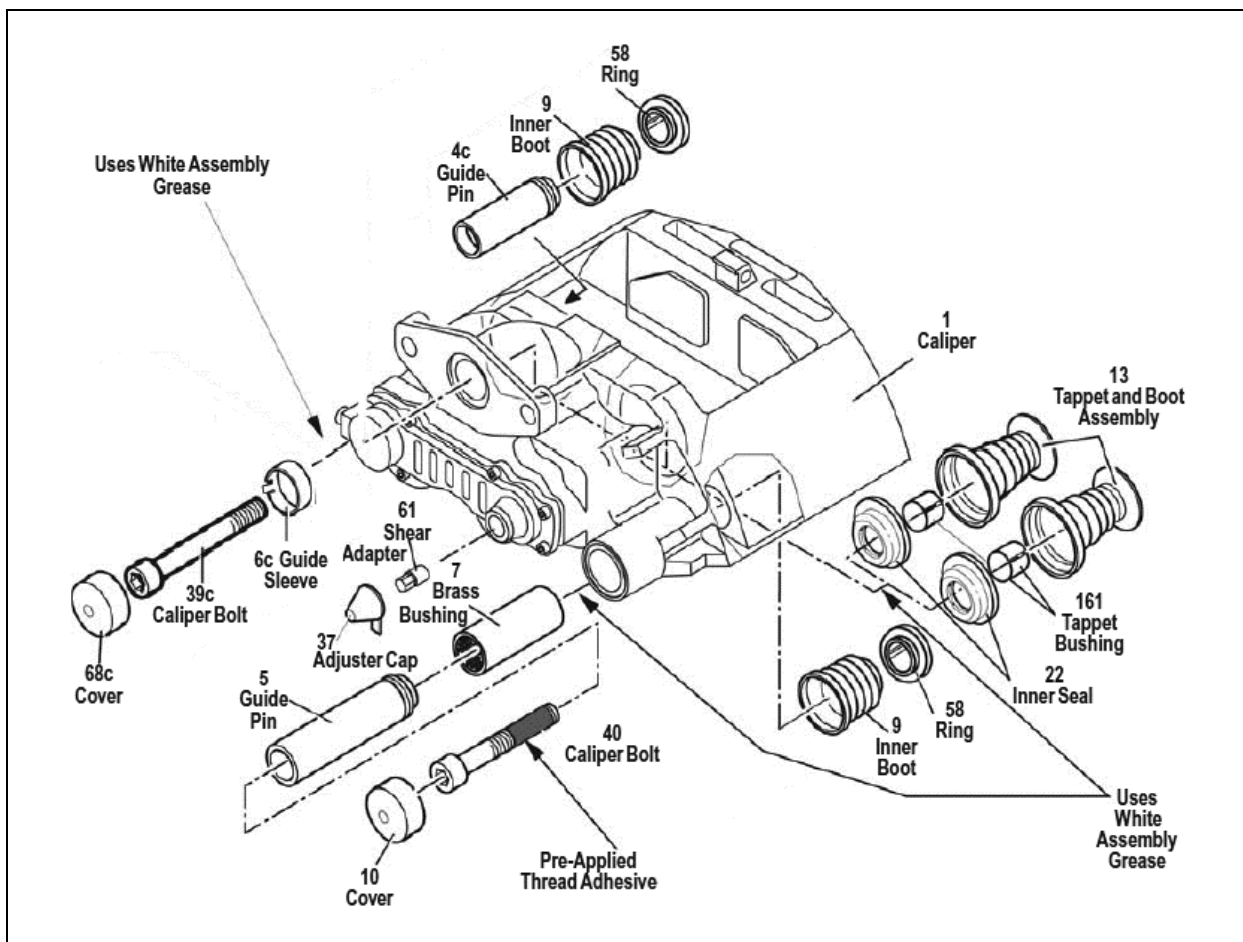


FIGURE 26: BRAKE COMPONENTS

25.2 PAD REPLACEMENT PROCEDURE

Brake pad replacement procedure has slightly changed with the introduction of brakes with improved slack adjusters on our vehicles.

After fitting new pads, adjuster has to be turned clockwise until pads come in contact with the disc. Then turn anti-clockwise **three clicks** to give the correct running clearance.

Please refer to **Knorr-Bremse Y006471 Service Manual, Section 6** for the latest brake pad replacement procedure.

25.3 CHECKING DISC BRAKE PADS

Brake pads have to be checked on a regular basis depending on the vehicle operation. The remaining thickness of the pads should never be less than 0.079 in (2 mm). When replacing brake pads, all four pads on an axle have to be changed at the same time. There is no inner or outer pad, since all pads are the same.

Once removed, worn pads should be replaced in their original position. Please refer to Knorr-Bremse Y006471 Service Manual for further detail.

25.3.1 Drive Axle – Equipped With L-bracket Wear Indicator

The condition of the pads can quickly be checked without removing the wheel by checking the position of the caliper compared to the tip of the wear indicator.

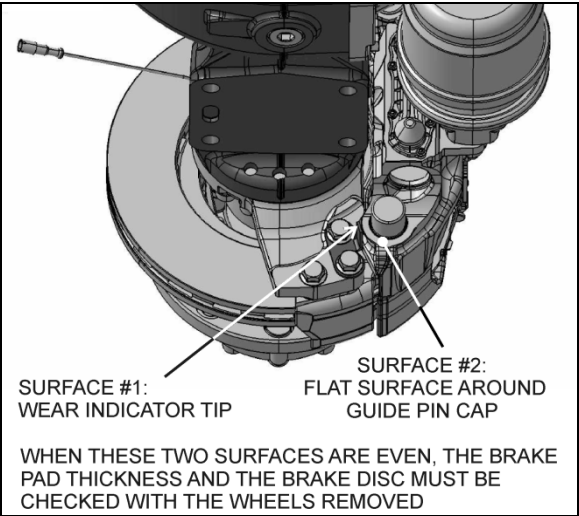


FIGURE 27: BRAKE PAD WEAR CHECK ON DRIVE AXLE

If the side of the caliper (flat surface around guide pin cap) lines up with the tip of the wear indicator, then the brake pad thickness and the brake disc must be checked with the wheel removed. If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

Please refer to Knorr-Bremse Y006471 Service Manual for further information on wear check of pads and brake discs.

25.3.2 Front and Tag Axle – Equipped With L-bracket Wear Indicator

The condition of the pads can be checked without removing the wheel by checking the position of the caliper compared to the tip of the wear indicator or carrier depending on vehicles.

In one variant of the visual wear indicator (Figure 28), the side of the caliper (flat surface around guide pin cap) lines up with the tip of the wear indicator (i.e. measurement “A” would be 0.0 in). In this condition, the brake pad thickness and the brake disc must be checked with the wheel removed. If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

Alternately, brake pad wear can be checked using carrier to caliper position. When points “P” and “R” align, the brake pad thickness and brake disc must be checked with the wheels removed (Figure 29). If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

Please refer to *Knorr-Bremse Service Manual* for additional details.

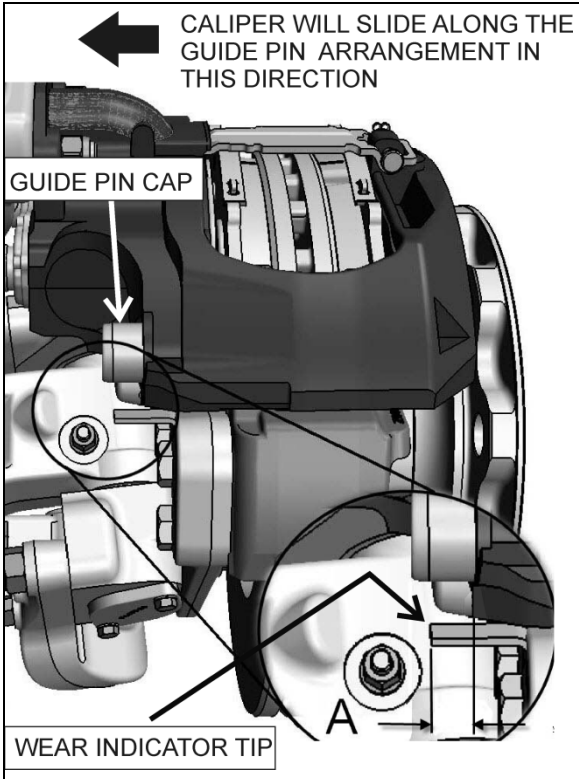


FIGURE 28: PAD WEAR CHECK FRONT AND TAG AXLE

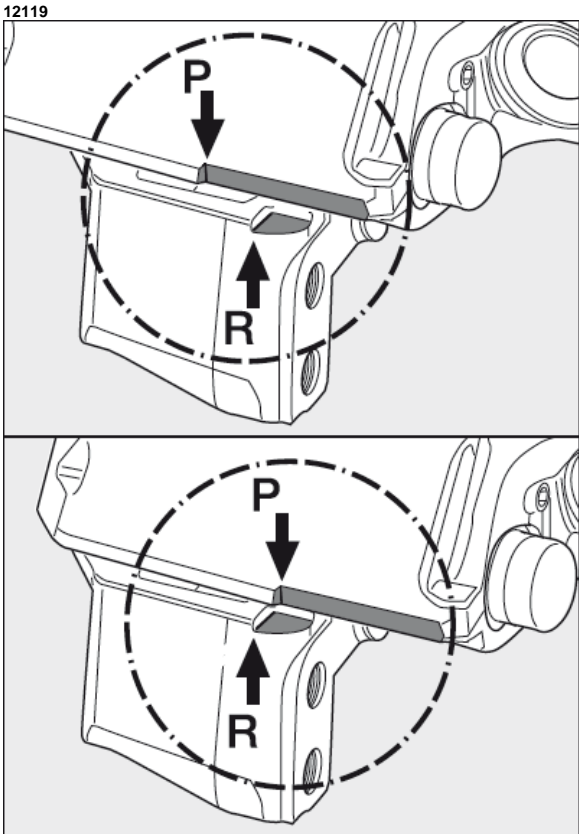


FIGURE 29: PAD WEAR CHECK FRONT AND TAG AXLE

25.3.3 Continuous Wear Sensor.

These vehicles have a potentiometer installed directly on the brake caliper.

Wear percentage can be consulted via the DID. Access the « Brake Lining Remaining » MENU

Front axle wear sensors are connected to multiplex module **A44**.

Right hand (curbside) wear sensors for both rear axles are connected to **A50**

Left hand (road side) wear sensors for both rear axles are connected to **A51**

From the multiplex modules, the signal is sent to Clever System's IVN connection
Refer to wiring diagram for details

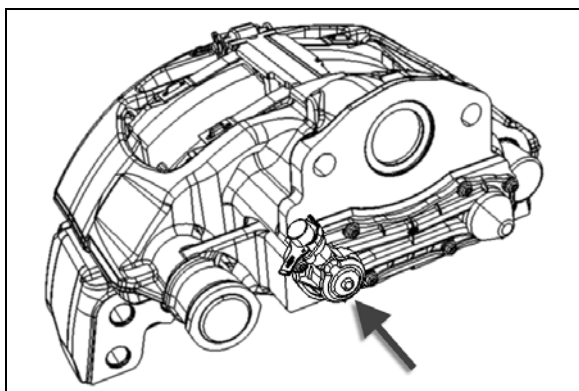


FIGURE 30: POTENTIOMETER

25.4 BRAKE PADS AND DISCS MINIMAL TOLERANCE LIMITS

25.4.1 Brake Pads

The thickness of the pads must be checked regularly dependent on the usage of the vehicle. The pads should be checked corresponding to any legal requirements that may apply. Even if a wear indicator is fitted and connected, this must be at least every 12 months.

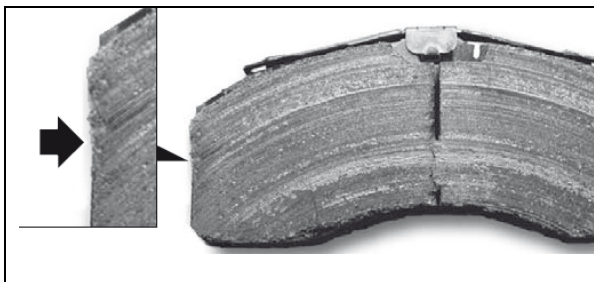


FIGURE 31: MINOR BREAKOUTS AT THE EDGES ARE PERMITTED

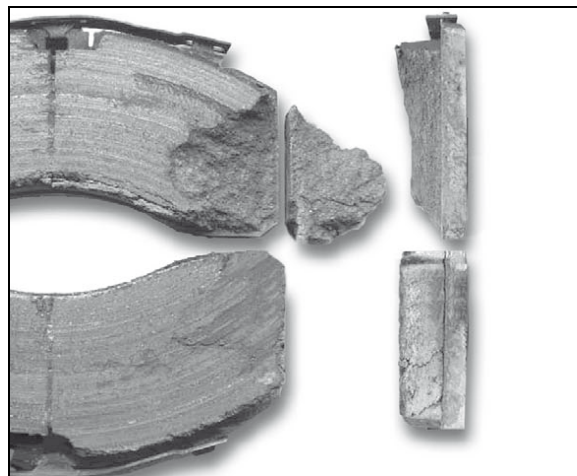


FIGURE 32: MAJOR BREAKOUTS ON THE SURFACE OF THE BRAKE PAD ARE NOT PERMITTED

If the thickness of the friction material at its thinnest point is less than 0.079 inch or 2 mm (measurement C), the pads must be replaced.

- A= Overall thickness of new brake pad: 1.18 in (30 mm)
- B= Back plate SN7 type: 0.354 in (9 mm)
- C= Minimal thickness of friction material: 0.079 in (2 mm)
- D= Minimum allowed thickness in worn condition for back plate and friction material: 0.433 in (11 mm)

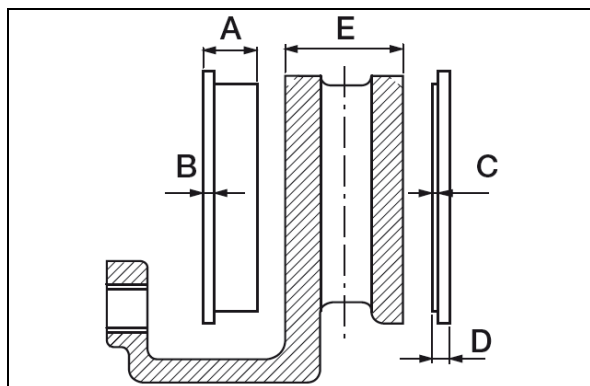


FIGURE 33: BRAKE PAD DIMENSIONS

25.4.2 Brake Disc

Measure the thickness of the brake disc at the thinnest point. Be aware of possible burring at the edge of the disc.

- E= Total thickness of the brake disc
New condition = 1.77 in (45mm)
Worn condition = 1.457 in (37mm) (the disc must be replaced)
If the disc dimension E ≤ 1.535 in (39mm), it is recommended that the disc should be renewed when the brake pads are changed.

Refer to Knorr-Bremse Pneumatic Disc Brake SN7 Service Manual included on the technical manuals CD for additional brake disc visual checks.

25.5 CALIPER RUNNING CLEARANCE

The Knorr Bremse/Bendix air disc brake is designed to move freely, with minimal force. By pushing and pulling the caliper in an axial direction by hand (see arrows in Figure 34), a movement of 0.6 - 1.1 mm must be possible.

If, even using a high level of hand pressure (no tools), the caliper is not moveable, the caliper guidance must be further examined.

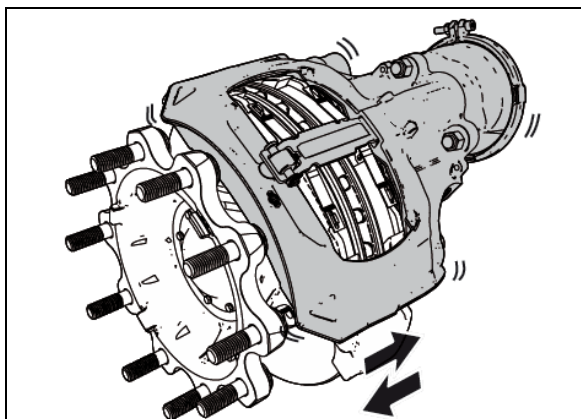


FIGURE 34: CALIPER AXIAL DIRECTION

25.6 TORQUE SPECIFICATIONS

For proper caliper maintenance, refer to the following figures. For other tightening torques, please refer to ZF and Knorr-Bremse literature.

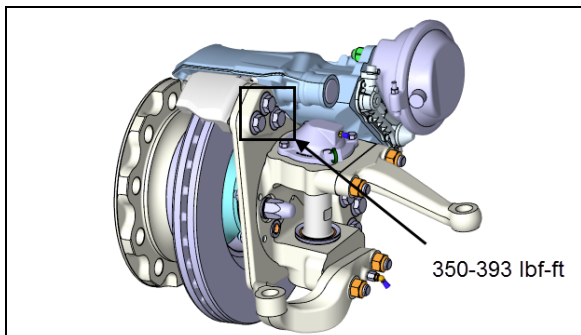


FIGURE 35: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - I-BEAM AXLE

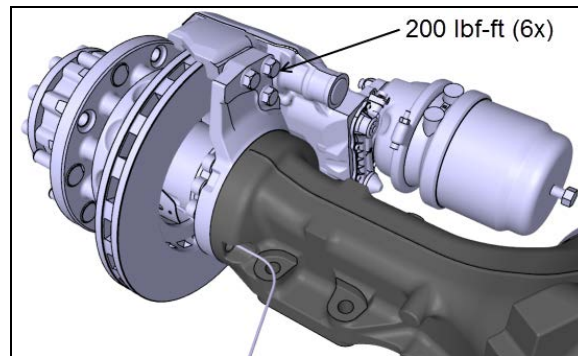


FIGURE 36: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - ZF A132 DRIVE AXLE

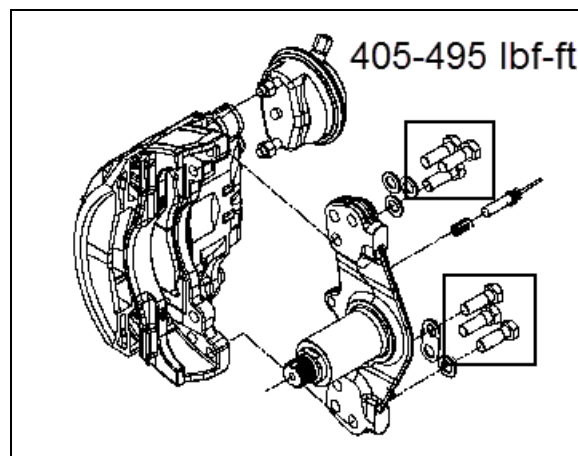


FIGURE 37: CALIPER CARRIER MOUNTING BOLTS TORQUE SPECIFICATION - TAG AXLE

26. SAFE SERVICE PROCEDURES

Most recently manufactured brake linings no longer contain asbestos fibers. Instead of asbestos, these linings contain a variety of ingredients, including glass fibers, mineral wool, aramid fibers, ceramic fibers, and carbon fibers. At present, OSHA (Occupational Safety and Health Administration) does not specifically regulate these non-asbestos fibers, except as nuisance dust. Medical experts do not agree about the potential long-term risks from working with and inhaling non-asbestos fibers. Nonetheless some experts think that long-term exposure to some non-asbestos fibers could cause diseases of the lung, including pneumoconiosis, fibrosis, and cancer. Therefore, lining suppliers recommend that workers use caution to avoid creating and breathing dust when working on brakes that contain non-asbestos fibers.

**WARNING**

NEVER use compressed air or dry brushing to clean brake parts or assemblies. OSHA recommends that you use cylinders that enclose the brake. These cylinders have vacuums with high efficiency (HEPA (Health and Environment Protection Agency)) filters and workmans' arm sleeves. But, if such equipment is not available, carefully clean parts and assemblies in the open air.

Clean brake parts and assemblies in the open air. During disassembly, carefully place all parts on the floor to avoid getting dust into the air. Use an industrial vacuum cleaner with a HEPA filter system to clean dust from the brake drums, backing plates and other brake parts. After using the vacuum, remove any remaining dust with a rag soaked in water and wrung until nearly dry.

If you must grind or machine brake linings, take additional precautions because contact with fiber dust is higher during these operations. In addition to wearing an approved respirator, do such work in an area with exhaust ventilation.

When cleaning the work area, NEVER use compressed air or dry sweeping to clean the work area. Use an industrial vacuum with a HEPA filter and rags soaked in water and wrung until nearly dry. Dispose of used rags with care to avoid getting dust into the air. Use an approved respirator when emptying vacuum cleaners and handling used rags.

Wash your hands before eating, drinking or smoking. Do not wear your work clothes home. Vacuum your work clothes after use and then launder them separately, without shaking, to prevent fiber dust from getting into the air.

Material safety data sheets on this product, as required by OSHA, are available from Rockwell and Knorr-Bremse.

**WARNING**

Whenever possible, work on brakes in a separate area away from other operations.

Always wear a respirator approved by NIOSH (National Institute of Occupational Safety and Health) or MSHA (Mine Safety and Health Administration) during all brake service procedures. Wear the respirator from removal of the wheels through assembly.

27. AIR BRAKE TROUBLESHOOTING

The following tests and check lists have been designed to identify the cause(s) of a sluggish performance and/or leaks in the system. These tests require very little time to perform, and give you a general idea of the system condition. Each test is provided with a corresponding check list which will guide you to the most common causes of problems.

Before performing any test, check all air lines for kinks or dents, and hoses for signs of wear, drying out or overheating.

**WARNING**

When working on or around a brake system and its related components, the following precautions should be observed:

Always block vehicle wheels. Stop engine when working under a vehicle. Keep hands away from chamber push rods and slack adjusters as they may apply when system pressure drops.

Never connect or disconnect a hose or line containing air pressure. It may whip as air escapes. Never remove a component or pipe plug unless you are sure all system pressure has been depleted.

Never exceed recommended air pressure and always wear safety glasses when working with air pressure. Never look into air jets or direct them at anyone.

Never attempt to disassemble a component until you have read and understood the recommended procedures. Some components contain powerful springs and injury can result if not properly disassembled. Use only proper tools and observe all precautions pertaining to the use of those tools.

Always clean connecting piping and/or fittings, and coat pipe threads with Teflon pipe sealant before installing any air brake system component.

Pressure Build-Up / Low Pressure Warning / Cutoff Point / Air Filter/Dryer Built-in Governor Cutout

CONDITION: Vehicle leveled, parking brake applied.

4. Completely drain wet, primary and secondary air reservoirs only.

5. Start engine and run at fast idle. Low pressure warning lights should be "On".
6. Start checking pressure at 50 psi (344 kPa).
7. Low pressure warning lights and buzzer should go off at or above 60 psi (415 kPa).
8. At 85 psi (586 kPa), run engine at max recommended rpm, then check that build up time to 100 psi (690 kPa) is 13 seconds or less.
9. Air filter/dryer built-in governor cut-out. Cuts out at the correct pressure of 140 psi.
10. Air filter/dryer built-in governor cut-in. Cuts in around 122 psi.

For common corrections, refer to the following check list:

High or Low Warning Cutoff Point

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

High or Low Air Filter/Dryer Built-in Governor Cutout Point

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

OR

- Repair or replace air filter/dryer as necessary after checking that compressor unloader mechanism operates correctly.

More than 13 seconds to build-up pressure from 85 to 100 psi (585 - 690 kPa) at full engine RPM

- Perform a telltale light and gauge test. Replace entire cluster if found defective.
- Check compressor strainer or inlet line. If restricted, clean or replace element or faulty line.
- Check compressor head or discharge line for carbonization or restriction. Clean or replace as necessary.
- If discharge valves leak, pull head and correct or replace cylinder head.
- If drive is slipping, replace gear.
- If inlet valves are stuck, open or leaking severely, replace unloader kit, inlet valves and/or seats as necessary.
- If drain cock is found open, close it.
- Listen for air leaks and repair.
- Redo list to check all items repaired or replaced.

Air Supply Reservoir Leakage

CONDITION: Full pressure, engine stopped, parking brake applied

1. Allow at least 1 minute for pressure to stabilize.
2. Stop engine, then check air pressure gauge for 2 minutes. Note any pressure drop.
3. Pressure should not drop by more than 3 psi (20 kPa) per minute.

For common corrections, refer to the following check list:

Excessive air loss:

- With the primary air system at normal operating pressure 122-140 psi, coat all air line connections and pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.
- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

Brake System Air Leakage

CONDITION: Full pressure, engine stopped, parking brake released.

1. Apply service (foot) brakes, allow at least 1 minute for pressure to stabilize.
2. Hold down foot valve for 1 minute while observing air pressure gauge on the dashboard.
3. Pressure drop should not be more than 3 psi (20 kPa) per minute.

For common corrections, refer to the following check list.

Excessive leakage on brake service side:

- With the primary air system at normal operating pressure 122-140 psi and foot brake applied, coat all air line connections and brake pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.
- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

IMPORTANT NOTE

To maintain your vehicle's air disc brakes at their original performance standard, we strongly recommend use of only genuine, approved service replacement parts on Bendix

and Knorr-Bremse air disc brake systems.

If non-approved friction materials or replacement components are used, neither Prevost Car nor Bendix Spicer Foundation Brake LLC will accept any air disc brake-related warranty returns or claims.

For more information on this policy, refer to Bendix-Prevost product notification.

28. BRAKE AIR CHAMBER

This vehicle is equipped with *Knorr-Bremse SN7000* disc brakes on all axles, it also uses "Knorr-Bremse" brake chambers. The drive axle chambers consist of two separate air chambers, each having its own diaphragm and push rod. They are used as a service brake chamber, an emergency brake in case of air pressure loss and a spring-applied parking brake. Refer to Figure 37 and Figure 38. The front and tag axle brake air chambers are used only for service brake duty.

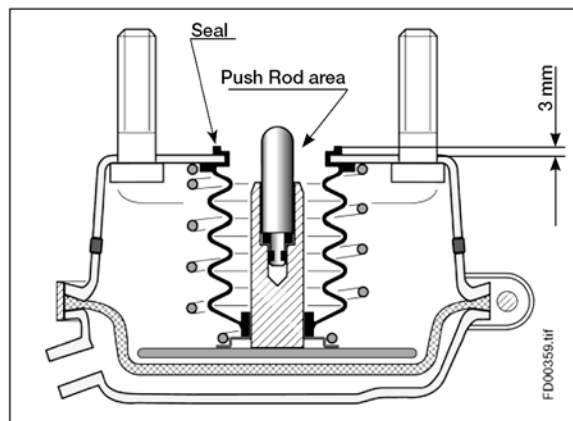


FIGURE 38: FRONT AXLE BRAKE AIR CHAMBER 12158

28.1 MAINTENANCE

Every 6,250 Miles (10 000 km) or twice a year, whichever comes first depending on type of operation:

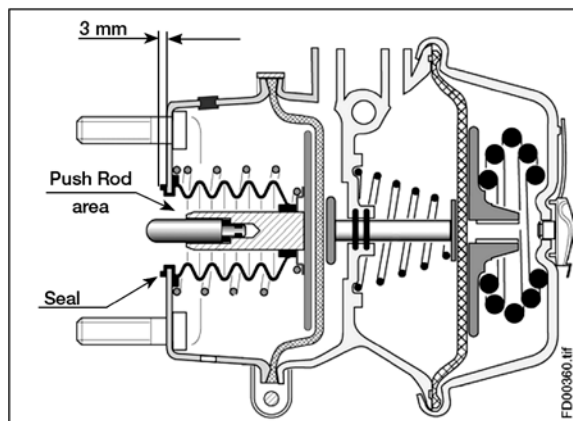


FIGURE 39: DRIVE AXLE BRAKE AIR CHAMBER 12126

Check all hoses and lines. They should be secure and in good condition.

Every 100,000 Miles (160 000 km) or once a year, whichever comes first depending on type of operation:

1. Disassemble and clean all parts.
2. Install new diaphragm or any other part if worn or deteriorated.

NOTE

When the diaphragm, spring, or both are replaced, they should be replaced in the corresponding chamber on the same axle.

3. Perform an airtightness test:
 - a) Make and hold a full brake application.
 - b) Coat clamping ring(s) with a soapy solution. If leakage is detected, tighten clamping ring only enough to stop leakage. **Do not overtighten** as this can distort sealing surface or clamping ring. Coat area around push rod hole (loosen boot if necessary). No leakage is permitted. If leakage is detected, the diaphragm must be replaced.

28.2 EMERGENCY/PARKING BRAKE MANUAL RELEASE

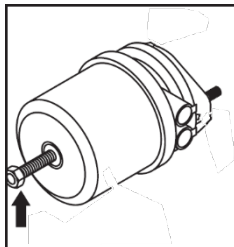


DANGER

Never stand in the axis line of the spring brake chambers, especially when caging the spring.

Drive Axle

1. Block the wheels to prevent the vehicle from moving.
2. Screw-out the spring brake release bolt (arrow) with a maximum of 26 lbf-ft (35 Nm) to the release position.



3. To manually reset the emergency/parking brake, screw in the spring brake release bolt with a maximum of 52 lbf-ft (70 Nm).

28.3 BRAKE CHAMBER REMOVAL AND INSTALLATION



WARNING

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

To prevent personal injuries, brake chambers should be made inoperative by releasing spring tension prior to disposal.

Use the following steps in conjunction with Brake Actuator Replacement procedure found in Knorr-Bremse Pneumatic Disc Brake SN7 Service Manual Y006471.

Removal

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.
3. To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: "Wheels, Hubs and Tires").
4. Exhaust compressed air from system by opening the drain valve of each reservoir.
5. For the drive axle brake chambers, manually release spring brakes (refer to "Emergency/Parking Brake, Manual Release" procedure in this section).
6. Disconnect air line(s) from brake chamber.
7. Unbolt and remove the brake chamber from vehicle.

Installation

1. Reverse removal procedure and then check brake adjustment.

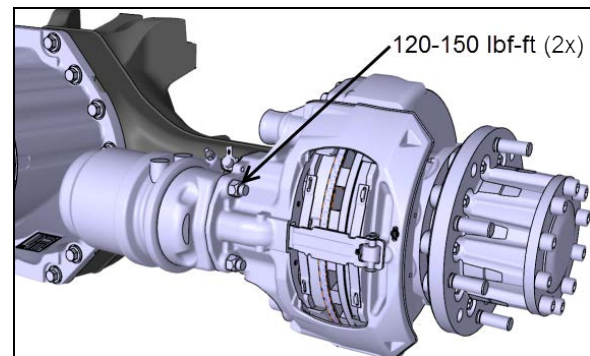


FIGURE 40: TYPICAL AIR CHAMBER MOUNTING NUTS TORQUE – ZF A132 DRIVE AXLE SHOWN

**CAUTION**

Always clean air lines and fittings, and coat pipe threads with teflon pipe sealant before reconnecting air lines. Make sure the drain hole of the brake chamber is in the lower position for proper moisture evacuation.

28.4 BRAKE CHAMBER DISASSEMBLY

**DANGER**

Spring brake chambers, on drive and tag axles contain an extremely high compressive force spring, which can possibly cause serious injury if special precautions are not taken when working around this area.

To avoid such injury, the following recommendations must be applied:

- Prevost recommends the installation of a new spring brake chamber if it is found to be defective.
- Spring brake chamber maintenance and/or repair must be performed by trained and qualified personnel only.
- Before manually releasing spring brakes, visually check spring brake for cracks and/or corrosion.
- On "MGM" brake chambers (drive axle), make sure the release stud is properly anchored in spring plate receptacle prior to caging the spring.
- Never stand in the axis line of the spring brake chambers, especially when caging the spring.

**WARNING**

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.

NOTE

To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: "Wheels, Hubs and Tires").

3. Exhaust compressed air from air system by opening the drain valve of each reservoir.
4. For the drive axle brake chambers, manually release spring brakes (refer to "Emergency/Parking Brake Manual Release" procedure in this section).
5. Remove clamp ring, remove and discard the existing diaphragm. Install the new diaphragm squarely on body.
6. Reverse the procedure for assembly. Tap clamp ring to ensure proper seating. Check for proper operation before placing vehicle in service.

29. ANTI-LOCK BRAKING SYSTEM (ABS)

This device has been designed to ensure stability and permit steering control of vehicle during hard braking, and to minimize its stopping distance whatever the road conditions are. On slippery roads and generally in emergency situations, over-braking frequently induces wheel lock. The anti-lock braking system provides maximum braking performance while maintaining adequate steering control on slippery roads.

The ABS continuously monitors wheel behavior during braking. Sensors on each wheel of front and drive axles (tag axle is slave to drive axle) transmit data to a four channel electronic processor which senses when any wheel is about to lock. Modulator valves quickly adjust the brake pressure (up to 5 times per second) to prevent wheel locking. Each wheel is therefore controlled according to the grip available between its tire and the road.

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

Since the braking system has dual circuits, the ABS is also provided with a secondary system should a fault develop in the ABS. Anti-lock systems are a parallel system which does not hinder brake functioning in case of failure. Braking system functions in normal, non anti-lock controlled operation during ABS system failure.

The ABS system consists of two diagonally related circuits, only the half of the system which has sustained damage or other fault is switched off (i.e. wheels return to normal non-ABS braking). The other diagonal half remains under full ABS control.

NOTE

ABS is active on service brake, transmission retarder, Jake brake, but is inactive on emergency/parking brake.

NOTE

The ABS system is inoperative at speeds under 4 mph (6 Km/h). Illumination of ABS telltale indicator at these speeds is normal.

**CAUTION**

Disconnect the ECU or pull the ABS fuse before towing vehicle.

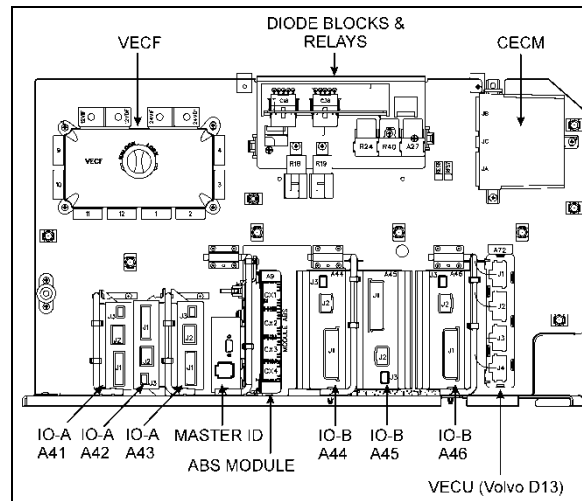


FIGURE 41: ABS ECU LOCATION 06617

**CAUTION**

In order to protect the ABS electronic control unit from voltage surges, always disconnect before performing any welding procedure on vehicle.

29.1 TROUBLESHOOTING AND TESTING

For troubleshooting and testing of the vehicle's anti-lock braking system, refer to Bendix applicable booklet annexed to this section under reference number SD-13-4869.

29.2 ABS COMPONENTS

The main components of the ABS system are listed hereafter. Refer to each component for its specific function in the system and for proper maintenance.

29.3 BENDIX EC-60 ADVANCED CONTROLLER

This control unit, also known as ABS module, is located in the front electrical and service compartment. According to the data transmitted by the sensors (number of pulses/sec is proportional to the speed of each wheel), the electronic control unit determines which wheel is accelerating or decelerating. It then establishes a reference speed (average speed) from each wheel data, and compares the speed of each wheel with this reference speed to determine which wheel is accelerating or decelerating.

As soon as wheel deceleration or wheel slip threshold values are exceeded, the electronic control unit signals a solenoid control valve to limit the excessive brake pressure produced by the driver in the appropriate brake chamber.

Maintenance

No specific maintenance is required. The ECU is not serviceable. When found to be defective, replace.

29.4 SENSORS

The sensors are mounted on the front, drive and tag axle (if applicable) wheel hubs. The inductive sensors consist essentially of a permanent magnet with a round pole pin and a coil. The rotation of the toothed wheel alters the magnetic flux picked up by the coil, producing an alternating voltage, the frequency of which is proportional to wheel speed. When wheel speed decreases, magnetic flux decreases proportionately. Consequently, the electronic control unit will command the solenoid control valve to decrease the pressure at the corresponding brake chamber.

Maintenance

No specific maintenance is required for sensors, except if the sensors have to be removed for axle servicing. In such a case, sensors should be lubricated with special grease (Prevost #680460) before reinstallation. Refer to paragraph "Sensor Installation" for details.

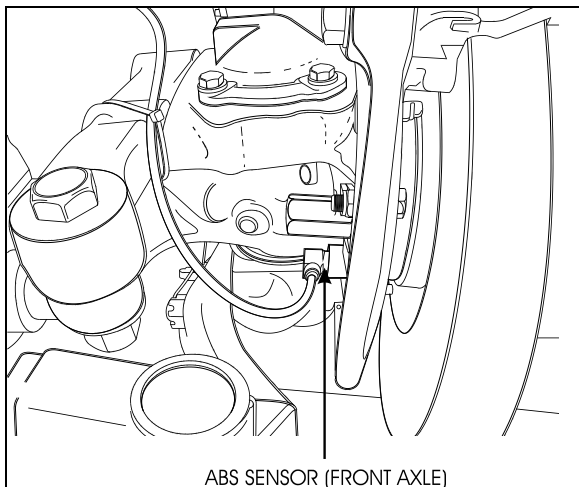


FIGURE 42: ABS SENSOR LOCATION

12153

NOTE

The resistance value, when sensors are checked as a unit, must be equal to 1,75 k ohms. To check the sensors for proper output voltage after the sensors and toothed wheels have been assembled to the axle, connect a suitable AC voltmeter across the output terminals. With the hubs rotating at 30 rpm, the output voltages should read from 50 to 1999 mV to be acceptable.

Sensor Installation

The following procedure deals with sensor installation on the axle wheel hubs. Read procedure carefully before reinstalling a sensor, as its installation must comply with operational tolerances and specifications.

1. Apply recommended lubricant (Prevost #680460) to spring clip and sensor.

**CAUTION**

Use only this type of grease on the sensors.

2. Insert spring clip in the holder on hub. Make sure the spring clip tabs are on the inboard side of the vehicle. Push in until the clip stops.
3. Push the sensor completely inside the spring clip until it is in contact with the tooth wheel. Ensure mounting is rigid, as it is an important criterion for adequate sensor operation.

NOTE

This installation should be of the "press fit" type.

29.5 SPRING CLIP

The spring clip retains the sensor in its mounting bracket close to the toothed pulse wheel. The gap between the sensor end and teeth is set automatically by pushing the sensor in the clip hard up against the tooth wheel, and the latter knocks back the sensor to its adjusted position (Figure 42).

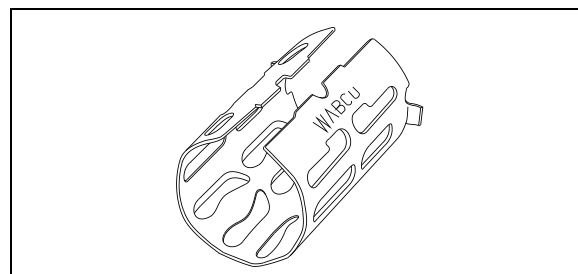


FIGURE 43: SPRING CLIP

12161

Maintenance

The spring clip requires no specific maintenance.

30. BENDIX AUTOMATIC TRACTION CONTROL (ATC) – ELECTRONIC STABILITY CONTROL (ESC)

In addition to the ABS function, vehicle is equipped with a Traction Control System (TCS) feature. This feature is provided by the Bendix EC-60 advanced controller. Bendix refers to this feature as **Automatic Traction Control (ATC)**. Bendix ATC can improve vehicle traction during acceleration, and lateral stability while accelerating through curves. ATC utilizes **Engine Torque Limiting (ETL)** where the ECU communicates with the engine's controller and/or **Differential Braking (DB)** where individual wheel brake applications are used to improve vehicle traction.

The EC-60 advanced model controller also provides an ABS-based Electronic Stability Control (ESC) feature. Bendix refers to it as **ESC Electronic Stability Control**.

The Bendix ESC system is an ABS-based stability system that enhances vehicle stability by both reducing engine throttle and by applying vehicle braking based on actual vehicle dynamics

ESC stability system consists of Yaw Control (YC) and Roll Stability Program (RSP) features.

**CAUTION**

Even with ESC-equipped vehicles, the driver remains responsible for ensuring vehicle stability during operation.

**MAINTENANCE****ABS & ELECTRONIC STABILITY CONTROL SYSTEMS****Every 12 months,**

Check the proper functioning of ABS and ESC systems. To do so, perform the "Component Test" using Bendix ACom Diagnostics software.

Bendix ACom Diagnostics software is available for download at www.bendix.com.

30.1 COMPONENTS

30.1.1 The EC-60™ controller's ABS function utilizes the following components:

- Six (6) Bendix® WS-24™ wheel speed sensors. Each sensor is installed with a Bendix Sensor Clamping Sleeve;
- Five (5) Bendix® Pressure Modulator Valves (M-40QR);
- Dash-mounted vehicle ABS Indicator Lamp;
- Service brake relay valve;
- Dash-mounted trailer ABS Indicator Lamp.

30.1.2 The EC-60™ controller's ATC function utilizes the following components:

- Drive axle traction control valve;
- Dash-mounted ESC/TCS status/indicator lamp (also serves as the ESC status/indicator lamp);
- Dash-mounted TCS Mud/Snow switch;
- J1939 serial communication to engine control module.

30.1.3 The EC-60™ controller's ESC/RSP function utilizes the following components:

- Front Axle Traction Control Valve integral to the service brake relay valve;

- Dash-mounted ESC/TCS status/indicator lamp (also serves as the ATC status/indicator lamp);
- Bendix SAS-70 Steering Angle Sensor (mounted to the steering column);
- Bendix YAS-70 Yaw Rate/Lateral Acceleration Sensor (mounted to a cross member forward of the drive axle);
- Brake Demand Sensors (installed in the primary and secondary delivery circuits);
- An additional Modulator Valve (Bendix® M-40QR™ Pressure Modulator Valve) that controls pressure applied to the trailer brakes during system intervention.

30.2 BENDIX M-40QR PRESSURE MODULATOR VALVE

This Bendix M-40QR (quick release) Pressure Modulator Valve (PMV) is operated by the EC-60 controller to modify driver applied air pressure to the service brakes during ABS, ATC, RSP or YC activation. The PMV is an electro pneumatic control valve and is the last valve that air passes through on its way to the brake chamber. The modulator hold and release solenoids are activated to "modulate" or "control" the brake pressure during an antilock braking event. The hold solenoid is normally open and the release solenoid is normally closed, such that the PMV nominally allows air to flow through. This design allows for air delivery to brake chambers in the event of electrical trouble. This is an "On/Off" type valve, i.e., during an antilock activity, the valve exhausts air from the brake chamber when in a ABS event, the electronic unit senses that the corresponding wheel speed is decreasing in relation to the other wheels.

The Advanced EC-60 controller also utilizes an additional PMV for control of the trailer service brakes during stability interventions.

6s/5m Configuration

Prevost vehicles utilize a 6 sensors/5 pressure modulator valves configuration, with the tag axle having two sensors, but only one Pressure Modulator Valve. In this case, the PMV controls both wheels on the tag axle. The tag axle wheels would receive equal brake pressure, based on the wheel that is currently experiencing the most wheel slip.

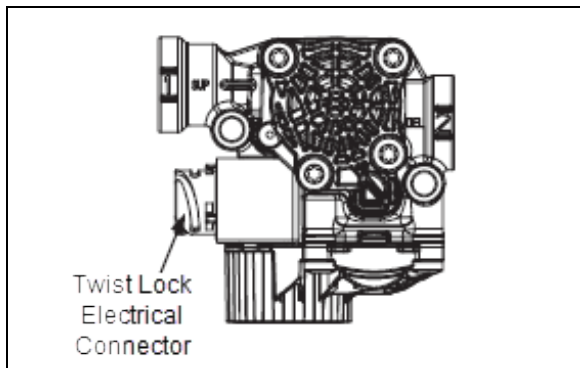


FIGURE 44: M-40QR PRESSURE MODULATOR VALVE

Maintenance

NOTE

On older vehicles, when replacing for the first time the older modulator valve M-32QR by the newer M-40QR modulator valve, it is important to replace both left and right valves on the vehicles drive axle or front suspension.

Modulator valve model can be easily identified by their different side cover and exhaust section.



Mixing valve type on the left and right sides of the vehicle may result in slight pull to one side when braking.

Maintenance, removal and installation information of this valve is supplied in Bendix booklet, reference number SD-13-4958.

30.3 ADVANCED ABS WITH ELECTRONIC STABILITY CONTROL (ESC)

Overview

Bendix ESC stability system reduces the risk of rollovers, jackknifing and other loss of control. ESC features include Roll Stability Program (RSP) and Yaw Control. During operation, the ECU of the Bendix Advanced ABS system constantly compares performance models to the vehicle's actual movement, using the wheel

speed sensors of the ABS system, as well as lateral, yaw, and steering angle sensors. If the vehicle shows a tendency to leave an appropriate travel path, or if critical threshold values are approached, the system will intervene to assist the driver.

Roll Stability Program

Bendix RSP, an element of the overall ESC system, addresses rollover conditions. In the case of a potential roll event, the ECU will override the throttle and quickly apply pressure at all wheel ends to slow the vehicle combination. The level of braking application during an RSP event will be proportional to roll risk.

Yaw Stability

Yaw stability counteracts the tendency of a vehicle to spin about its vertical axis. During operation, if the friction between the road surface and the tires is not sufficient to oppose lateral (side) forces, one or more of the tires can slide, causing the vehicle to spin. These events are referred to as either an "under-steer" situation (where there is a lack of vehicle response to steering input due to the slide on the front axle) or an "over-steer" (where the vehicle's rear end slides out due to tire slide on the rear axle) situation. Factors that influence yaw stability are: wheelbase, suspension, steering geometry, weight distribution front to rear, and vehicle track width.

Yaw Control

Yaw Control corresponds to a wide range of low to high friction surface scenarios including rollover, jackknife and loss of control. It is the recommended system for all power vehicles and especially critical for vehicles pulling trailers. In the case of vehicle slide (over-steer or under-steer situations), the system will reduce the throttle and then brake one or more of the "four corners" of the vehicle (in addition to potentially applying the trailer brakes), thus applying a counter-force to better align the vehicle with an appropriate path of travel.

For example, in an over-steer situation, the system applies the "outside" front brake; while in an under-steer condition, the "inside" rear brake is applied.

**DANGER**

Bendix ESC system may reduce the vehicle speed automatically.

ESC can make the vehicle **decelerate automatically**. ESC can slow the vehicle with or **without the operator applying the brake**, and **even when the throttle is being applied**.

30.4 BENDIX® SAS-70 STEERING ANGLE SENSOR

The Steering Angle Sensor (SAS) is used to provide driver steering input to the controller. It reports the steering wheel position to the controller utilizing a dedicated serial communications link that is shared with the YAS-70 sensor. The controller supplies the power and ground inputs to the SAS-70 sensor.

The SAS-70 sensor installed on Prevest vehicles is the 90° connector.

30.4.1 Removal of the steering angle sensor

Service Checks:

1. Check all wiring and connectors. Some installations also include an intermediate connector from the steering angle sensor to the main vehicle wire harness. Make sure all connections are free from visible damage.
2. Examine the sensor. Make sure the sensor, its mounting screws, and the interface between the hub and the steering column are not damaged.

Diagnostics:

The steering angle sensor is only operational in conjunction with an Advanced ECU. No independent diagnostics can be performed on the sensor.

Removal:

1. Remove steering column upper, middle and lower covers.
2. The steering angle sensor is located near the universal joint.
3. Unplug sensor cable assembly from body of sensor. Squeeze the mounting tabs and pull gently on connector until it disengages.
4. Disconnect steering column upper U-joint.
5. Unscrew all three of the mounting screws that hold the body of the sensor to the steering column body.

6. Slide the sensor over the column to remove. Take note if the sensor label is facing upward or downward.

Installation:

1. Obtain a new sensor. The sensor is not repairable in the field.
2. Slide the sensor over the column. The center hub of the sensor must be aligned with the corresponding notch in the column. The sensor label should be facing in the same direction as the removed sensor.
3. Reconnect the steering column U-joint.
4. Assemble the column non-moving plate with three self-locking screws.
5. Tighten screws between 48 lbf-ft (65 Nm) and 74 lbf-ft (100 Nm).
6. Reconnect the connector. Ensure that there will be no force applied to the sensor because the connector is pulling on the sensor body.
7. If the wire harness leading to the sensor is being replaced, ensure that it is adequately tie wrapped so that the full motion of the steering column can be achieved without pulling apart the connectors.
8. Reinstall the steering column covers. The sensor is not protected against dirt or water intrusion, so care must be taken not to introduce these elements during installation.

Steering Angle Sensor Calibration

The steering angle sensor calibration can only be achieved when the sensor is powered by the Advanced ABS ECU. No stand-alone sensor calibration can be carried out. The calibration procedure is performed using Bendix® ACom™ Diagnostic V4.0 or higher. See “Troubleshooting Diagnostic Trouble Codes: Steering Angle Sensor (SAS-60)” for the calibration procedure using this tool.

The sensor **must** be recalibrated after any of these situations:

- Replacement of the steering angle sensor;
- Any opening of the connector hub from the steering angle sensor to the column;
- Any maintenance or repair work on the steering linkage, steering gear or other related mechanism;
- Adjustment of the wheel alignment or wheel track;

- After an accident that may have led to damage of the steering angle sensor or assembly.



WARNING

If the steering angle sensor is not properly recalibrated as needed, the yaw control system may not function properly, which can result in incidents leading to loss of vehicle control.

31. FITTING TIGHTENING TORQUES

NTA-Type Plastic Tubing: Hand tighten nut (Figure 44). From that point, tighten using a wrench the number of turns indicated in the following chart.

Tubing diameter (inches)	Number of additional turns required following hand tightening
1/4	3
3/8 to 1/2	4
5/8 to 3/4	3 ½

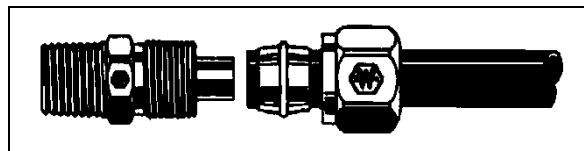


FIGURE 45: HOSE FITTING

12055

NOTE

Use Loctite pipe sealant to seal pipe thread (Prevost number 680098).

32. SPECIFICATIONS

Air Compressor

Make.....Meritor Wabco
 Model..... SS636
 Capacity (at 1250 rpm).....37.4 cfm (1,059 m³/min.)

Air dryer

Make..... WABCO
 Model..... System Saver 1200 Series
 Prevest number 21440978
 Electrical control 12-Volt
 Desiccant cartridge Prevest number 642199
 Cut in pressure 122 psi
 Cut-out pressure 140 psi

33. SECTION CHANGE LOG

DESCRIPTION		DATE
1	Added information to the brake pedal replacement & adjustment paragraph (15.1)	2016/06/17
2		
3		
4		
5		
6		