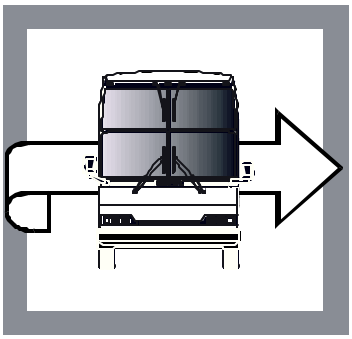

PREVOST

WARRANTY BULLETIN

Wb03-19

EN REGISTRÉ - REGISTERED ISO 9001 & ISO

PREVOST

DATE : SEPTEMBER 2003	**SECTION : 16 - Suspension**
EXPIRATION: SEPTEMBER 2005	
SUBJECT :	**VERIFICATION OF TIGHTENING TORQUE ON 18000LBS INDEPENDENT SUSPENSION LOWER A-ARM**

APPLICATION

Model	VIN 	
XLII-45 Coach Model Year: 2004	2PCX3349841028171 2PCX3349041028181	
H3-45 VIP Model Year: 2004	2PCV3349241014760 2PCV3349441014761 2PCV3349X41014764	2PCV3349941014769 2PCV3349641014776 2PCV3349X41014778
XLII-45 MTH & ENTERTAINER Model Year: 2004	2PCY3349741028165 2PCW3349X41028166 2PCW3349141028167 2PCW3349341028168 2PCW3340341028169 2PCW3349141028170	2PCW3349741028173 2PCW3349041028175 2PCW3349441028177 2PCW3349841028179 2PCW3349341028185 2PCW3349041028189

DESCRIPTION

On the above mentioned vehicles, the castellated nut on R.H. and L.H. side lower A-arm ball joint may have been tightened to high. It is necessary to check the tightening torque. **Part A** of this bulletin describes how to check the tightening torque of the nut. If the castellated nut is tightened to high, the A-arm has to be replaced as described in **part B**.

PART A – TORQUE VERIFICATION

PROCEDURE

Warning: *Park vehicle safely, apply parking brake, stop engine and set battery master switch(es) to the OFF position prior to working on the vehicle.*

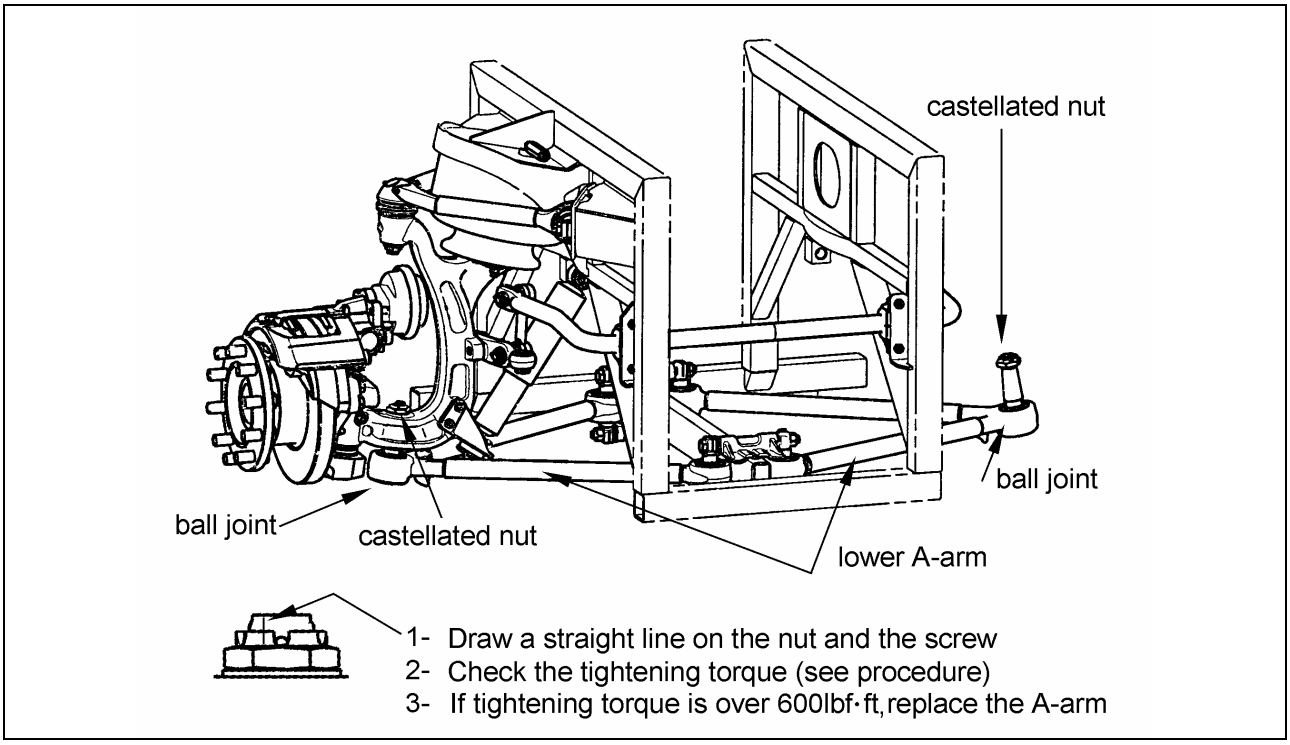

FIGURE 1

Note: *Perform the following steps for R.H. side and L.H. side A-arm.*

1. Raise the vehicle. Remove the front wheels.
2. Locate the castellated nut (see figure 1). Remove the cotter pin.
3. As a reference mark, draw a straight line on the nut and the screw (figure 1). This mark will indicate if the nut has turned during the test.

Note: *The maximum admitted tightening torque is 600lbf·ft. It is necessary to check if the present tightening torque is under 600lbf·ft. To do so, use a torque setting type torque wrench (automatic cut-out) adjusted to 600lbf·ft. The goal is to check if the castellated nut turns during application of a torque, while avoiding triggering off of the torque wrench. The reference line on the nut and screw will help to detect a small rotation. Apply a torque clockwise, which is the normal direction to tighten the nut.* ***While tightening, do not pass the cotter pin insertion hole in order to avoid increasing the torque higher than 600lbf·ft.***

If the nut rotates and there is no triggering off of the torque wrench, then the castellated nut is not tighten to high, the A-arm doesn't have to be replaced. If there is triggering off of the torque wrench with no rotation of the castellated nut, then the nut is tighten to high.

4. Check the tightening torque.
5. If the tightening torque is less than 600lbf·ft, no replacement is required and part B of this bulletin doesn't have to be performed. Just place a new cotter pin #502106. If the castellated nut has been tightened to high, the lower A-arm has to be replaced as described in **part B**.

PART B – LOWER A-ARM REPLACEMENT (ONLY IF REQUIRED)

MATERIAL

Part No.	Description
611271	Lower A-arm, right
611272	Lower A-arm, left
5001333	Castellated nut, M36-1.5 G8
502106	Pin, cotter 1/4x2
160992	Shim 6.35mm, front wheel alignment
160993	Shim 3.175mm, front wheel alignment
661094	Shim 4.76mm, front wheel alignment

Note: *Material can be obtained through regular channels*.

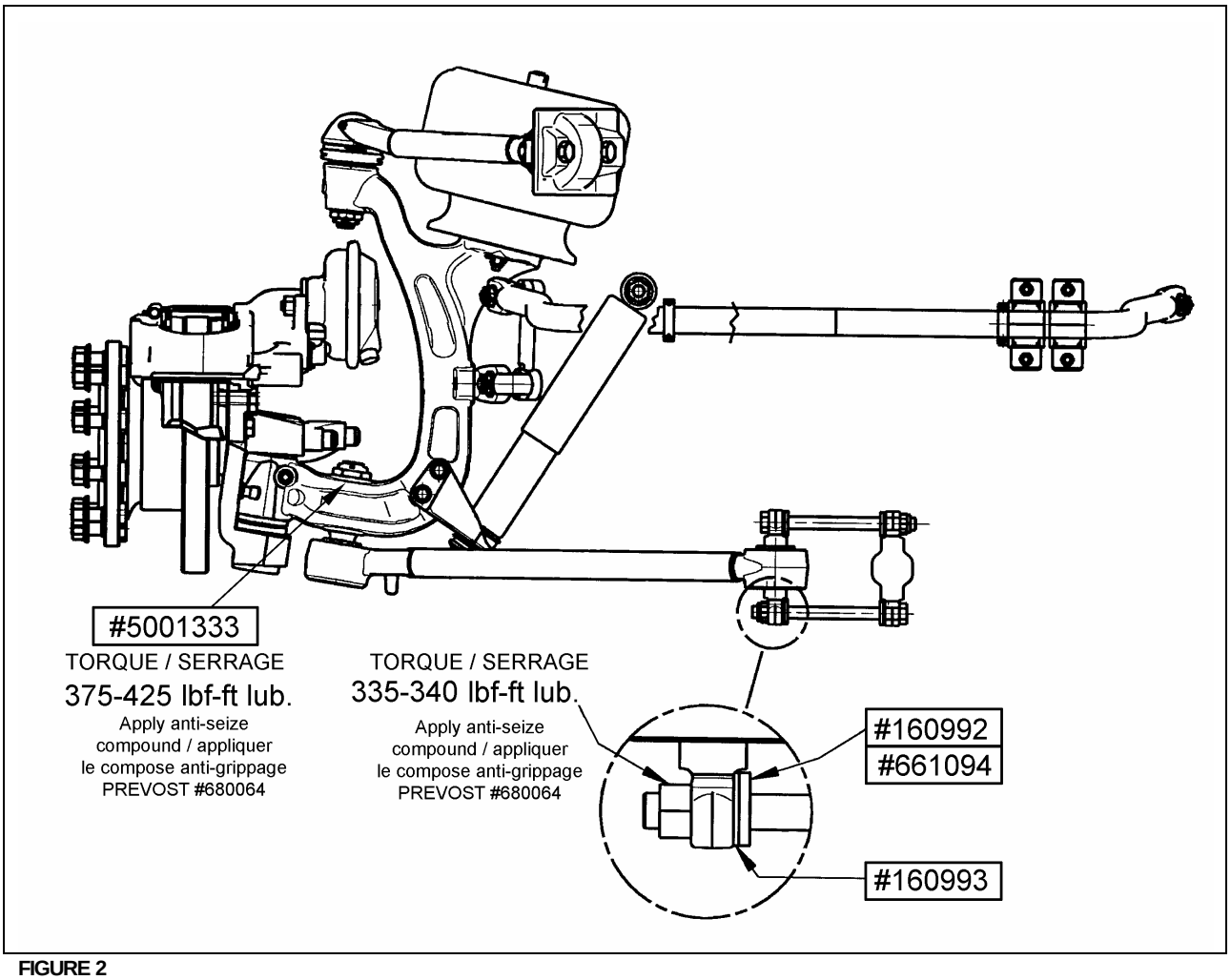

FIGURE 2

1. Raise the vehicle and remove the front wheel.

2. Adequately support the axle.
3. Remove the lower A-arm. Discard the A-arm, the castellated nut and the cotter pin. Keep the other parts for later use.
4. Install the new A-arm as shown in figure 2. Use a new castellated nut #5001333 and a new cotter pin #502106. Tighten to a torque of 375lbf•ft then turn the nut just to be able to insert the cotter pin. Assure that the torque is not higher than 600lbf•ft. Apply anti-seize compound #680064 on threads.

Note: *After replacement of the A-arm, it is necessary to readjust the front wheel alignment. See Front End Alignment in your Maintenance Manuel section 16.*

5. Proceed to the wheel alignment. Use the shims and if necessary, get extra shims listed above.

WARRANTY

Part A verification is covered by Prévost Car's normal warranty. We will reimburse you one hour (1.0) of labor upon receipt of a completed A.F.A. form on which you must specify as per "Warranty Bulletin 03-19 **Part A**".

We will reimburse you the parts and 3 ¼ hour (3.25) of labor for each A-arm that has been replaced upon receipt of a completed A.F.A. form on which you must specify as per "Warranty Bulletin 03-19 **Part A+B**".

Parts / Waste disposal:

Discard waste according to applicable environmental regulations (Municipal/State[Prov.]/ Federal)