



**MAINTENANCE
INFORMATION**

MI18-28

DATE :	September 2018	SECTION : 18 BODY
SUBJECT :	Compressor Door Adjustment on X3 Vehicles	

Initial Release

IMPORTANT NOTICE
This modification is recommended by PrevoSt to increase your vehicle's performance. Note that no reimbursement will be awarded for carrying out this modification.

APPLICATION

Model	VIN
X3-45 coaches Model Year : 2018 - 2019	From 2PCG33490HC736182
X3-45 VIP motorhomes Model Year : 2018 - 2019	From 2PCBS3492HC736181
X3-45 VIP commercial use Model Year : 2018 - 2019	From 2PCCS3495HC736180
X3-45 Commuter Model Year : 2018 - 2019	From 4RKJ33492J9737485



DESCRIPTION

On the vehicles affected by this bulletin, the compressor door may be adjusted for proper fit following the procedure below.

PROCEDURE

⚠ DANGER

Park vehicle safely, apply parking brake, stop engine. Prior to working on the vehicle, set the ignition switch to the OFF position and trip the main circuit breakers equipped with a trip button. On Commuter type vehicles, set the battery master switch (master cut-out) to the OFF position.

1. To adjust the position, the door must be free to move without any restriction. Loosen pin E and strike plate C (Figure 1) to allow slight component movements.

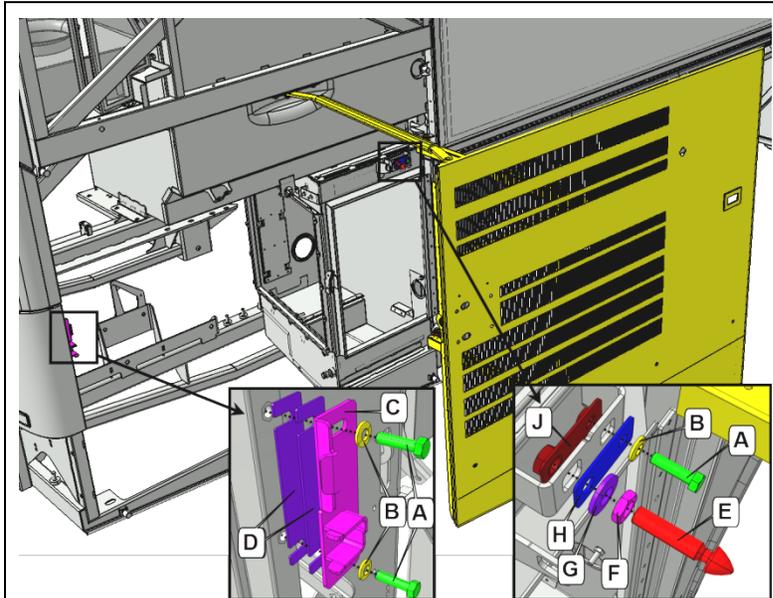


FIGURE 1: DOOR INSTALLATION – LATCH SYSTEM

- A - BOLT
- B - BELLEVILLE WASHER
- C - STRIKE PLATE
- D - SPACER
- E - PIN
- F - LOCK NUT
- G - BELLEVILLE WASHER
- H - PLATE

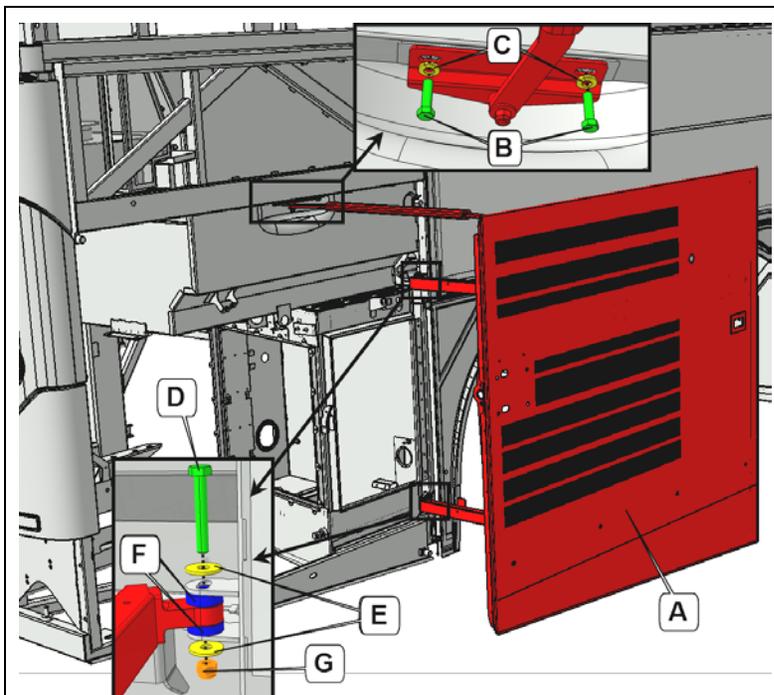


FIGURE 2: HINGES

- A – ENGINE R.H. SIDE ACCESS DOOR
- B - BOLT
- C - BELLEVILLE WASHER
- D - BOLT
- E - WASHER
- F –SPACER
- G - NUT

Vertical adjustment

2. Make sure bolts A are tight (FIGURE 3).



FIGURE 3

3. Compare the lower edge of the door level with the lower edge of the rear fender. The door should be flush with the fender (FIGURE 4).

Tolerance is $\pm 3/32$ " ($\pm 2mm$)

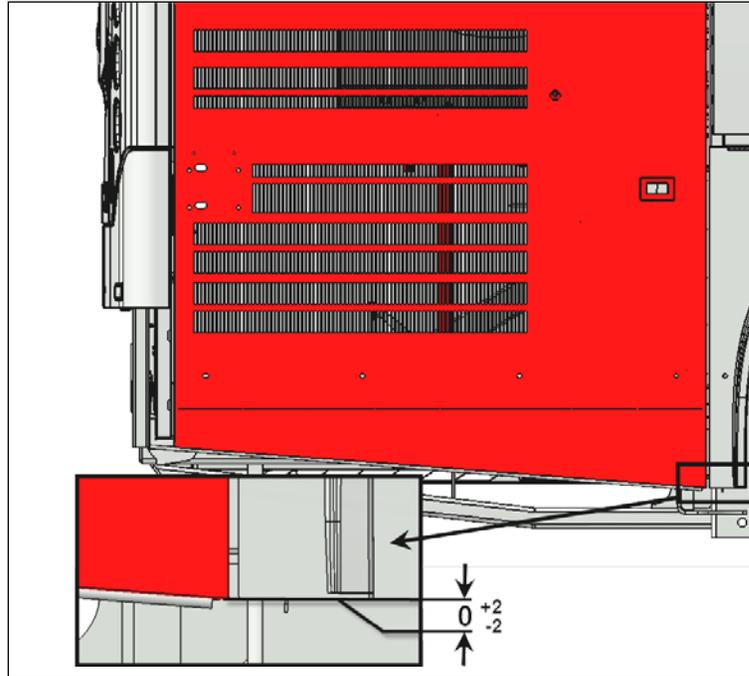


FIGURE 4

4. If the vertical position is out of tolerance, rotate the door using the adjustment provided on the inner side of the door, at the attachment points between the arm and the door (FIGURE 5).

Perform the adjustment with the lower adjustment point preferably.

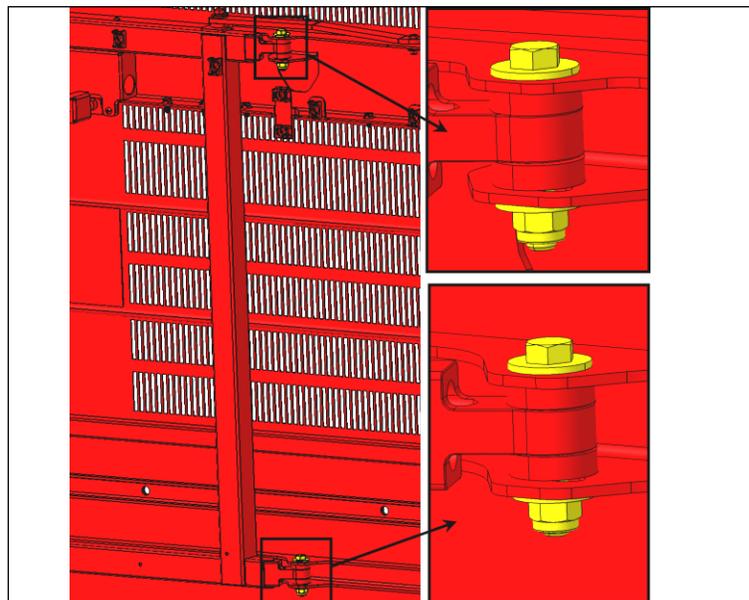


FIGURE 5

Longitudinal adjustment

5. Check the gap between the door and the adjacent panel at the level of the upper attachment point of the arm on the door. The gap should be $\frac{1}{4}$ " (6 mm) (FIGURE 6).

Gap $\frac{1}{4}$ " (6 mm)

Tolerance is $\pm \frac{3}{64}$ " (± 1 mm)

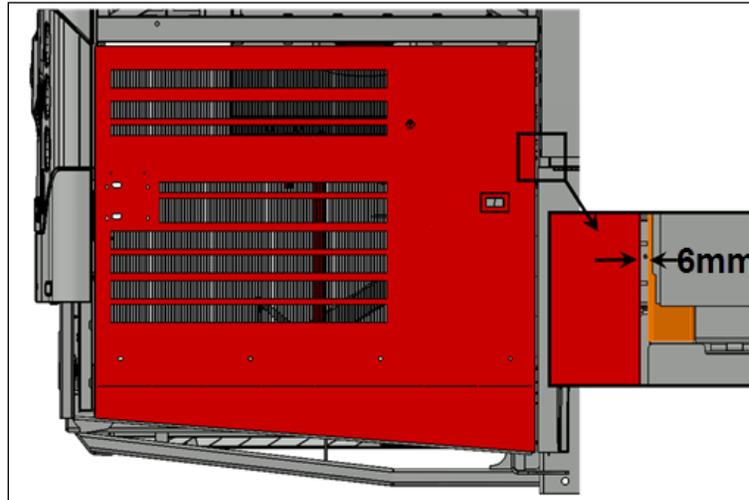


FIGURE 6

6. If the longitudinal position is out of tolerance, adjust using the adjustment provided on the inner side of the door, at the upper attachment point of the arm on the door (FIGURE 7).

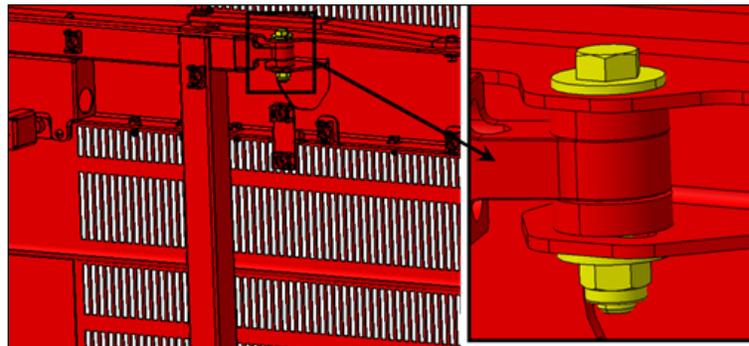


FIGURE 7

7. Check the gap between the door and the adjacent panel at the level of the lower attachment point of the arm on the door. The gap should be $\frac{1}{4}$ " (6 mm) (FIGURE 8).

Gap $\frac{1}{4}$ " (6 mm)

Tolerance is $\pm \frac{3}{64}$ " (± 1 mm)

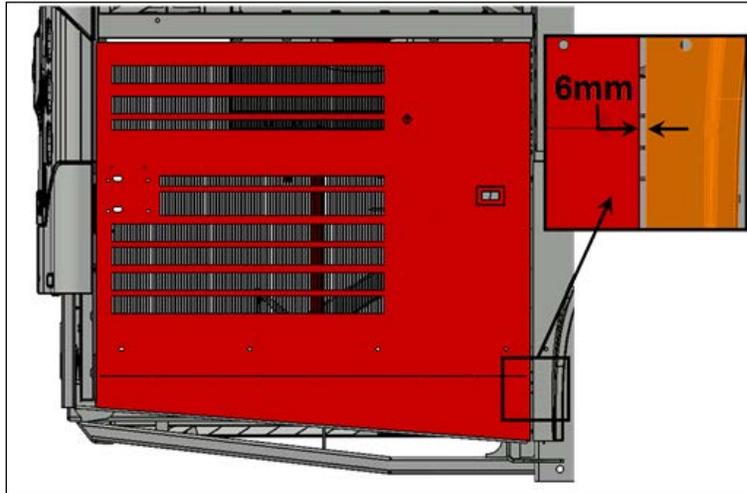


FIGURE 8

8. If the longitudinal position is out of tolerance, adjust using the adjustment provided on the lower attachment point of the arm on the vehicle chassis (FIGURE 9).

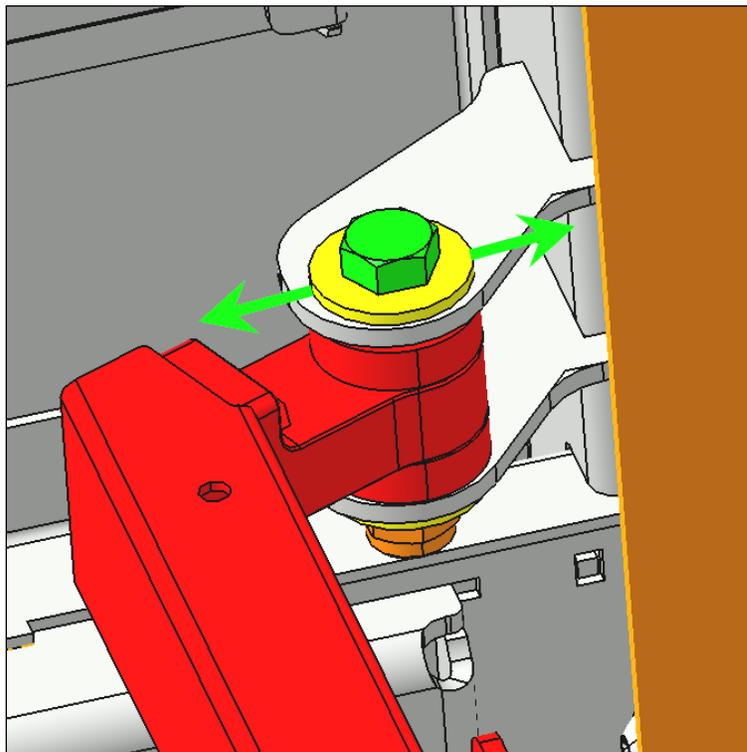


FIGURE 9

Latch installation

9. Install strike plate C and pin E centered in the available adjustment position provided by respective slotted holes (FIGURE 10). The components should be snug but not tight so that they can move when the door will be closed later on in this procedure.

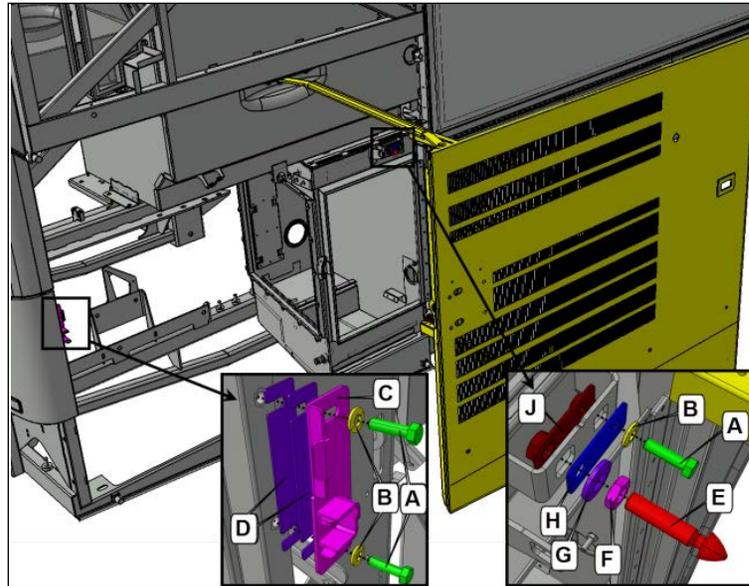


FIGURE 10

10. Check that the two items identified with arrows are snug but not tight (FIGURE 11).

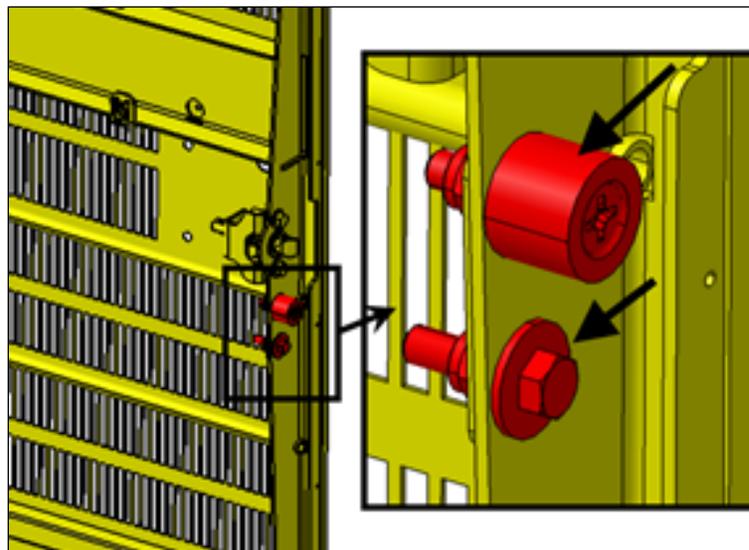


FIGURE 11

11. Before adjusting the pin, make sure that it doesn't exceed more than 2" (50mm) at the first closing of the door (FIGURE 12). Damage to the door can result if this condition is not respected.

Not more than 2" (50mm)

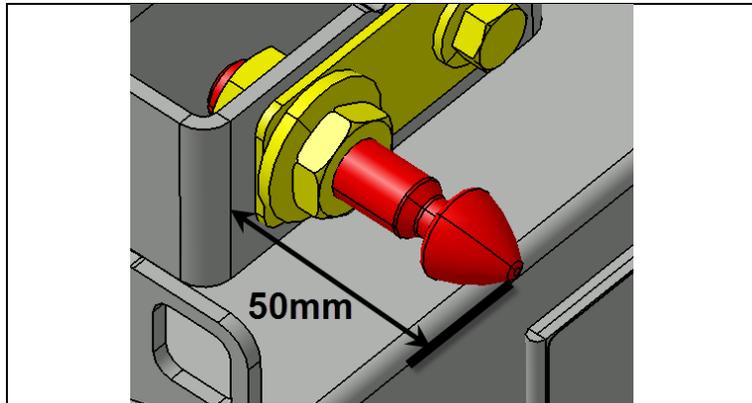


FIGURE 12

12. Close the door gently.

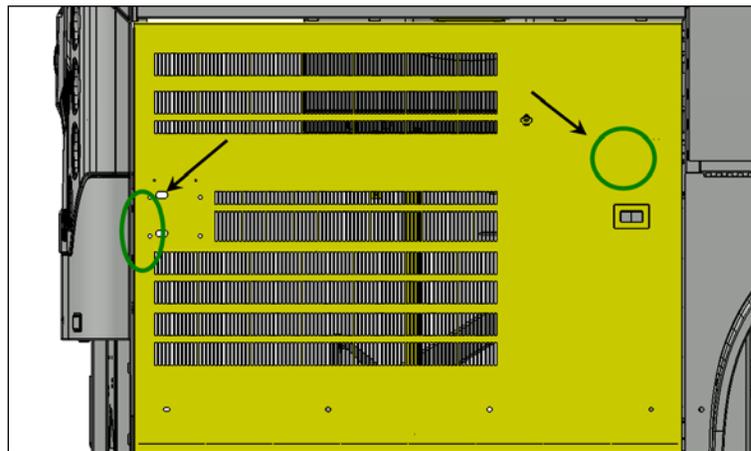


FIGURE 13

13. Open the door and perform a final tightening to the items indicated with arrows (FIGURE 14).

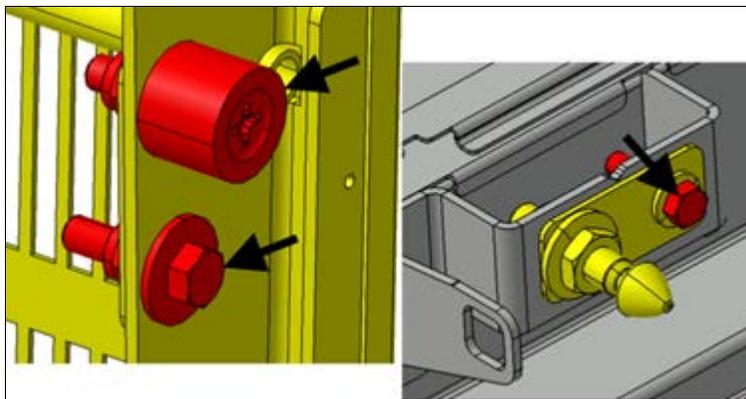


FIGURE 14

Transversal adjustment

14. Once closed, the door surface must be even with the adjacent steel panel.

Tolerance is 3/64" (1mm)



FIGURE 15: USE A RULER (SHOWN IN BLACK) TO CHECK THAT SURFACES ARE EVEN

15. Use the pin to adjust the door so it is even with the adjacent steel sheet. Screw or unscrew the pin as required and then apply final tightening to the jam nut (FIGURE 16).

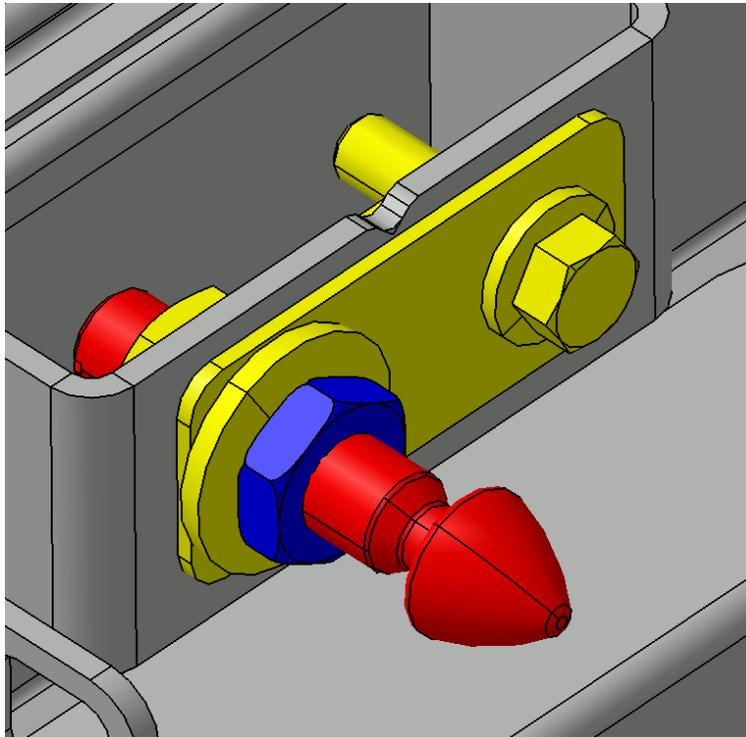


FIGURE 16

16. The R.H. side engine access door must exceed the engine compartment by 5/32" (4mm).

Tolerance is $\pm 3/64$ " (± 1 mm)

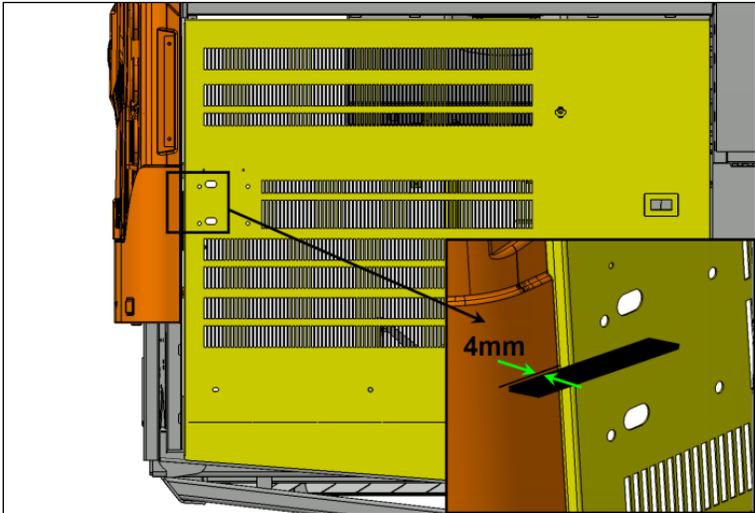


FIGURE 17

17. Perform the transversal adjustment by moving the strike plate using the slotted holes (FIGURE 18).

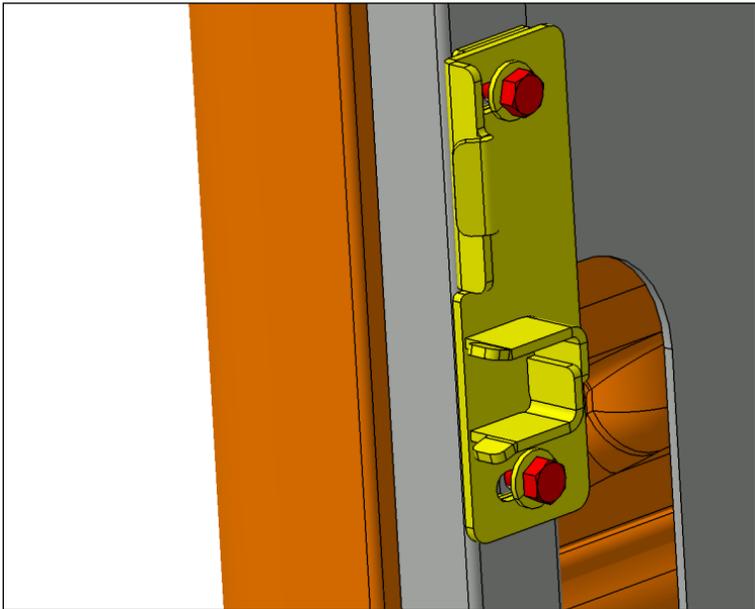


FIGURE 18

18. The latch bolt must engage not less than 13/32" (10mm) behind the strike plate.

13/32" (10mm) min

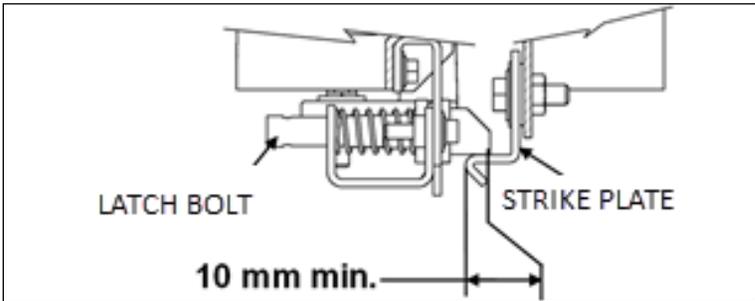


FIGURE 19

19. Screw in or out the two upper stoppers so that the upper part of the door exceeds the horizontal member by 5/32" to 3/16" (4mm to 5mm) (see FIGURE 20 & FIGURE 21).

20. Adjust the lower stopper in order to have the lower part of the door even with the fender.

Tolerance is $\pm 3/64"$ ($\pm 1mm$)

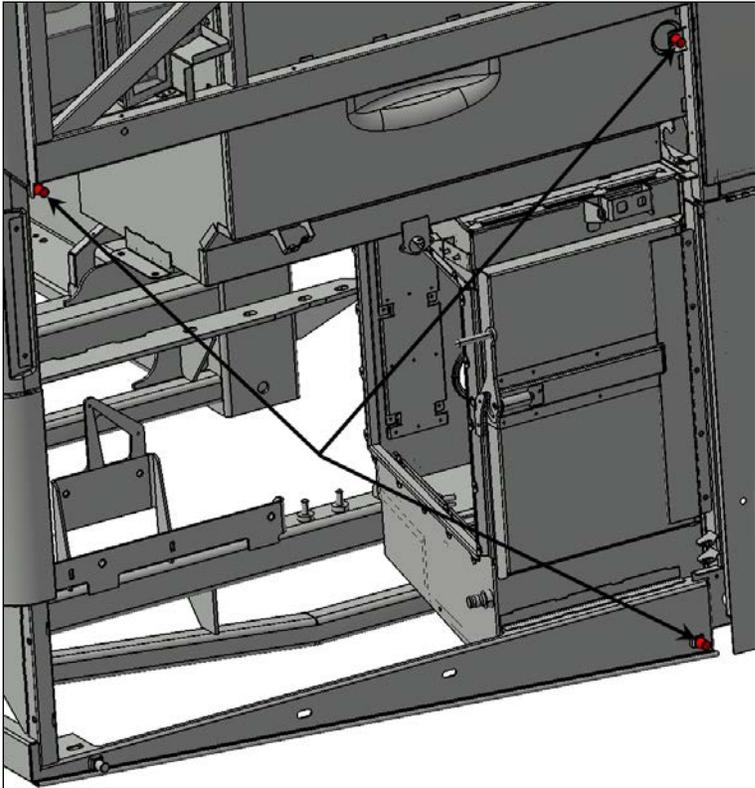


FIGURE 20

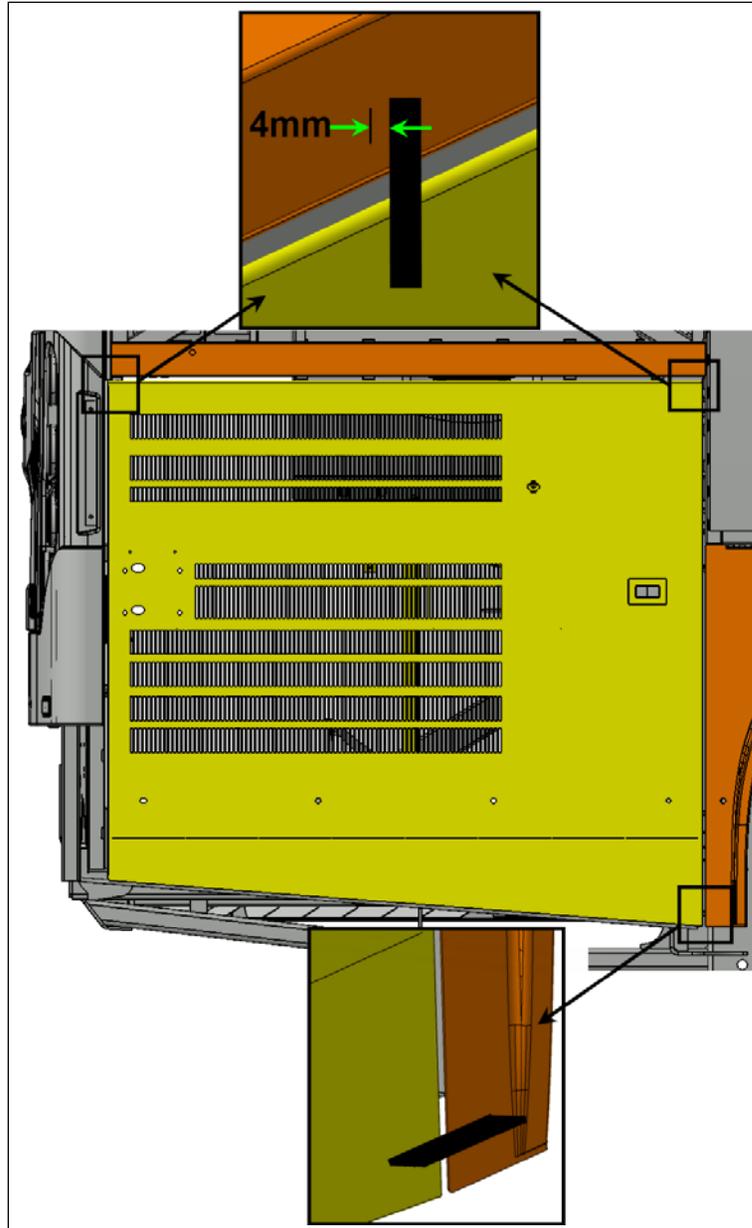


FIGURE 21

PARTS / WASTE DISPOSAL

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

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