PA-1116

PREVOST®

XL OPERATOR'S MANUAL

PREVOST CAR INC.
Technical Publications
After Sales Service Department
January 1984

FOREWORD

This manual has been prepared in order to allow the operator to become familiar with the vehicle and its principles of operation. It is important to completely know the vehicle and its operation in order to provide maximum comfort and safety to the passengers.

Although the mere reading of such information does not eliminate the unforseen, your understanding of the information will promote the correct use of your vehicle. We suggest that this manual remain with the vehicle at the time of resale and that PREVOST CAR INC. be informed of such a sale in order to update its files.

The information and specifications in this manual are current at time of printing. However, because of PREVOST's policy of continual improvement, we reserve the right to make changes at any time without notice.

This manual explains all equipment including options installed in our factories, therefore, you may find explanations for equipment not installed in the vehicle you will drive.

The following symbols and wordings are used to emphasize particular information, they are:

● **Warning:** Identifies instructions which if not followed, could cause personal injury.

■ **Caution:** Denotes instructions which if not followed, could severely damage vehicle components.

☐ **Note:** Indicates supplementary information to fully complete an instruction.

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RECOMMENDATIONS

We suggest the following:

— Make sure the basic principles of operation of the vehicle are understood.

— Maintain the vehicle in good running condition.

— Do not drive with an extremely low fuel level.

— Only perform procedures as detailed in this manual.

— Unless otherwise specified, engine should be turned «OFF» for all lubrication and maintenance procedures.

— Do not attempt to push-start or pull-start the vehicle.

— Fire extinguisher(s) should be located just inside the entry door. In case of fire, get everyone out of the vehicle then take the time to think before you attempt to fight the fire.

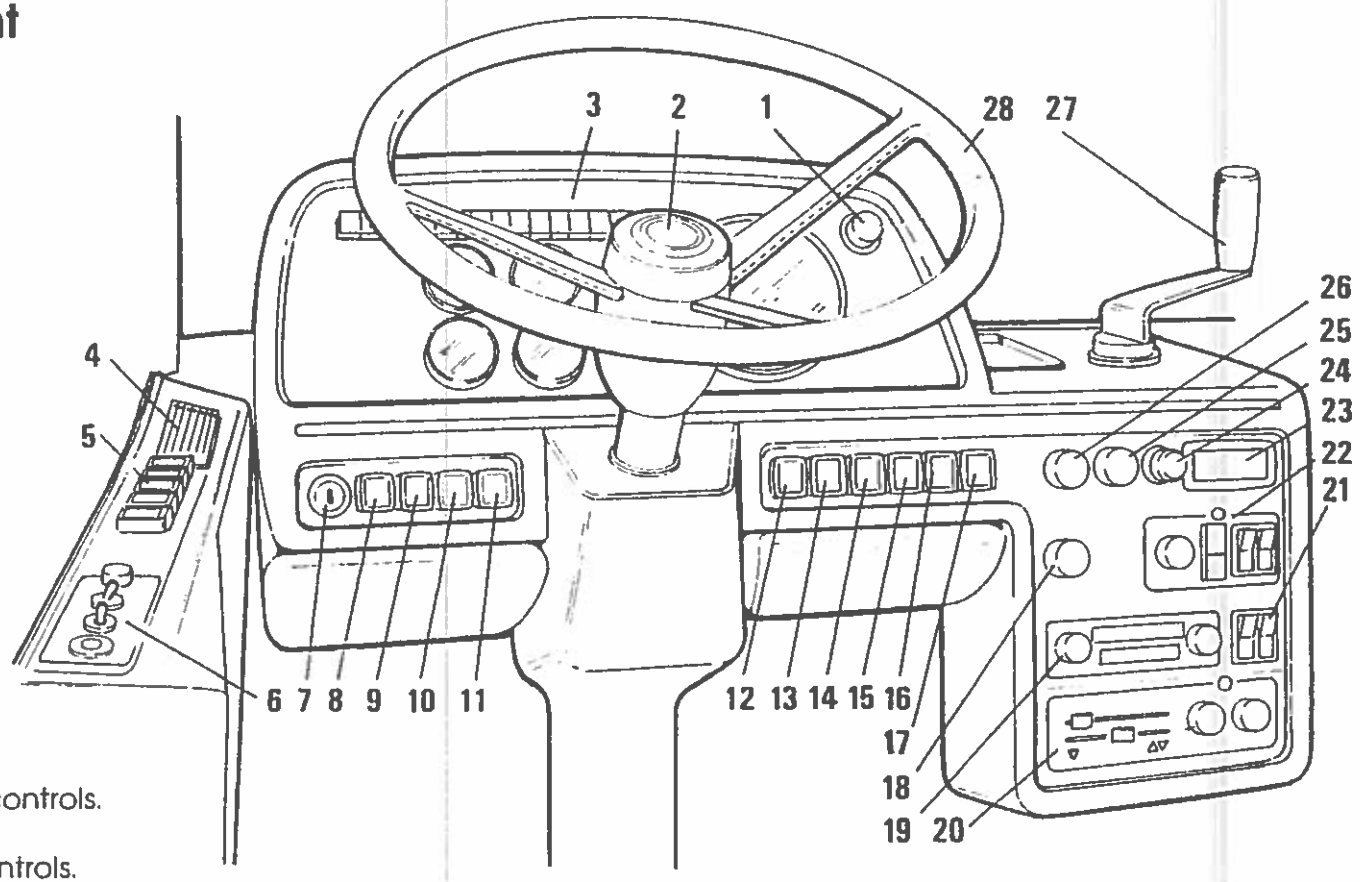
☐ **Note:** Normal operation as well as emergencies or abnormal conditions are thoroughly covered in this booklet. Any malfunction interfering with satisfactory operation should nevertheless be immediately reported to the maintenance supervisor and/or service people, particularly when safety may be involved.

CONTROLS & INSTRUMENTS

All controls, gauges and switches used for normal driving, light, heating and air conditioning systems, are arranged in what will be referred to as the «Operator's Compartment». They are all readily accessible to the operator while he is in the driver's seat.

The following pages will feature descriptions and illustrations of these as well as other controls and equipment which may be required under abnormal or emergency conditions.

Operator's compartment



1. Driver's light rheostat.
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23. Ashtray.
24. Cigarette lighter.
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26. L.H. windshield wiper control & washer control.
27. Door opening handle.
28. Steering wheel.

Gauges & tell-tale lights

Kneeling tell-tale: Lights when kneeling system is in operation.

Low coolant level tell-tale: Lights when radiator coolant level becomes too low.

Tag-axle tell-tale: Lights when tag wheels are up.

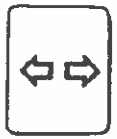
Lavatory tell-tale: Lights when lavatory door is locked.

Parking brake tell-tale: Lights when parking brake is applied.

Hazard tell-tale: Lights when hazard switch is positioned to ON position.

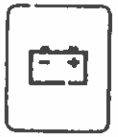
Primary air tell-tale: Lights when primary system air pressure becomes too low.

Secondary air tell-tate: Lights when secondary system air pressure becomes too low.



Turn signal tell-tale: Flasher ON and OFF when directional signals are operating.

High beam tell-tale: Lights when headlight high beams are selected.

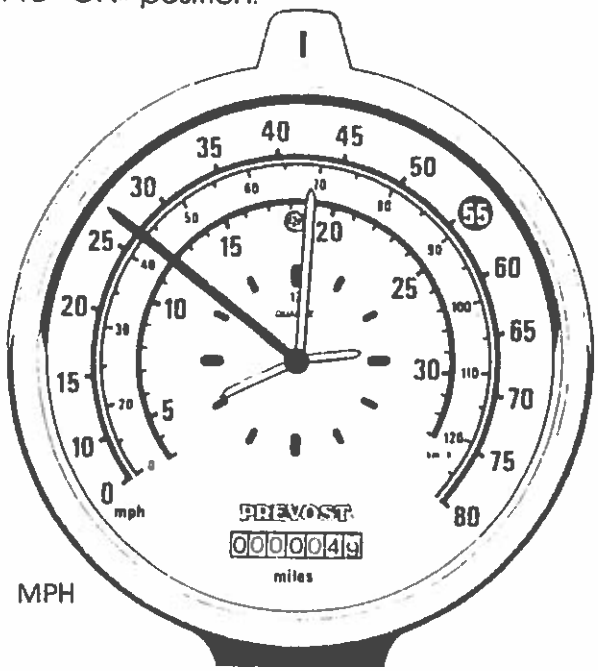


Battery tell-tale: Lights when alternator is not charging.

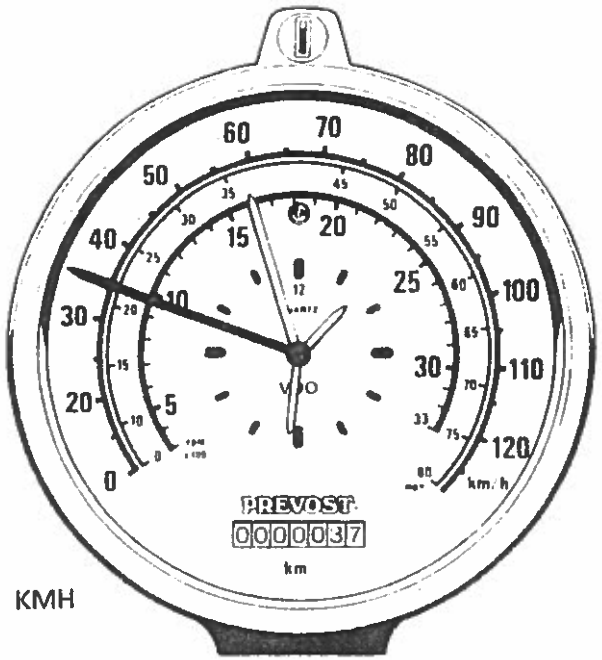
Oil tell-tale: Lights when engine oil pressure becomes too low.

Hot water tell-tale: Lights when engine cooling system temperature becomes too high.

Heating mirror tell-tale: Lights when heating mirror switch is set to «ON» position.

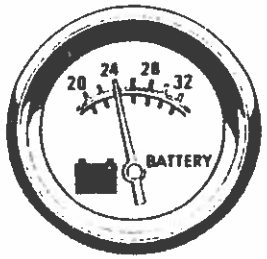


MPH

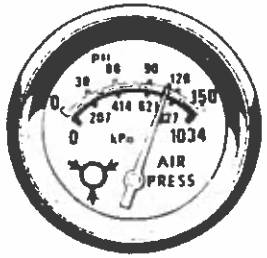


KMH

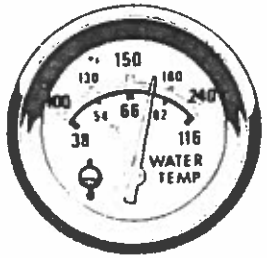
Speedometer: Indicates driving speed in miles per hour or in kilometers per hour. It includes an odometer to indicate the vehicle accumulated mileage or kilometers.



Voltmeter: Indicates battery charging rate. Normal reading should be 24-27.5 volt.

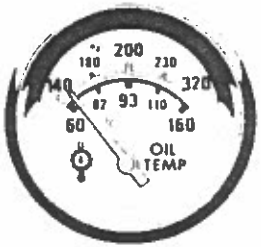


Air pressure gauge: Indicates air pressure in air system. Normal reading should be 125 psi (860 kpa) maximum.

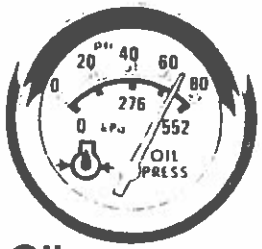


Water temp. gauge: Indicates engine coolant temperature. Normal reading should be: 170-195° F (76-90° C).

Fuel gauge: Indicates approximate quantity of fuel remaining in fuel tank.

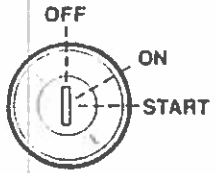


Oil temp. gauge: Indicates automatic transmission oil temperature. Normal reading should be 160-250° F (71-121° C).

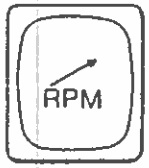


Oil pressure gauge: Indicates engine oil pressure. Normal reading should be 35-75 psi (241-482 kpa).

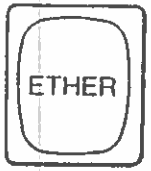
Switches:



Ignition switch: This switch will activate all electrical circuits when key is in ON position. To start engine, rotate key to START position then release it as soon as engine starts. Turn key to «OFF» position to stop engine and all electrical circuits.



Fast idle switch: Push on button to engage engine fast idle increasing idle to 950 RPM. Push again on button to disengage.



Cold start switch: Activates ether cold start device in engine compartment. (Refer to cold start procedure).

Jacob brake switch: Activates full or half engine brake sustem by pushing on button once or twice. Push again to disengage.

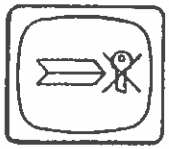
Emergency stop switch: Push on button to engage engine stop mechanism if engine turns out of control. This is for emergency use only.

Fog lamp switch: Push on button to operate fog lamps. Push again on button to disengage circuit.

Identification & clearance light switch: Push on button to operate identification and clearance lights. Push again on button to obtain «OFF» position.

Blinker: Push on button to activate blinkers and release to «OFF» position.

Head marker and tail lights switch: Push on button to activate night and day lights, including emergency exits and aisle steps. Push again on button to obtain «OFF» position.



Door lock overrule switch: This is used should the air pressure drop thus causing the door lock mechanism to fail in unlocking the entry door. Push on button to engage then release it to disengage.

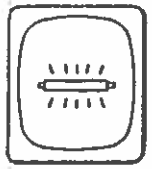
Hazard switch: Push on button to cause all turn signal lights to flash simultaneously. Tell-tale light will also flash.

Driver's light switch: Push on button to operate driver's lights. Push again on button to obtain OFF position.

Dome lights: Push on button to operate dome lights, push again on button to obtain OFF position.

Chime switch: Push on button to activate chime system allowing operation of chime buttons by passenger. Push again on button to return to «OFF» position.

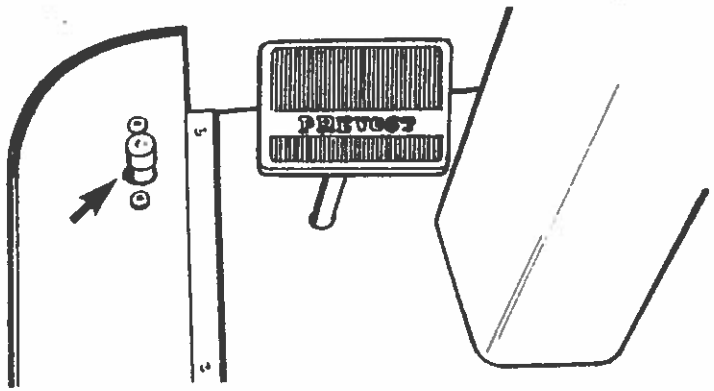
Galley system switch: Push on button to operate galley system. Push agin on button to obtain OFF position.



Roof lighting: Push on button to operate roof lighting, push again on button to obtain «OFF» position.

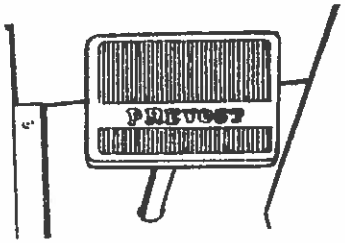
Reading lamp switch: Push to «ON» position then push again to OFF position. This switch controls passengers' reading lights.

Heating mirror switch: Push on button to operate heating mirror system. Push again on button to obtain «OFF» position.

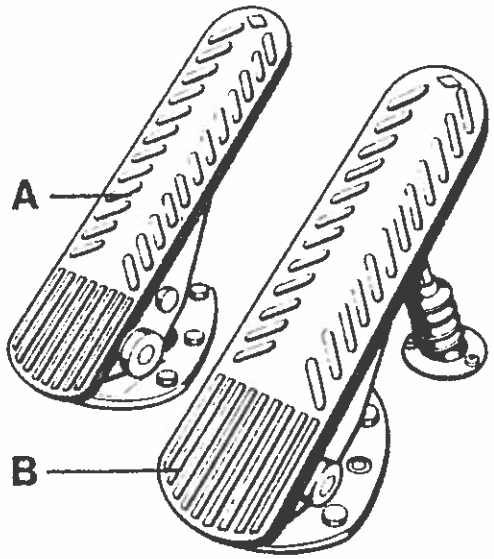


Headlight dimmer switch: Selects headlights' high or low beam.

Air horn valve: Sounds air horn.



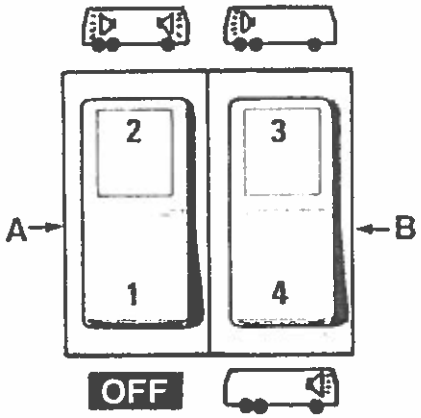
Clutch pedal: Engages or disengages engine clutch.



A - Brake pedal: Applies service brakes.

B - Accelerator pedal: Controls engine R.P.M.

Speaker selection switches



Position 1. (Switch A): At this position (OFF) it is possible to operate front or rear speakers separately.

Position 2. (Switch A): At this position it is possible to operate front and rear speakers simultaneously.

Position 3. (Switch B): At this position, switch A must be to OFF position. This will allow operation of front speakers.

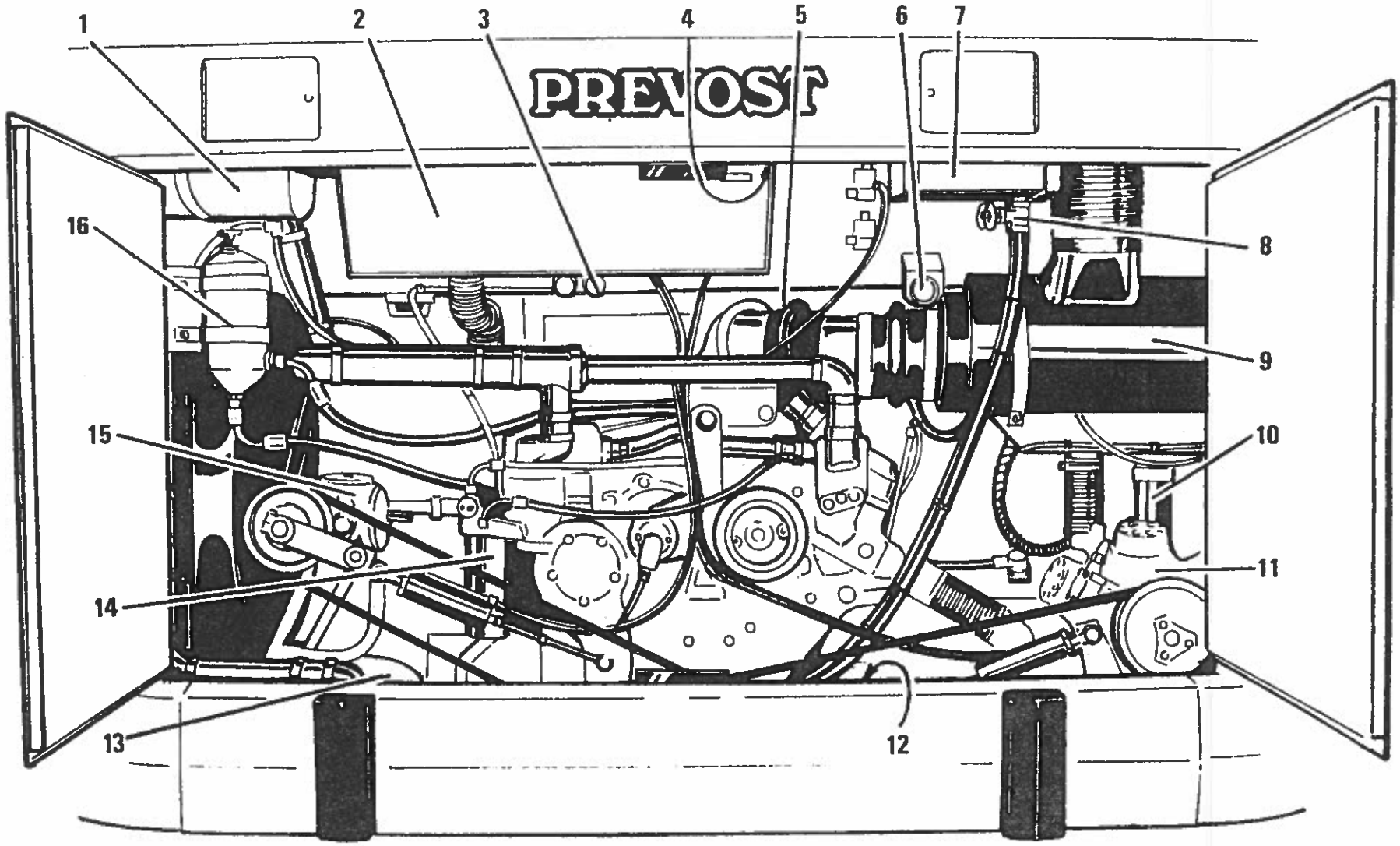
Position 4. (Switch B): At this position, switch A must be to OFF position. This will allow operation of rear speakers.

ALARM SYSTEM

Coaches are equipped with alarm systems such as «tell-tale» lamps and/or buzzers which instantly inform the driver of any various abnormal operating conditions.

All «tell-tale» lamps are located on the gauge and tell-tale panel in front of the driver.

Tell-tale light	Alarm	Condition
«Low coolant»	**None**	Low water level.
«Lav»	**None**	Lavatory door locked.
«Hot water»	**Buzzer**	Engine overheated.
«Air»	**Buzzer**	Low air pressure.
«Oil»	**Buzzer**	Low oil pressure.
«Hi-beam»	**None**	Headlight high beams on.
«Battery»	**None**	Alternator not charging.
«Tag axle»	**Buzzer**	Tag axle up.
«Brake»	**None**	Parking brake on or service brake applied.
«A/C warning light»	**None**	Air conditioning not working properly when flashing or staying on.
«Heat warning light»	**None**	Hot water circulating.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PREVOST

Engine compartment

Component identification:

1. Engine coolant tank
2. Rear electrical panel
3. Engine oil pressure gauge
4. Belt tensioner air valve
* 5. Alternator
6. Water temperature gauge
7. Engine oil reserve tank
8. Oil reserve tank valve
9. Engine air filter
10. Engine primary fuel filter
11. A/C compressor
12. Water filter
13. Muffler
14. Engine secondary fuel filter
15. Radiator fan gear box
16. Power steering oil tank

* 5. (Alternator is direct driven at the rear of the engine).

The following controls are used to start and stop engine from the operator's compartment.

«Ignition switch» must be set to «on» position when starting the engine. At this position, it is possible to operate engine and accessories. When in «off» position, engine will stop.

«Emergency stop switch» is used to stop the engine in an emergency situation. Push on the button to activate then push again on the button to release.

☐ **Note:** For proper identification of these switches, refer to previous information in section «controls & instruments».

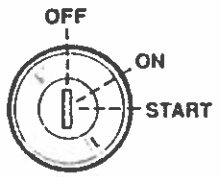
Starting engine from driver's compartment

1. Make sure the remote control switch in rear panel is set for front operation and the batteries cut off switch is in on position.

2. Make sure that the parking brake control button is pulled all the way up, so that spring loaded parking brakes are applied.

3. Transmission must be in neutral and clutch pedal fully depressed before activating starter in order to prevent coach from moving.

4. Turn ignition key to start position then release it as soon as engine starts.



☐ **Note:** If shift lever has not been moved to neutral gear position before engine was stopped, starter will not function.

■ **Caution:** Do not engage starter for more than 15 seconds at a time. If engine does not start within 15 seconds, release ignition key and allow starter to cool for one (1) minute before engaging starter again. This will help to prevent starter overheating and will allow the time-delay relay to cool.

On coaches equipped with manual transmission, the clutch pedal must be fully depressed before activating starter to help prevent coach from moving and engine stalling. The parking brake must also be on for maximum safety.

☐ **Note:** If engine does not start, ignition key must be returned to OFF position prior to trying to start again otherwise key will not move to start position.

Starting engine from engine compartment

Switches for starting and stopping the engine at rear are mounted in the engine compartment electrical box near the right hand side through which they are easily accessible.

● **Warning:** Before attempting to start engine at rear of vehicle, make sure transmission shift lever is in neutral position and parking brake applied.

1. Set remote control switch to «rear start» position.

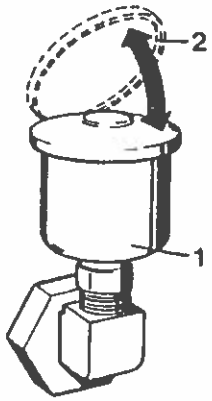
2. Push starter button and release it as soon as engine starts.

■ **Caution:** Previously explained steps with regards to starter use must be followed again in this situation.

Cold weather starting

The coach may be equipped with a cold weather starting fluid cup, located on top of the engine blower housing or on top of the air intake duct. If temperature is below 35° F (1,7° C), it may be helpful to use a starting fluid. This practice should be avoided unless absolutely necessary. If you have to do so, use only one 7-cc capsule at a time.

To use cold weather starting fluid, raise the cover of starting fluid cup and force capsule down onto the pointed tube in the cup and squeeze it dry. Allow starting fluid cup cover to shut tightly and then start the engine. Repeat this procedure if necessary.



1. Cold weather starting fluid cup.
2. Starting fluid cup cover.

■ **Caution:** We recommend that the starting fluid be only used in capsule form, in the recommended amount. Excessive use of fluid could result in serious engine damage. It is imperative that instructions given on the container be followed.

● **Warning:** Do not inhale starting fluid or smoke while using it.

☐ **Note:** Except for special cases, all our coaches are equipped with an electric engine immersion block heater to assist in cold weather starting. The heater's plug is a male plug easily accessible through the engine compartment doors. It should be plugged into a 110-volt AC power source only. The engine heater should be used whenever coach is parked for an extended period of time in cold weather and a suitable power source is available.

Use only a 110-volt AC power source. Power cable must be a grounded type cable (three-pronged).

Be sure to disconnect the power cable before starting and/or moving the coach.

Warm-up

After starting the engine, increase speed to fast idle for warm-up period by using «fast idle» switch on front switch panel. Parking brakes should be kept applied all through warm-up. Gauges and tell-tale lights should also be monitored throughout as they are indicative of normal or abnormal conditions of the engine. If abnormal conditions should develop, immediately stop engine and contact service people.

Air pressure

Air pressure is of the utmost importance for these coaches. Brakes, air suspension as well as several other systems and controls depend on adequate air pressure for proper operation.

During warm-up, «air» tell-tale will light and buzzer will sound until air pressure builds up to 55-65 psi (380-450 kpa). Air pressure should build up to 100 psi (690 kpa) before parking brake is released and all air operated systems are provided with sufficient air pressure to operate properly.

● **Warning:** Coach should not be operated with air pressure below 100 psi (690 kpa) as brake efficiency could then be reduced, resulting in increased stopping distance.

Coach should be stopped as quickly as possible if «air» tell-tale lights and buzzer sounds during normal operation.

Engine oil pressure

Engine oil pressure gauge is mounted on the Gauge and Tell-tale panel in front of the operator. Normal readings at operating temperature are: idling 9-18 psi (62-124 kpa), governed full speed 35-70 psi (240-480 kpa). If oil pressure falls below safe level, «oil» tell-tale light will go on and alarm buzzer will sound. In this event, coach must be stopped as quickly as possible.

The coach being equipped with automatic shut-down device, this automatic system will immediately stop the engine after 25 seconds.

Engine temperature

Engine temperature gauge or «water» is mounted on the Gauge and Tell-tale panel in front of the operator. The most efficient temperature range is between 170°-190° F (77°-88° C). Coach should not be moved before temperature reaches 140° F (60° C). If engine overheats, «hot water» tell-tale light will go on and warning buzzer will sound.

The coach being equipped with automatic shut-down device, this automatic system will immediately stop the engine after 25 seconds.

☐ **Note:** If necessary, for example to move vehicle out of traffic, automatic shut-down system for low oil pressure or hot water can be overruled in the following way:

1. Put engine run switch to off position.

2. Re-start vehicle by bringing engine run switch to on position and flipping starter switch to on.

Coach will then run for 25 seconds, which should be sufficient to move coach off the road.

Optional engine brake system

Optional engine brake system, when energized, will increase engine power absorption in coasting. Engine brake system may be used for decelerating in downhill or city traffic driving, or when approaching stop signs.

«Engine brake» switch is mounted in the front switch panel. With switch in low position, system will work at half engine braking capacity. With switch in high position, full braking capacity will be obtained.

Engine brake system is operative only when switch is in low or high position and no pressure is being applied on the accelerator. Engine brake system is inoperative when clutch pedal is depressed and clutch disengaged.

Effectiveness of the engine brake system will vary according to transmission gear in use. The engine brake system is more effective in lower gears and at higher engine speeds.

■ **Caution:** To avoid engine damage, engine should never be allowed to exceed governed speed. Supplement engine brake with vehicle service brakes intermittently and/or shift to a higher tansmission gear to prevent engine overspeed.

Alternator

Battery tell-tale light is mounted on Gauge and Tell-tale panel in front of operator to signal when alternator is not charging. When this occurs under normal operating conditions, coach should be driven only as far as necessary to reach a point of safety.

Engine alarm system

Engine is equipped with an alarm system to indicate low oil pressure and high engine temperature. «Oil» and «hot water» tell-tales are located on Gauge and Tell-tale panel in front of the operator. In addition, an alarm buzzer sounds when either condition occurs.

The automatic shut-down device, operating through a time delay safety control relay interconnected with the alarm system, will stop the engine when one of these abnormal conditions occurs.

Stopping engine

1. Apply parking brake and make sure that transmission shift lever is placed in neutral position. This will ensure closing of the transmission neutral start safety switches and will allow future restarting of the engine.

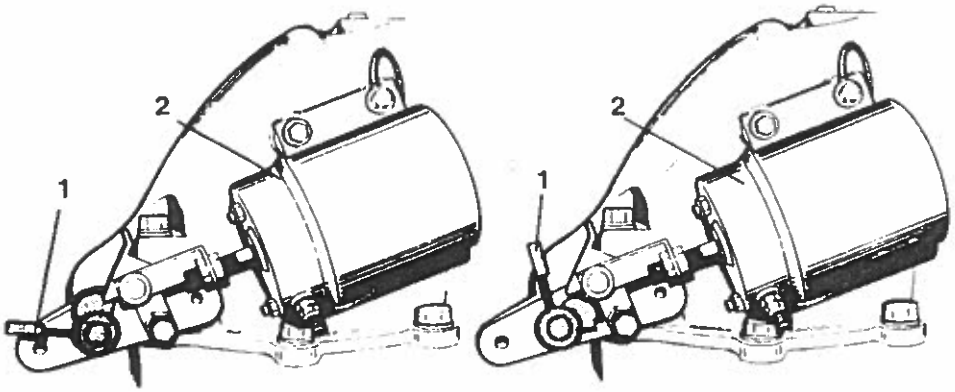
2. Wait 30 seconds, allowing engine to idle, then turn ignition key to «off» position. This will activate control shut-off mechanism and stop engine.

● **Warning:** If ignition switch does not stop engine, or in case of an emergency, push on engine emergency stop switch. This will release air choke valve cam and stop engine. Engine emergency stop switch should be replaced to its original position after engine has stopped by pushing on the switch.

Engine emergency stop

When engine does not stop after ignition key switch has been turned to off position or when it gets out of control, it can be stopped through use of the «engine emergency stop» switch located on front switch panel.

This engine emergency stop system is not required on turbo-charged engine.



Cam position after engine emergency stop switch is applied.

Normal operating position.
1. Cam
2. Emergency stop solenoid

■ **Caution:** After «engine emergency stop» switch has been used to stop the engine, choke valve must be manually reset on engine. Switch button must be returned to «off» position and cam must be rotated until cam shoulder engages cam lock.

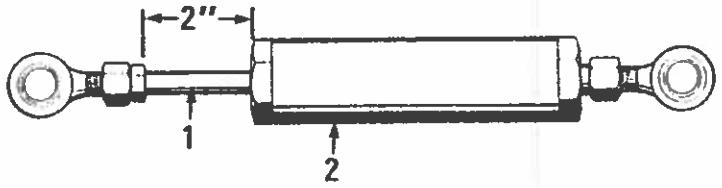
This system should only be used in emergency cases. Do not restart engine until reason for loss of engine control has been corrected.

Belt tensioners

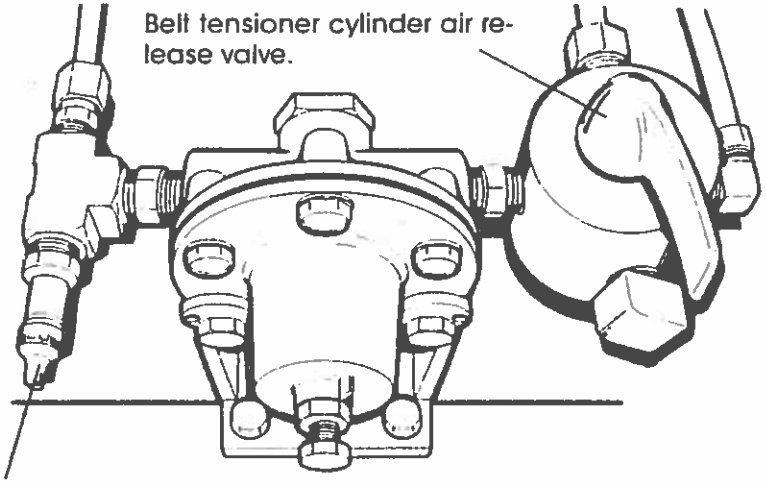
Radiator fan and air conditioning compressor are driven through V-belts equipped with automatically adjusted air-operated tensioners. Tensioners' stroke length should not exceed 2" (5 cm) when pressure is applied.

Air pressure applied is the same in all belt tensioners and adjusted to 75 psi (520 kpa).

For belt replacement, air pressure must be released from belt tensioners by means of control valve mounted on engine front section. This off/on type valve is manually operated. Before handling, operator should make sure that all engine stopping safety precautions have been observed.



1. Recommended maximum operating length.
2. Belt tensioner cylinder.

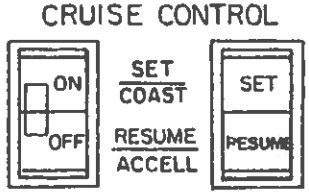


Air system emergency fill valve

Coach is equipped with two air system emergency fill valves to supplement coach air system when air pressure is low and engine cannot be operated. One of these valves is located in the engine compartment, below the lavatory, on tag axle wheel housing. The other is located on the steering compartment front post. These two air system emergency fill valves can be connected to any regular size external air supply line.

Engine mounted air system emergency fill valve will supply air for all systems (brakes, suspension and accessories), while steering mounted valve will supply air for accessories only.

Side panel mounted type:



To use cruise control, push button from «OFF» to «ON» position.

To engage, drive at a speed of approximately 30 MPH or above and push on the «SET» button then release it. Remove foot from accelerator. Speed will be maintained automatically.

To disengage, apply brake; push button from «ON» to «OFF» position.

To retard speed, hold «SET» button in. Vehicle will slow down. Release to set lower speed (must be approximately 30 MPH or above).

To accelerate (increase speed), push on «RESUME» switch and hold. Speed will increase. Upon release vehicle will slow, SPEED CONTROL will take over at your previous set speed.

☐ **Note:** If a higher speed is desired, push the «SET» button as «ACCEL» position is released.

To resume speed, after a brake application, with cruise control engaged, you may return to your previous set speed by pushing on the «RESUME» switch and releasing (must be approximately 30 MPH or above).

Speed may be increased at any time with normal pressure on accelerator.

The cruise control is disengaged by lightly depressing the brakes or by setting switch to «OFF» position.

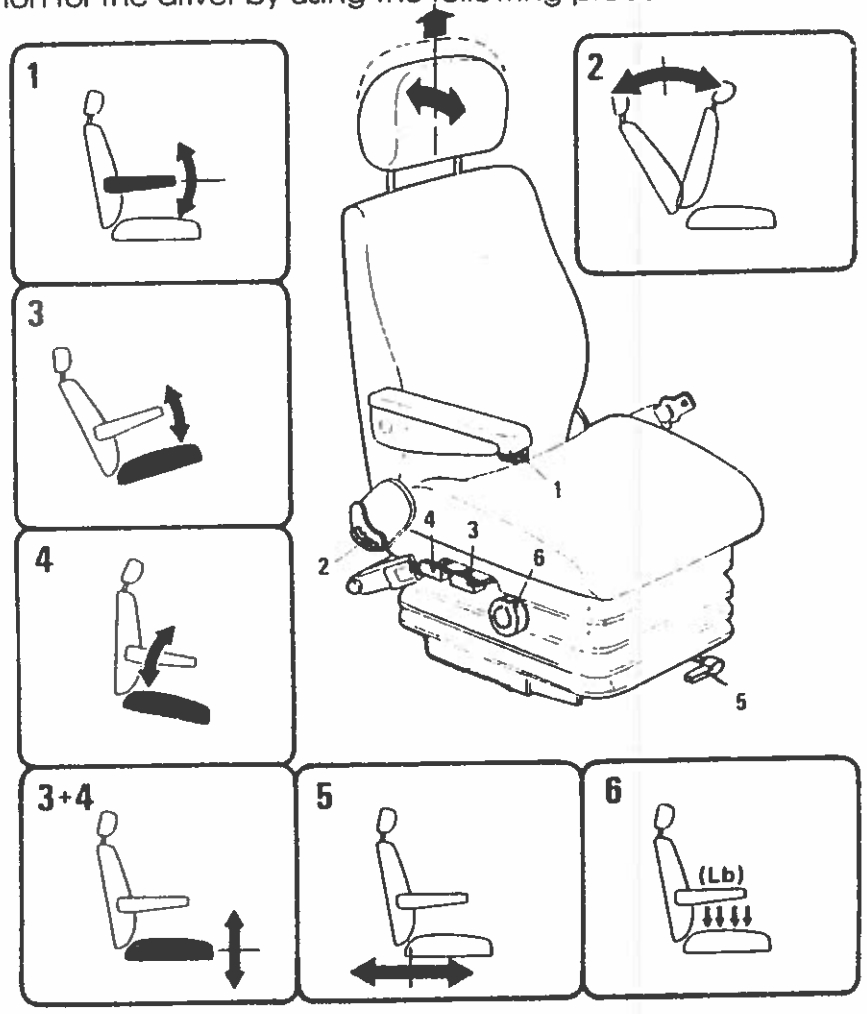
● **Warning:** The use of your speed control is not recommended on icy or wet roads of in congested traffic. Get to know your cruise control and what it can do for you.

☐ **Note:** At a speed lower than 30 MPH, cruise control system will not operate.

SEATS

Driver's seat

Driver's seat may be adjusted to the most comfortable position for the driver by using the following procedure.



- **Warning:** Manual seat settings should never be handled when coach is moving to avoid unexpected changes that could result in loss of control of vehicle.

Each driver's seat is equipped with retractable seat belts in compliance with State, Provincial and Federal Regulations. To fasten seat belt, buckle should be pulled slowly over and across lap to engage on tongue. Seat belt reel will lock on a sudden pulling of belt. Reel device is self-adjusting and no special adjustment is required. Seat belt assembly operation becoming defective should be immediately reported to maintenance personnel.

Make sure connection is secure and position belt across lap as low on hips as possible. To reduce risk of sliding under belt, adjust to a snug fit by pulling on extremity of belt extending from latch plate.

Periodically inspect belt, buckle, latch plate, retractor and anchors for damage that could lessen the effectiveness of restraint system.

Passengers' seats

All seats are mounted on an oval aluminum pedestal so located as to provide sufficient space between pedestal and vehicle side wall for cleaning purposes.

Passenger's seat back may be tilted and set conveniently by means of a recliner mechanism handle located at end of arm rest. When lever is pulled up and seat back is pushed down, seat will be set as required. Seat back adjustment mechanism is a spring loaded type adjustment. Seat back can be returned to original position by simply pulling recliner handle or pushing seat back itself.

Passengers' seats may be equipped with the following options: ash trays, newspaper holders, grip handles and foot rests which can be easily pulled up or down by passengers.

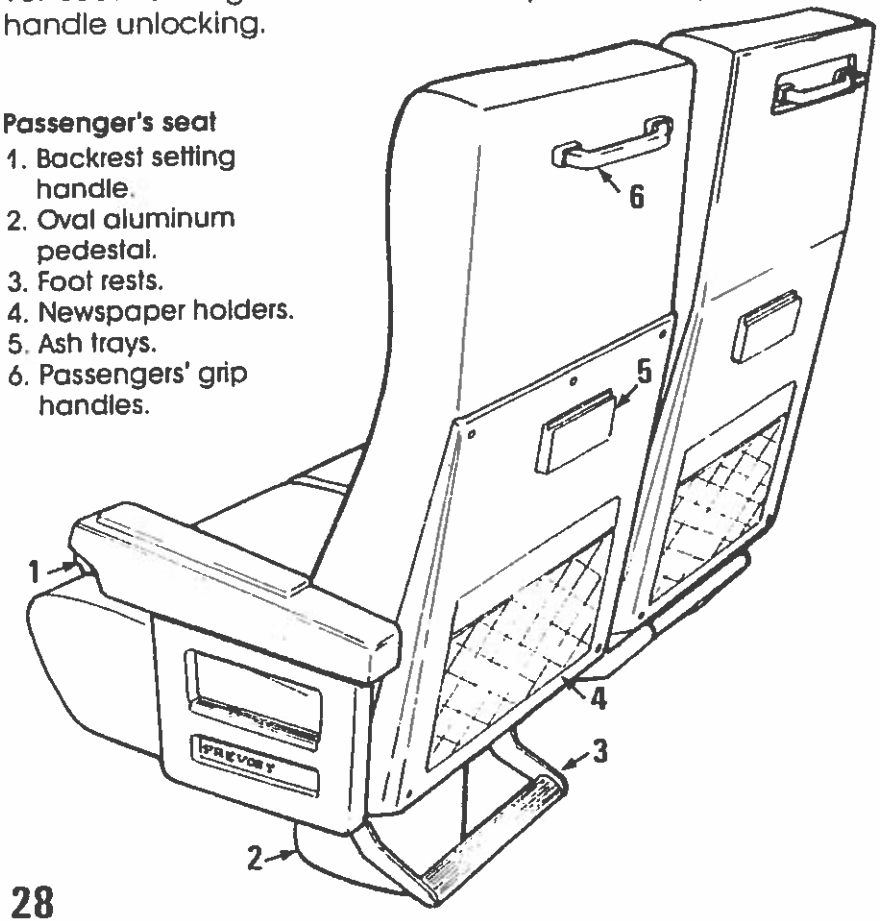
Vehicle is equipped with swivel seats which can easily swivel to offer privacy to passengers.

To operate swivel seats, securing padlock must be removed; seat may be made to move freely by pulling up knob handle under seat on aisle side and pushing out locking handle. Seat should then be pulled out towards the aisle and rotated 180°.

Swivel seat should be pushed back toward side wall and wall guides and swivel seat guides should be perfectly matched. Swivel seat should then be locked in place by pulling out locking handle. Padlock should be refastened to secure swivel seat locking mechanism and prevent any accidental handle unlocking.

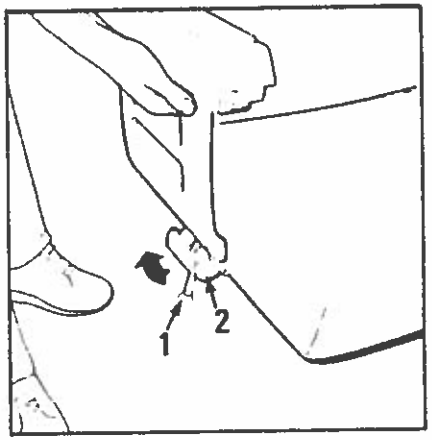
Passenger's seat

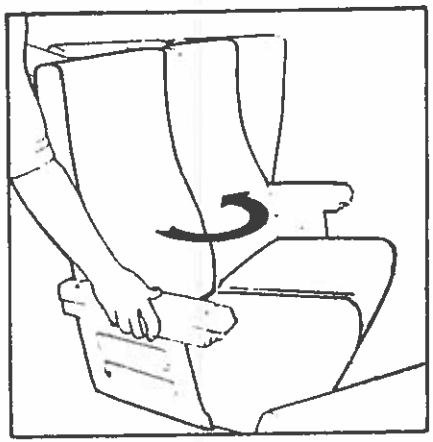
1. Backrest setting handle.
2. Oval aluminum pedestal.
3. Foot rests.
4. Newspaper holders.
5. Ash trays.
6. Passengers' grip handles.

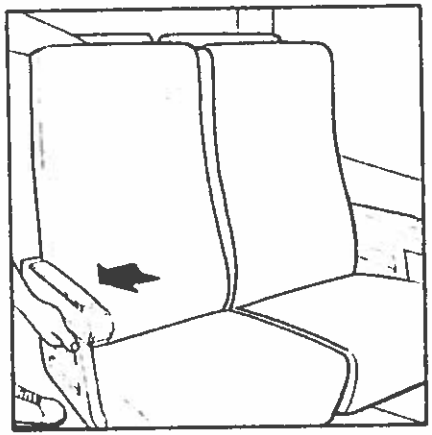


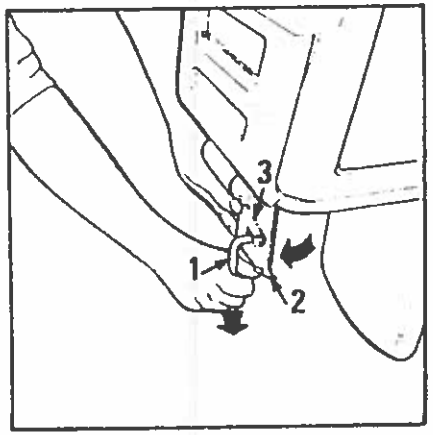
Swivel seats

1. Knob handle.
2. Locking handle.
3. Locking bar.







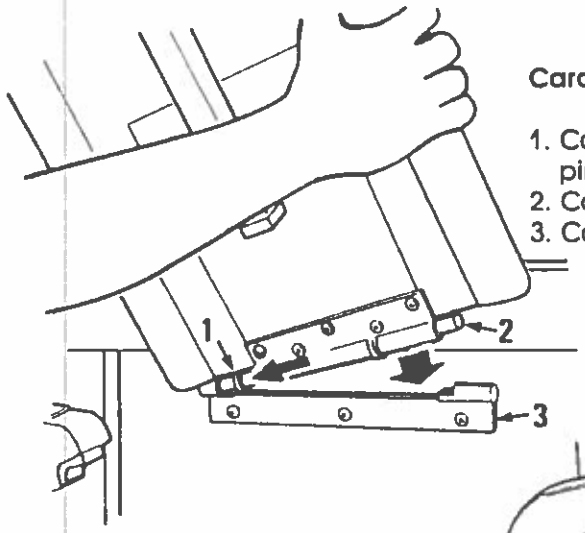


Card table

Several card tables are part of standard equipment for passengers' convenience. When not in use, tables are stored in hat racks in their own protective envelopes. Installation and removal are very easy.

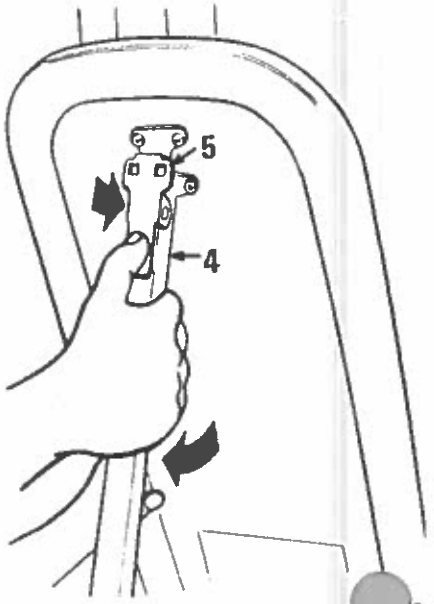
To be installed, card table should be removed from protective envelope and held at 45° with side wall. Card table spring loaded pin should be inserted into card table hinge affixed to vehicle side wall. Card table spring loaded pin mechanism will automatically push card table locking pin into side wall hinge.

When card table has been securely fastened to side wall hinge, leg can be brought down at right angle to open position by pushing down locking leg clamp. Table should then be set and ready to use.



Card table

1. Card table spring loaded pin.
2. Card table locking pin.
3. Card table wall receiver.



4. Card table leg.
5. Leg locking clamp.

WINDSHIELD WIPERS & WASHERS

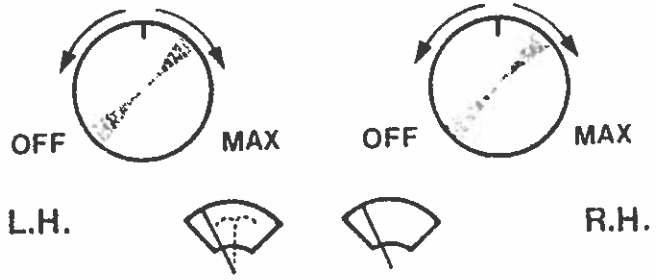
Two air-operated windshield wipers are provided as standard equipment. Wipers are controlled by two small knobs mounted on dash panel. Left knob controls left wiper and both windshield washers while right knob controls right wiper only.

To operate wiper blade, turn knob to on position and bring to desired speed. To stop wiper, turn knob to off position. Wipers will automatically park when control knobs are turned to extreme left or counterclockwise.

To operate windshield wahers, you must push on the L.H. windshield wiper knob and hold it in position. Washers will operate for some time; control knob must then be released for few seconds, allowing pump to refill. When windshield washers are in use, windshield wipers should normally be on.

In cold weather, windshield should first be warmed up with defroster before using washers, in order to prevent icing and serious visibility impairment.

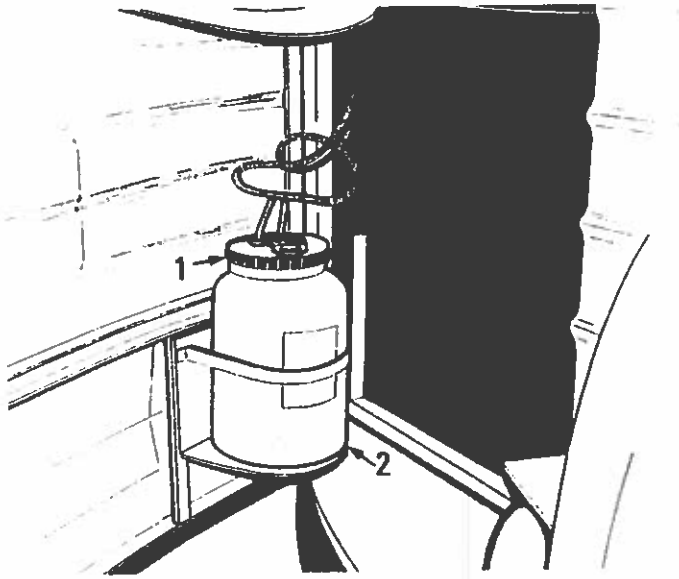
■ **Caution:** Do not run wiper blades on dry windshield as this may scratch it.



Windshield wiper reservoir is located in compartment, front left below driver's floor. This reservoir has a screw-on type cover and a capacity of approximately 1 gallon (4 litres). Reservoir supply should be checked daily.

Windshield washer reservoir

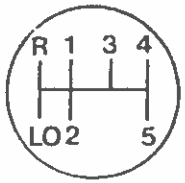
1. Screw-on type cover.
2. Reservoir.



Spray jets are mounted under windshield wiper arms. Reservoir's fluid is forced by air pressure through rubber tubes intc spray jets and up onto windshield surfaces.

Manual transmission

The manual transmission has six (6) forward speeds (including creeper) and one reverse. Shift lever to right of driver's seat is used to select gears. It is equipped with neutral safety switches designed to prevent starter engagement if shift rails are not in neutral position.



Upshifting

Always start vehicle in motion with transmission in first gear, progressing to second, third, fourth and fifth. Do not skip gears. Do not shift to next higher gear until engine governed speed has been reached. Double-clutch method is recommended for shifting gears.

Downshifting

Double-clutch is also recommended for downshifting. Always change to lower gear to avoid engine lugging. Lower gears should be used for uphill or downhill driving, as well as ice, snow or mud operation.

Lower gears should be used when going down grade in order to make full use of engine compression. The same transmission gear should be used to down a grade as would be used in climbing it. Engine however must never be allowed to operate at higher speed than maximum governed speed.

Under normal driving conditions, it is not necessary to downshift through all gears. Standard downshift from fifth to first gear should be made after coach is brought to complete stop.

CAUTION

The gearshift should always be left in neutral position for parking vehicle.

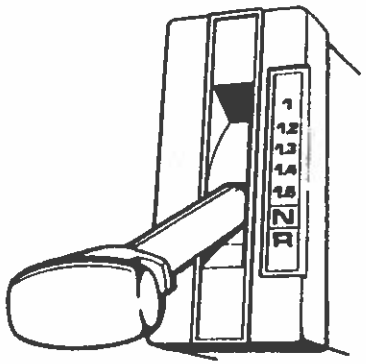
Getting coach in motion should always be done at lowest possible speed to prevent unnecessary clutch wear.

For mountain or hillside driving, before descending a long or steep grade, reduce speed and shift into lower gear. Use lower gear ranges to control vehicle speed and avoid prolonged or frequent application of brakes which would cause overheating and reduce brake effectiveness.

Shifting into lower gears on slippery surfaces should be done with caution. Sudden engine braking could cause drive wheels to skid, with possible loss of control.

Automatic transmission

The operation and driving of a coach equipped with an automatic transmission is similar to the operation and driving of a regular automobile automatic transmission. Proper ranges should be selected for driving speeds to improve vehicle performance and control. The transmission is fully automatic. Speed ratio of power converter changes automatically as vehicle speed increases and direct-drive goes in an out as necessary, modulated by vehicle speeds and accelerator position.



R: Reverse range — Use this position for backing the vehicle Vehicle should be completely stopped before shifting from a forward gear to reverse or from reverse to forward. Reverse has only one gear.

N: Neutral range — Use this position to start engine. This position is also used when vehicle is left unattended with engine running; parking brake must then be applied.

● **Warning:** Always put shift lever in neutral position before leaving driver's seat.

D: Higher range — Is used for normal driving conditions. Vehicle will start in first gear and transmission will upshift automatically as accelerator is depressed. As vehicle slows down, transmission will also automatically downshift into correct gear.

3 & 4: Third and fourth range — Are used when road, load or traffic conditions do not permit top speed. Upshifting and downshifting are automatic.

2: Second range — Is normally used in heavy and congested traffic. Upshifting and downshifting are automatic. Low positions provide progressively greater braking power (the lower the range, the greater the braking effect).

1: First range — This low gear position is used when pulling through mud and snow or driving up steep grades. This position also provides maximum engine braking power.

In the lower ranges (1, 2 and 3), transmission will not upshift above the highest gear selected unless recommended engine governed speed for that gear is exceeded.

☐ **Caution:** Do not normally release throttle pedal to prevent damage to the transmission and decrease passenger's comfort while upshifting or downshifting.

Lockup clutch

Engagement and release of the lockup clutch occur automatically and should not be mistaken for range shifts. If you are a «shift counter», it will be helpful to know when lockup can occur. The lockup clutch engages after the load is rolling and the torque demand is low. Engagement of the lockup clutch provides direct drive from engine to transmission. Lockup clutch releases at lower vehicle speeds. Release of lockup clutch provides a torque converter drive from engine to transmission.

Accelerator control

Foot pressure on the accelerator pedal influences the automatic shifting. When pedal is fully depressed, transmission will automatically upshift near recommended governed speed of engine. Pedal partially depressed will cause upshifts to occur sooner and at lower engine speed.

Downshift control

Transmission can be downshifted or upshifted, even at full throttle. Good driving practices indicate that down-shifting should be avoided when vehicle is above maximum speed attainable in the next lower gear. Downshift inhibitors within the valve body prevent these harmful shifts when vehicle is going too fast for the next lower gear. If downshifts are attempted at excessive speeds, inhibitors will prevent selected downshift until vehicle reaches acceptable speed.

Using engine to slow vehicle

To use engine as a braking force, shift range selector to next lower range. If vehicle is exceeding maximum speed for a lower gear, use service brakes to slow vehicle to acceptable speed where transmission may be downshifted.

Compared to a manual-shift transmission, an automatic has a longer «coast down» time. Until you are accustomed to this characteristic, you may need to manually downshift to reduce speed.

With a little experience in driving the automatic, operator will learn to decelerate a bit sooner, or brake until automatic downshift occurs. This will reduce the need for manual downshifting.

Automatic transmission oil level check

Because transmission oil cools, lubricates and transmits power, it is important that proper oil level be maintained at all times. If level is too low, converter and clutches will not receive adequate supply. If level is too high, oil will foam, causing transmission to overheat.

To ensure good transmission service, transmission oil level should be checked at regular service intervals by maintenance personnel.

Oil check procedure

Before removing dipstick to check oil level, clean around end of fill pipe. Dirt and foreign matter should not be allowed to enter oil system since it would cause valves to stick, thus entailing undue wear of transmission parts, or clog passages.

1. Shift through all drive ranges to fill clutch and oil passages.

2. Park vehicle on a level spot, shift to neutral (N) and apply parking brake. Let engine run at idle speed.

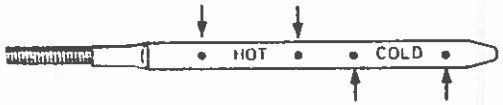
3. Check oil level after wiping dipstick clean. Safe operating level is between the two marks on dipstick, depending if it is a cold oil check or a hot oil check.

4. For hot oil check, operate transmission in a drive range until normal operating temperature, 160° - 200° F (71° - 93° C), is reached. For cold oil check, oil temperature should range between 80° - 120° F (27° - 49° C). Oil level rises as temperature increases.

5. If not within specified range, add or drain oil as necessary to bring level to correct point.

Oil specifications

Dexron automatic transmission fluid is exclusively recommended. When ambient temperature falls below -10° F (-23° C), auxiliary preheat is required. Temperature should be raised to above -10° F (-23° C) before operating transmission.



Caution: vehicle should always be parked with gearshift in neutral position.

Engine should always be at idle speed when shifting from neutral to a drive range.

Transmission shift pattern does not include a park position. Parking brake must therefore be applied to hold vehicle when it is unattended. Gearshift should then be in neutral position.

Before towing or pushing a disabled vehicle, driveline should be disconnected or drive wheels lifted off the ground. Engine cannot be started by towing or pushing.

When driving on ice or snow, any acceleration or deceleration should be done gradually.

Any indication of abnormal conditions should immediately be brought to the attention of maintenance personnel. Transmission should not be operated when overheating, noisy, or when clutches are slipping.

BRAKES

Service brakes

Coach is equipped with dual brake system, front brakes being independent from rear brakes. This brake system becomes a modulated system if drop pressure occurs in the rear brake system.

Service brakes are applied by depressing brake treadle located to left of accelerator pedal. The degree of foot pressure applied to treadle determines extent of brake application. For best braking action, initial application should gradually increase to required rate of braking; foot pressure should then be gradually reduced as coach speed is reduced so that only slight pressure remains in brake chambers when stop is completed.

When brake treadle is depressed, coach stoplights automatically light up.

«Brake» tell-tale on the Gauge and Tell-tale panel should light simultaneously with stoplights. If tell-tale light does not go on when brake pedal is depressed, maintenance personnel should immediately be informed.

For full brake effectiveness, coach air system pressure must reach at least 100 psi (690 kpa).

In normal operation, if air pressure in both brake systems drops below 30 psi (207 kpa), spring loaded Emergency Parking brakes will immediately be applied at full capacity onto rear axle to stop vehicle. Cause of pressure loss should be determined and corrected before proceeding.

«Low air» tell-tale light is designed to go on and a buzzer to sound when air pressure in one or both systems drops below 60 psi (414 kpa). Vehicle should be stopped and problem reported to maintenance personnel.

Air pressure gauge should be monitored throughout operation. If «low air» tell-tale light goes on and buzzer sounds, vehicle should be stopped immediately. Air loss cause should be determined before proceeding.

Any brake system problem or malfunction should be reported to maintenance personnel immediately.

● **Warning:** «Fanning» or «pumping» brake pedal is not recommended. This practice will not increase brake system effectiveness but will instead waste air and cause unnecessary wear to brake parts. «Fanning» or «pumping» does not increase brake line pressure but decreases both reservoir and line pressure.

«Riding» the brake by resting foot on brake pedal even when not braking can cause abnormally high brake temperatures, excessive lining wear and possible damage to brake shoes.

Parking brake should always be applied when coach is parked.

Parking brake is not designed for use in normal braking but can be used to assist in stopping coach in an emergency.

Before releasing parking brake, make sure that brake system air pressure has built up to at least 100 psi (690 kpa).

Parking brakes

Coach is equipped with spring loaded parking brakes. Control valve knob is located at right of driver's seat, on small control panel attached to driver's guard.

Spring loaded parking brakes are applied by pulling up control valve knob. Parking brakes should always be applied when coach is parked. They are not designed for use in normal braking; when coach is moving under normal conditions, control valve knob should be pushed all the way in. On the other hand, parking brakes can supplement service brakes to stop the coach in an emergency.

Before releasing parking brakes by pushing down control valve knob, air pressure gauges should be checked to make sure that brake system air pressure has built up to a minimum of 100 psi (690 kpa).

Emergency brakes (A)

In normal operation with full air pressure, if normal application of service brakes should fail to stop the vehicle for any reason whatsoever, emergency brakes should be applied by pulling up parking brake control valve knob. Spring loaded brakes will be applied onto drive axle with full effectiveness and coach will stop.

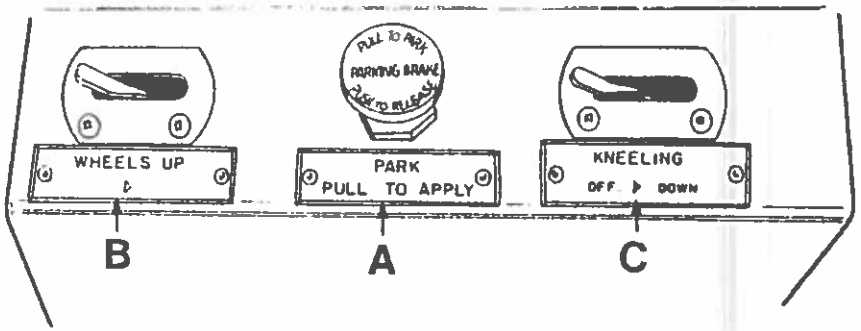
Retractable tag axle (B)

Retractable tag axle is part of standard equipment and located directly behind driving rear axle. Operation of the axle is controlled by a valve located on control panel at right of driver's seat alongside parking brake control knob. The valve can be flipped to either one of two positions, «wheels up» or «wheels down».

Axle will automatically be raised or lowered by air pressure according to switch position.

Axle brakes operate only when axle is down.

Retractable tag axle should always be in down position for normal operation. It should never be lowered while coach is moving.



Kneeling system: (C)

This system permits passengers to board and to leave the vehicle without any difficulty. It lowers the front of the vehicle in such a way that the entrance step is easier to reach for the passengers. To operate, stop the vehicle, set transmission shift lever to neutral position, apply parking brake then move kneeling system air control valve to the appropriate position. To disengage, reverse procedure.

Side window emergency escape

In an emergency, on each side of the vehicle several passenger windows can be opened from the inside for escape.

To operate, proceed as follows.

Le mirage XL:

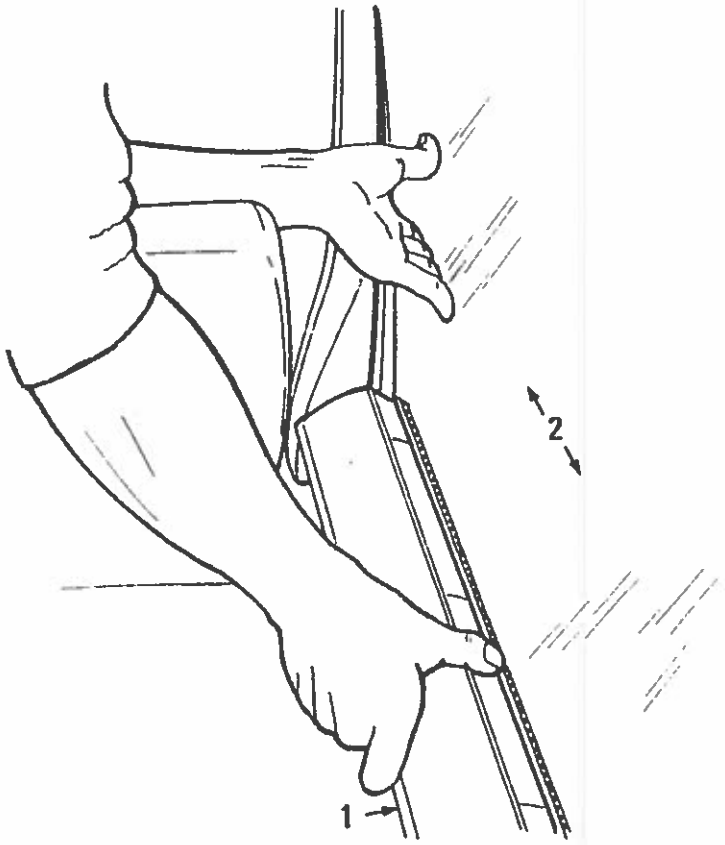
Opening window sashes can be opened by lifting the window aluminum release bar and then pushing out window at the bottom. Instruction decals are affixed to aluminum release bar at each seat location.

■ **Caution:** All emergency exits should be kept closed during normal operation to prevent damage.

Windows should not be slammed closed to avoid impairment of emergency exit system.

Side window emergency escape for le mirage XL

1. Window aluminum release bar.
2. Side window.

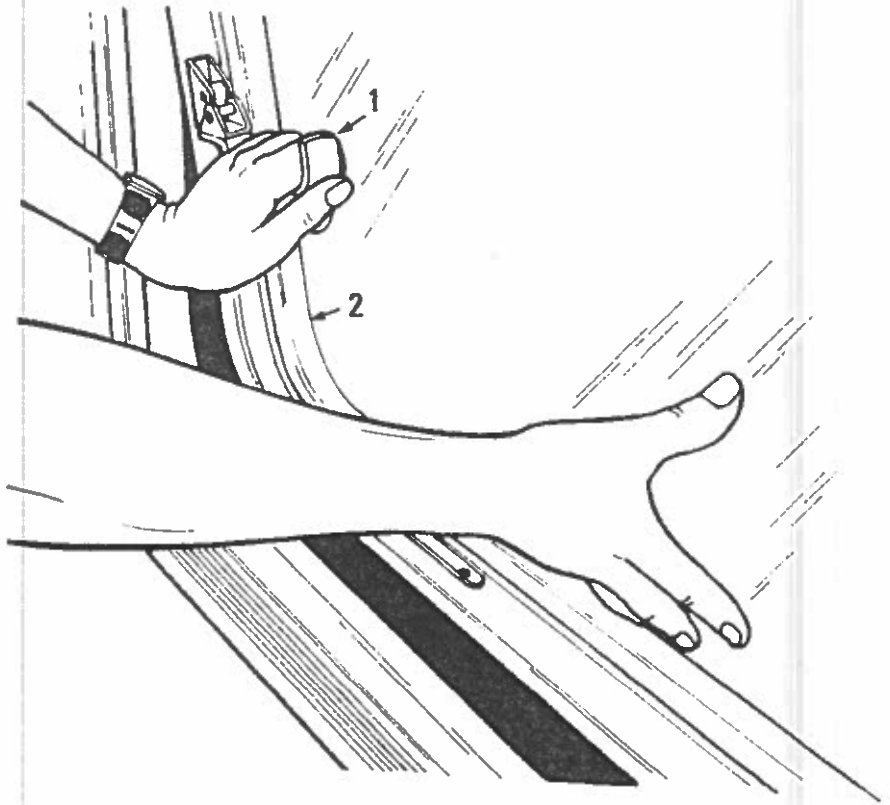


Marathon XL:

Opening window sashes can be opened by pulling on the special handle provided to open the window, then you must push out the window at the bottom. Instruction decals are affixed to window frame at each seat location.

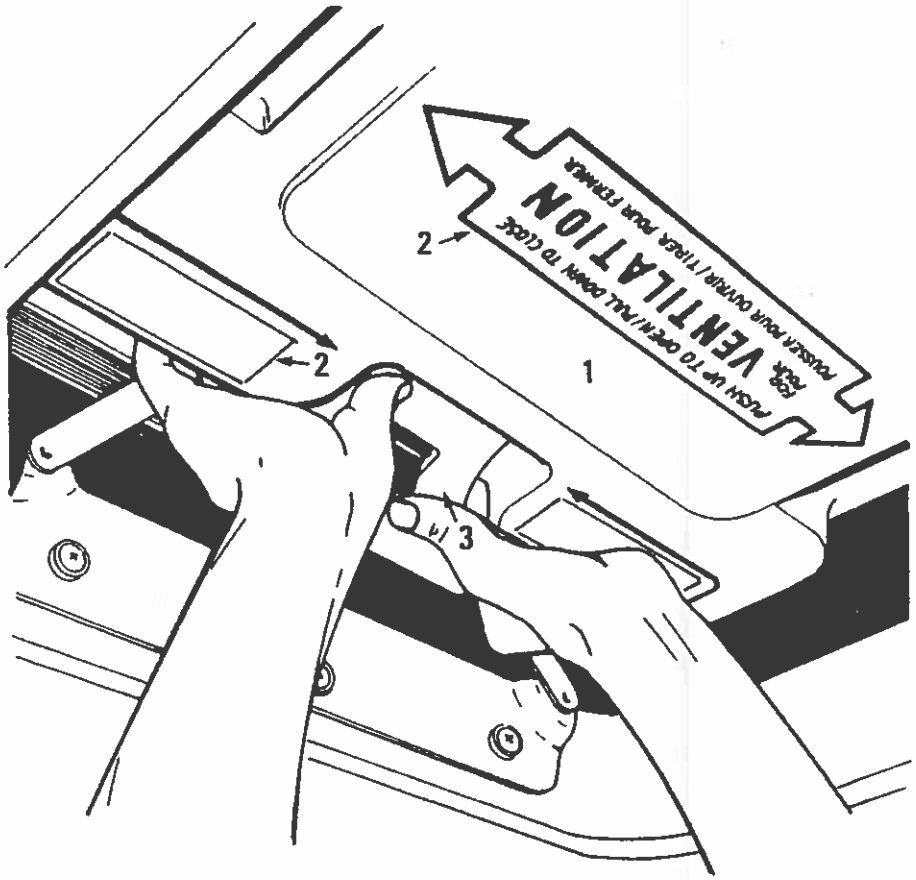
Side window emergency escape for MARATHON XL

1. Window opening handle.
2. Side window.



Roof emergency escape

Emergency escape hatch located in the roof at rear of vehicle is designed to be opened from the inside by passengers. In an emergency, pull handle to full extent to unlock and push out hatch, still holding handle. Passenger instruction decal with complete operating directions is affixed to escape hatch itself.



Roof emergency escape

1. Emergency escape hatch.
2. Passenger instruction decal.
3. Hatch handle.

LIGHTS

All interior and exterior lights can be illuminated with ignition key in on or in off position. Switches are located in driver's compartment and they control all lights with the exception of engine and baggage compartment lights, stoplights, back-up and lavatory lights. Operation of lights and light switches is given under the following applicable headings.

● **Warning:** «Hazard» flashing lights should always be turned on, day or night, when coach is parked or stopped on road for an emergency.

Head, markers and tail lights

Head, markers, tail, license plate, aisle, step, emergency exit and instrument panel lights are controlled by a switch which is turned on by pushing on it.

A foot operated dimmer switch is mounted at left side of driver's floor to allow selection of high or low beam.

When high beam is selected, a blue tell-tale comes «on» to inform the driver that the lights are in high position. Step lights will glow only when entrance door is opened.

Reading lights

Reading lights are controlled by two different switches. «Reading» switch on front switch panel to the right of driver energizes the whole reading light circuit when in on position. Individual reading lights can then be activated by each passenger using switch incorporated in reading light body.

Reading lights are mounted under parcel racks and prefocused to provide proper illumination for each passenger.

Fog lights (optional)

Optional fog light switch will activate optional fog lights as well as tail, markers, emergency exit and step lights. However, step lights will glow only if entrance door is opened.

Fog light switch is located on front switch panel at the right of driver.

Plastic protective fog light cover must be removed before using fog lights.

Lights should be turned off when coach is stopped.

Driver's lights

Driver's light switch is located on side switch panel at the left of driver. Driver's light switch set to on position will activate the two front ceiling lights above driver. These lights are frequently used for nighttime operation as passengers board or leave coach.

Dome lights

Dome light switch located on side switch panel controls dome lights installed in the middle of ceiling along the aisle. These lights are normally used when vehicle stops to let passengers prepare to leave.

Baggage compartment lights

Baggage, battery and front electrical compartment lights are automatically illuminated when appropriate compartment door is opened.

Directional signal switch

Directional signal switch lever is located at left side of steering column just under steering wheel. With switch lever up (forward), front and rear turn signal lights flash on and off for a right turn. With lever down (rearward), corresponding left lights flash to indicate left turn. In each case, corresponding tell-tale flashes to indicate lights are operating. When turn has been completed, lever will return to neutral position.

Hazard warning flasher switch

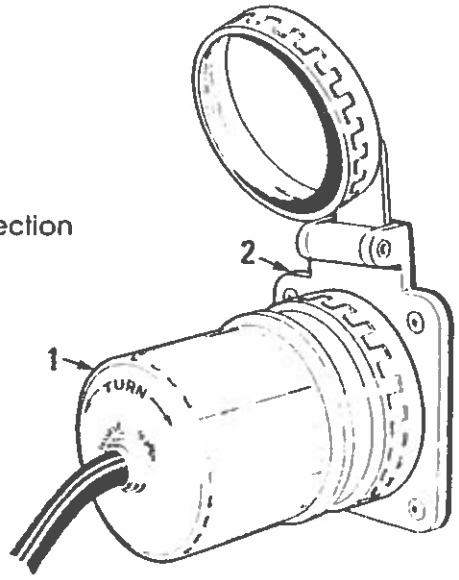
Hazard warning flasher knob is mounted on the dashboard panel. When knob is pushed in, all turn signal lights flash simultaneously. Tell-tale lights will also flash.

In-station lighting (optional)

Optional exterior connection allows use of a 110-volt lighting system when coach is being serviced or cleaned.

Receptacle for in-station lighting is located at left front of coach between power steering compartment door and front axle. Power cable connected at this point will illuminate interior fluorescent lights. Circuit breaker is located in power steering compartment mounted beneath driver's floor. It must be manually reset if opened.

External connection should be 110-volt 60-cycle AC-power type only; power cable must be grounded. Power cable should be disconnected before coach is moved.



In-station lighting external connection
1. Twist type power cable.
2. In-station lighting receptacle.

■ **Caution:** When coach is emergency parked in exposed locations, Hazard Warning Flasher lights must be turned on.

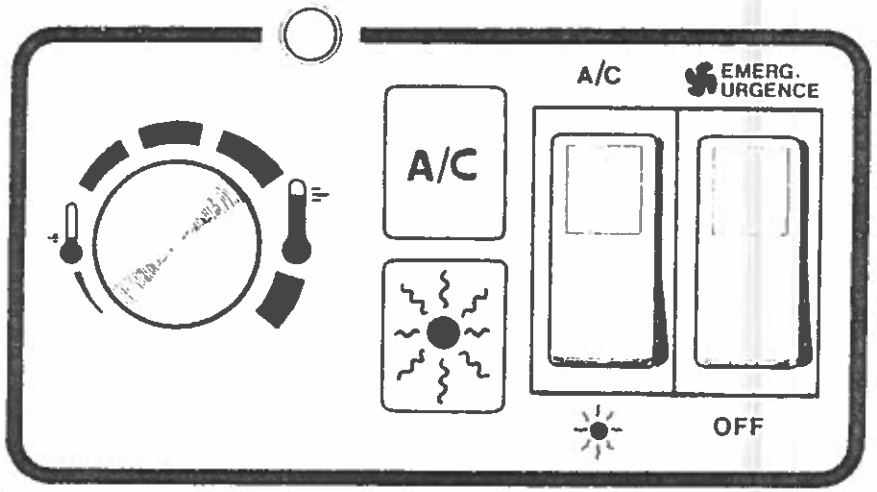
Use of lights should be avoided when engine is not running.

HEATING & AIR CONDITIONING

Passengers' heating and air conditioning

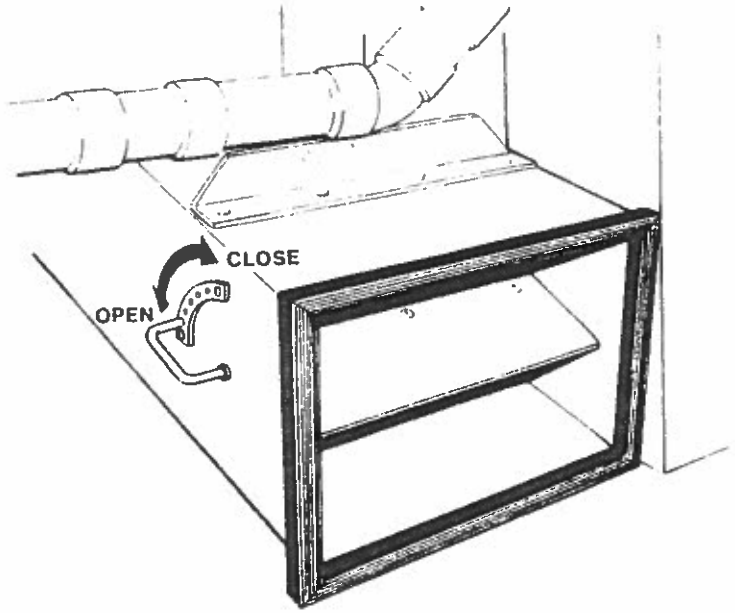
Heating system is operated by «heat-A/C» switch, located on front switch panel at driver's right. Switch should be brought to «heat» position to activate coach heating system.

Temperature range control knob located on same switch panel is used to select interior temperature within the range of 65°F to 78°F (18°C to 26°C). Once temperature is selected, system will automatically maintain it within close limits. «Heat» warning light goes on when hot water circulates.



To increase or decrease the amount of fresh air entering the heating system, open or close the evaporator air intake door as required.

Open during winter season, close during summer.



Flipping heat A/C switch to A/C position will activate air conditioning system. Temperature control is set and maintained through temperature range control rheostat which modulates amount of temperature variation. Turning rheostat to warmer or cooler position will increase thermostat sensor resistance and ensure higher or lower temperature automatically maintained through thermostat and water valve. A/C warning light will go on if high limit pressure has been exceeded or if refrigerant pressure is too low. In case of A/C warning light flashing or continuously staying on, air conditioning system should be switched off and condition reported to maintenance personnel.

☐ **Note:** To operate air conditioning system when coach is stationary, engine should run at fast idle. During operation of air conditioning system, windows should be kept closed and doors not left open longer than necessary.

Driver's heating, defroster & air conditioning

A heat and defrost system independent of the main heating system is provided for the driver. Fan speeds are controlled by switch located on a dash panel to the right of driver.

Driver's heater thermostat should be in open position to ensure proper heating. Partial or full capacity opening of thermostat will determine flow of water and air temperature for both heater and defroster.

Fan speed is adjustable by setting fan switch to the desired fan speed.

Driver's air conditioning system will only operate simultaneously with main air conditioning system.

Water valve control should be closed to cut off hot water flow and ensure a full air conditioning capacity. In humid weather, air conditioning system will assist in defrosting windshield.

To control driver's compartment temperature, turn thermostat clockwise to lower temperature and counterclockwise to raise temperature.

- **Warning:** Excessive high temperature in driver's area could induce driver's drowsiness, affecting his ability to safely operate coach. If may also affect temperature in passengers' compartment.

Ventilation

Operator should always try to introduce as much circulation of outside fresh air as possible without hampering operation of heating and air conditioning systems. Under extreme temperature conditions however, when maximum capacity is required, adjustable intakes in driver's area as well as exhaust openings should all be closed.

It should be remembered that vehicle interior should always be slightly pressurized to prevent dust and moisture from entering vehicle.

Coach heating and air conditioning systems have been designed to allow circulation of some outside fresh air. To let in additional fresh air, driver's window can be opened.

Any air conditioning system malfunction should immediately be reported to maintenance personnel.

In case of air conditioning system failure, substitute ventilation may be provided through use of two optional roof mounted emergency vents. Vents are located near coach front and rear ends; they can be opened and used in six different positions to control air flow circulation inside vehicle.

You must also push on the emergency ventilation button and adjust fan speed as required.

LAVATORY

Lavatory compartment supplied in standard and located at right rear corner of coach is equipped with a flush chemical toilet, wash basin, mirror, waste paper container and hygienic toilet tissue dispenser.

Closing and locking the door from the inside will illuminate outside sigh light which is mounted above parcel racks on lavatory wall and «lav» tell-tale light on gauge and tell-tale panel.

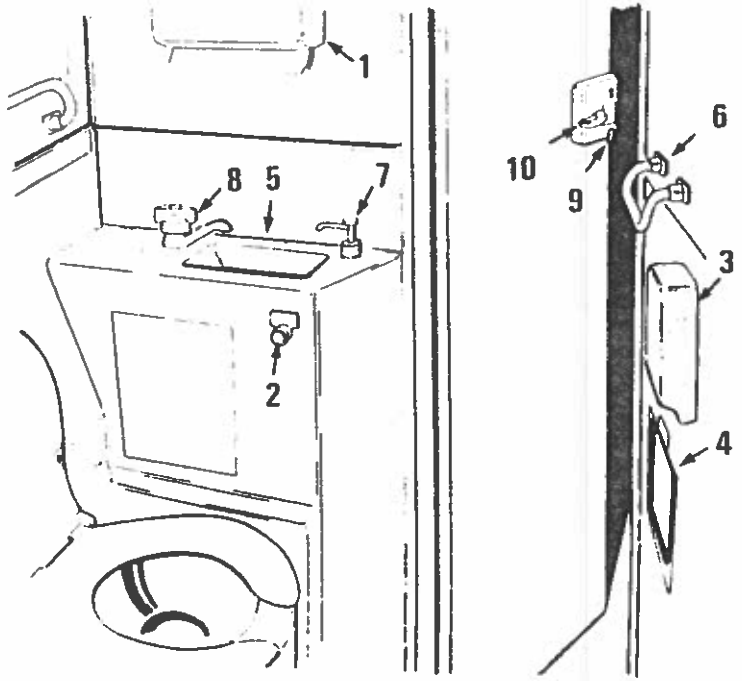
An emergency buzzer switch located on the compartment wall with identifying instruction plate is also provided for maximum passenger security. Buzzer will sound in driver's compartment if help is needed.

Optional auxiliary lavatory tank allows main tank to be drained through manual opening of interconnecting tank valve. Lavatory can then be operated for longer periods until coach can be serviced at a facility equipped with disposal provisions.

Lavatory compartment ventilation is operative only when engine is running.

Lavatory

1. Towel dispenser.
2. Toilet flush control.
3. Toilet tissue dispenser.
4. Waste paper container.
5. Wash basin.
6. Grab handle.
7. Liquid soap dispenser.
8. Water supply valve.
9. Door lock.
10. Door handle.



Draining

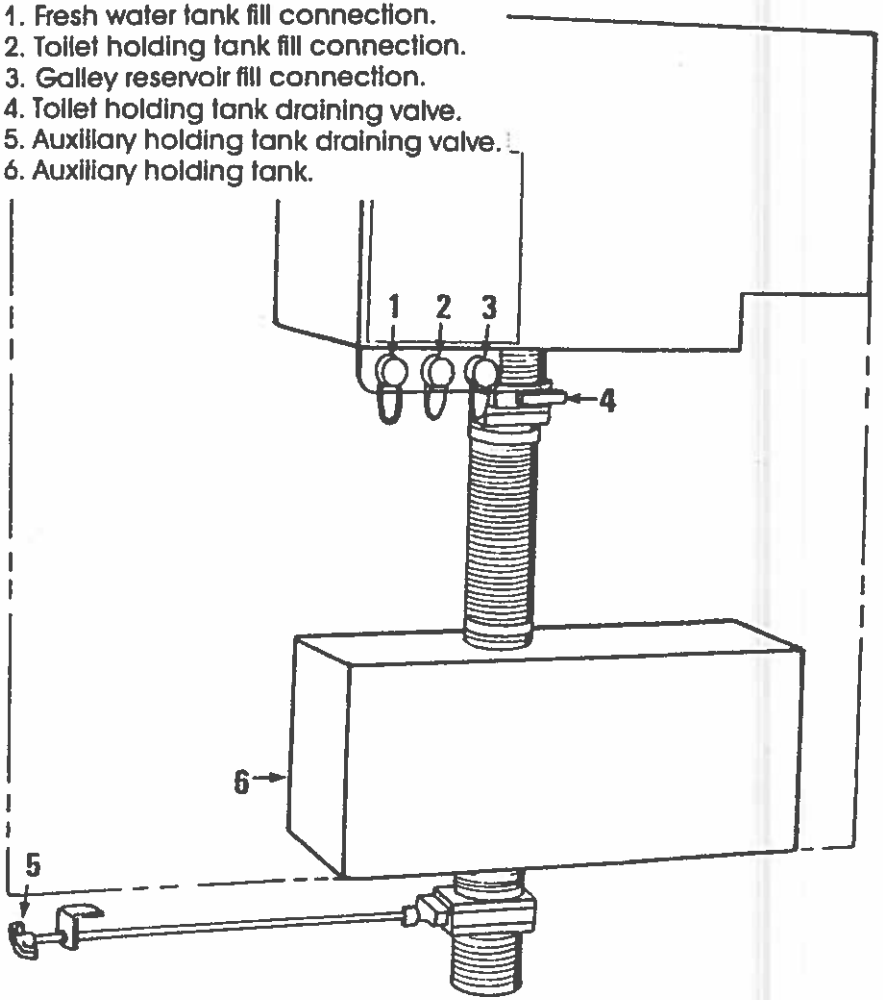
Draining and filling lavatory tanks should ideally be done by maintenance and service personnel. Draining instructions included in this section are for use only in case of an emergency such as engine or heating system failure in freezing weather where tanks must be drained to prevent damage from freezing.

Before draining the toilet holding and waste tanks, position coach over a receptacle or sewer inlet or other facilities to comply with local health regulations. Pull open handle of slide valve located on dump tube in right side of engine compartment. To flush toilet holding and waste tanks, water under pressure must be sprayed in while dump tube slide valve is still opened.

In case of emergency, fresh water tank located behind toilet compartment wall must be drained by pushing and holding down spring loaded sink control valve or by turning on water tank valve mounted in engine compartment near other lavatory inlet and outlet connections.

After emergency drainage, lavatory should be properly serviced at suitable facilities before it is used again. In freezing weather, chemical waste tank should be filled with 2 gallons (8 litres) of anti-freeze solution and 2 gallons (8 litres) of water.

1. Fresh water tank fill connection.
2. Toilet holding tank fill connection.
3. Galley reservoir fill connection.
4. Toilet holding tank draining valve.
5. Auxiliary holding tank draining valve.
6. Auxiliary holding tank.



■ **Caution:** Servicing lavatory tanks should be done at facilities suitably equipped.

After emergency drainage, lavatory should be again serviced by maintenance personnel.

Under cold weather conditions, water should not be left in fresh water tank as it might freeze and damage both water tank and connecting lines.

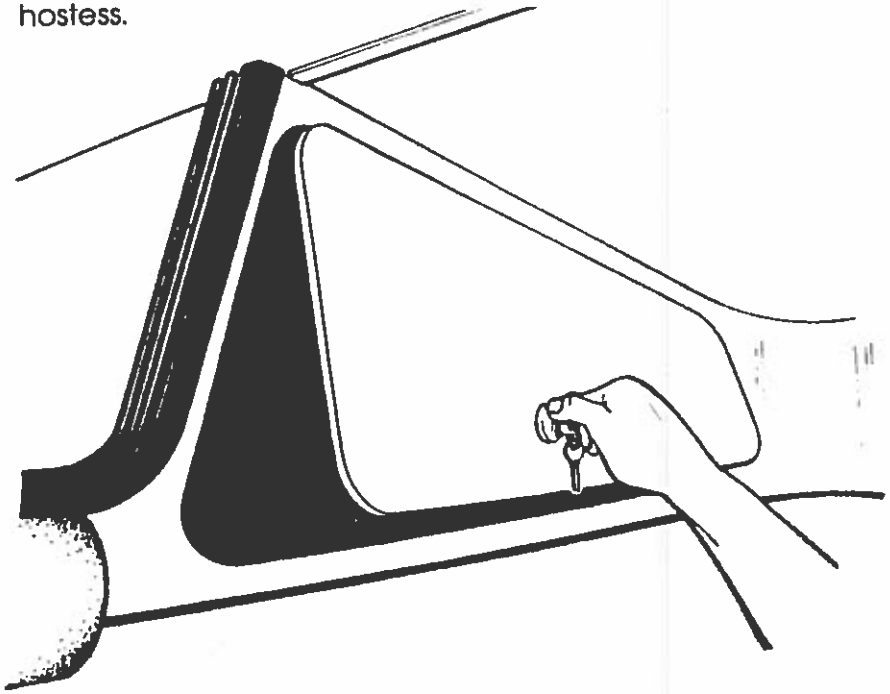
● **Warning:** Never refill water tank with antifreeze.

INTERIOR COMPARTMENTS

The following interior compartments apply only to the MARATHON XL model.

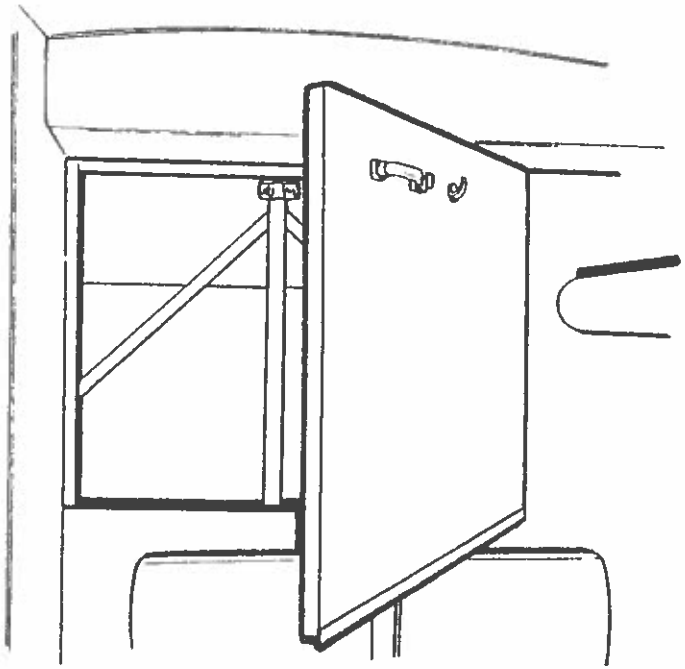
Driver's personal compartments:

Two (2) lockable compartments are roof mounted in the driver's front section of the vehicle. To gain access, they should be unlocked using the appropriate key. These compartments should be used for the personal effects of the driver and/or hostess.



Rear compartment:

This compartment should be used to store cleaning products and effects.

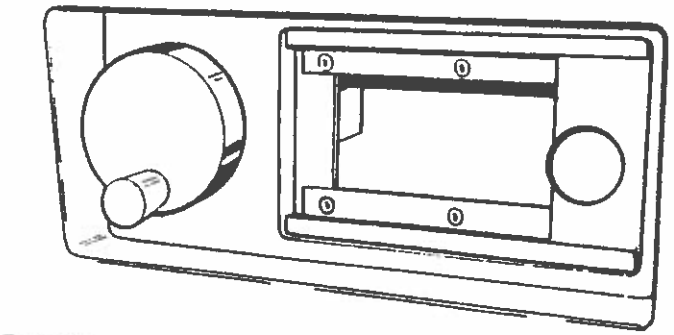


Destination sign

Proceed as follows to operate.

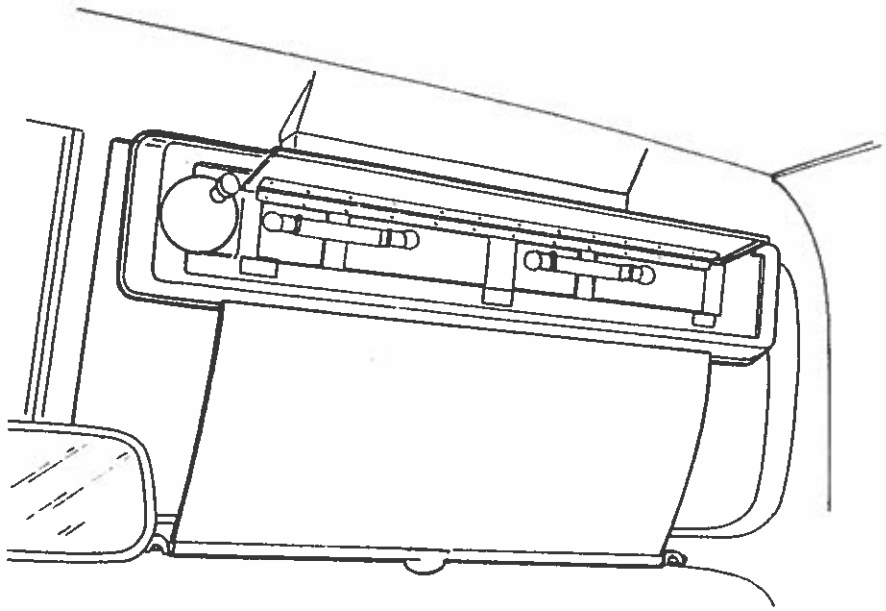
Marathon XL

Lower the driver's sun visor then slide the destination sign door to the right. Rotate control clockwise or counterclockwise until the desired destination has been selected then close destination sign door and raise sun visor.



Le mirage XL

Rotate control clockwise or counterclockwise until desired destination has been selected.

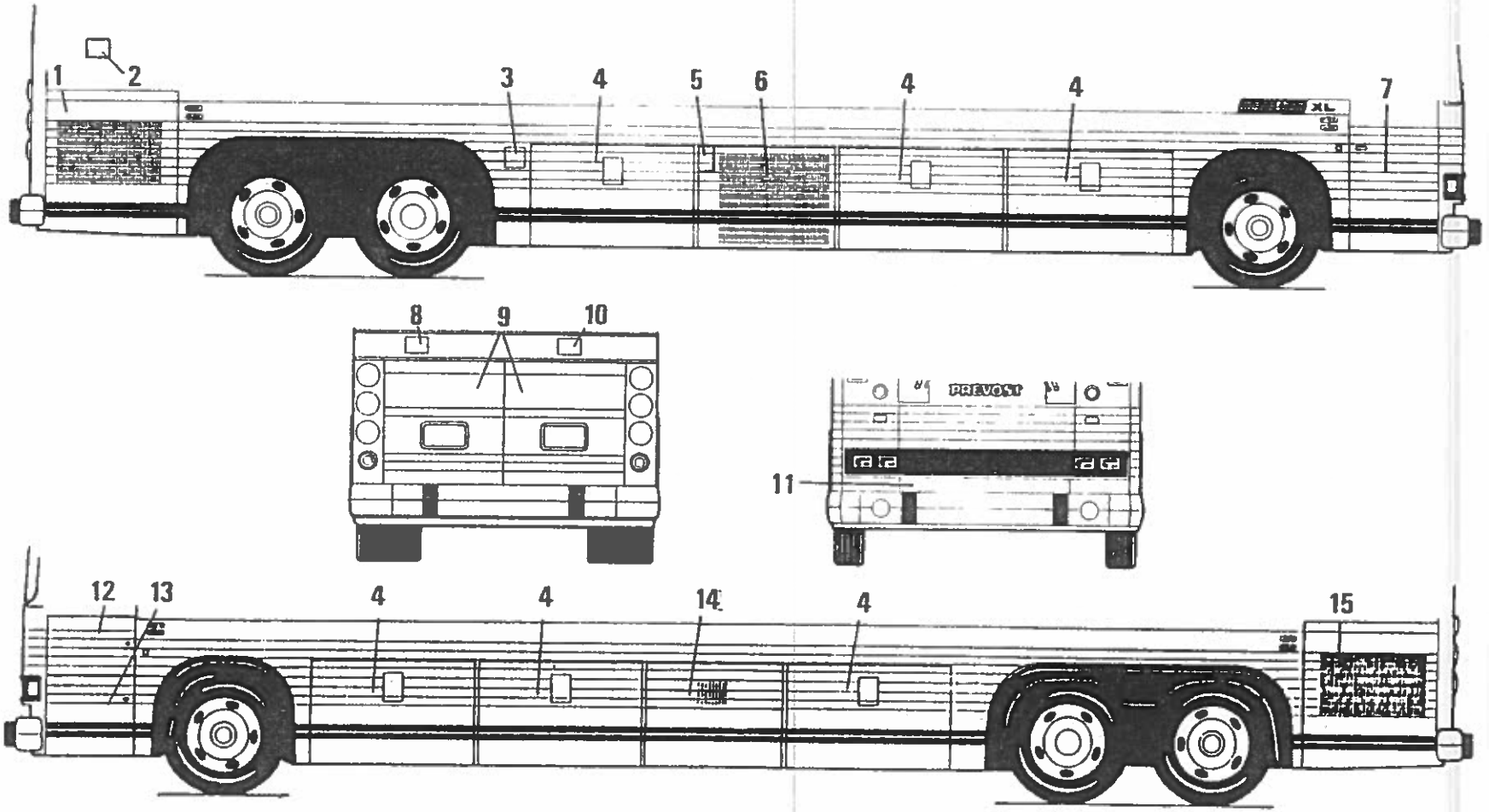


EXTERIOR COMPARTMENTS

Exterior views identify all compartment and access doors. This section will explain how to open and close main doors.

Exterior compartments

1. Engine side door.
2. Lavatory compartment access door.
3. Battery main switch door.
4. Baggage compartment door.
5. Fuel tank fill door.
6. Heating and A/C compartment.
7. Entrance door.
8. Engine coolant fill door.
9. Engine rear doors.
10. Engine oil reserve fill door.
11. Spare wheel and tire compartment.
12. Front electrical junction box.
13. Steering compartment.
14. A/C compartment.
15. Engine side door.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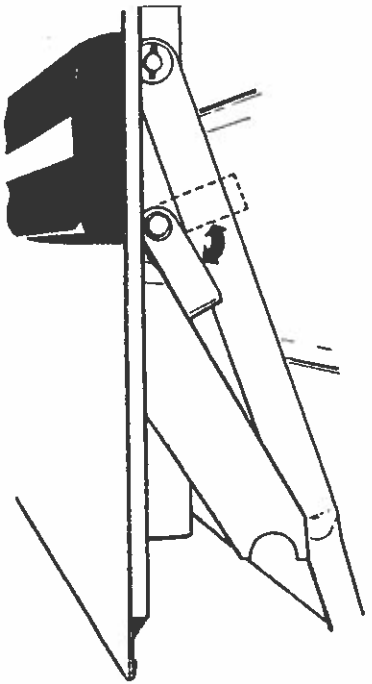
Baggage compartment

To open baggage compartment doors, unlock the lock using the key, insert fingers under lower edge of operating handle, pull out and up to unlatch door, grab handle rod and pull up compartment door to open.

Raise door to full open position and set safety lock in order to hold door upright.



To close baggage compartment doors, first release safety lock then pull handle rod out and down as far as door will allow, lift up lock operating handle to close door and push down handle to complete procedure.

Baggage compartment lights are controlled by automatic switches which illuminate when compartment doors are opened.

■ **Caution:** Do not drop or slam baggage doors. This can only damage door and/or locking mechanism and will not latch the door.

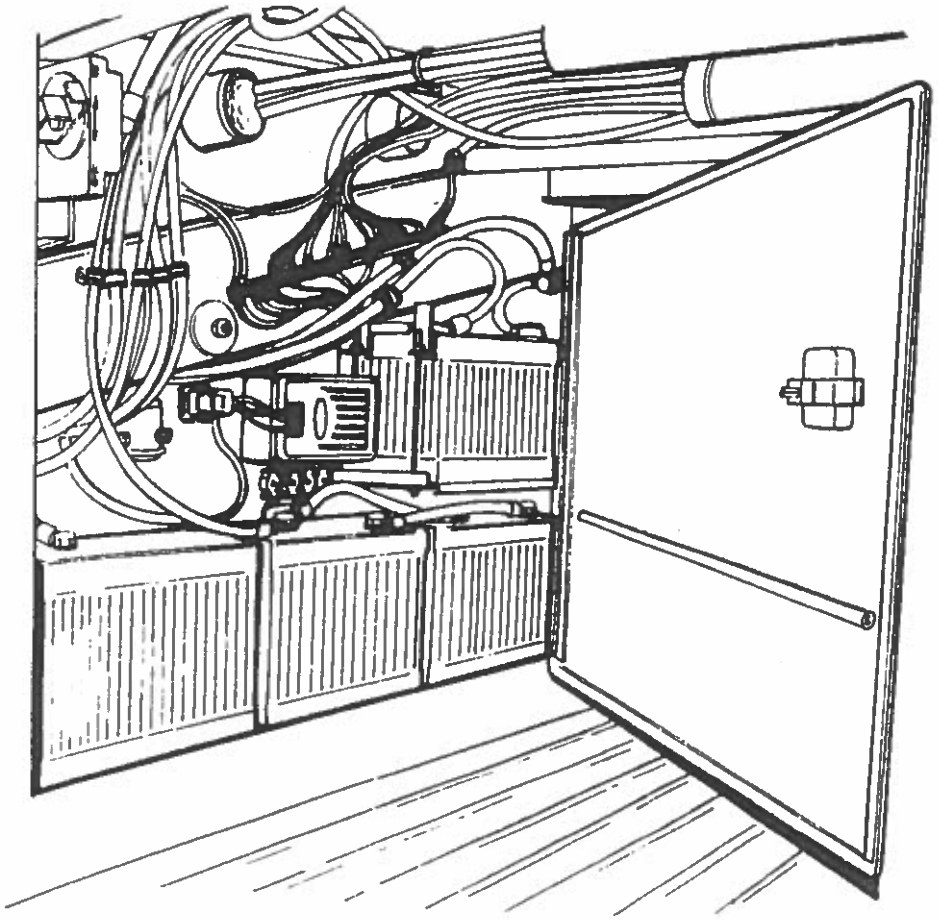
● **Warning:** Always be sure baggage doors are properly secured in an open or closed position.

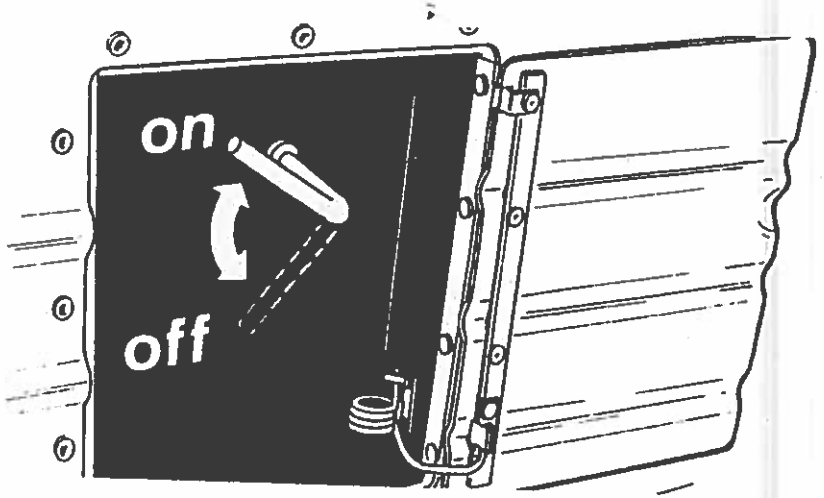
Battery compartment

Batteries are accessible behind an access door which is located at the back of the rear baggage compartment.

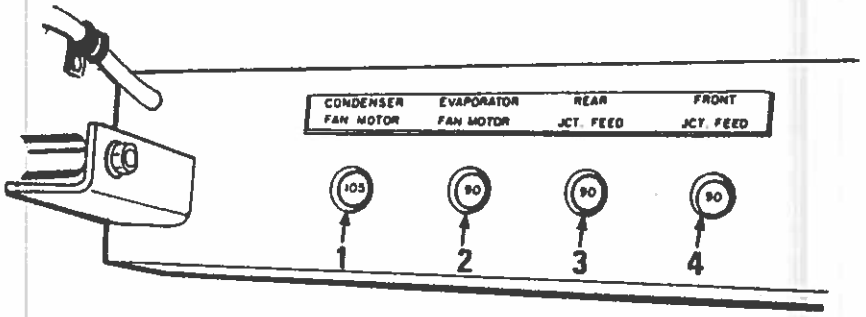
Four (4) batteries are used and they are of a maintenance free type. By moving battery main switch to «OFF» position, all electrical supply, from the batteries is cut off.

■ **Caution:** When coach is parked overnight or for a longer period of time, main battery disconnect switch should be put in off position.





Four breakers are mounted on the roof of the same baggage compartment and they are identified as follows:



1- Condensor fan motor — 105 amp.
2- Evaporator fan motor — 90 amp.
3- Rear junction feed — 90 amp.
4- Front junction feed — 90 amp.

Engine compartment

Side-hinged engine compartment doors are secured by lock handle located on middle of right hand door. To open doors, turn lock release handle and pull out doors. Doors are held in open position by a mechanical locking device located at each door top section. To close doors, first release mechanical locking device by pushing it with fingers, then push doors back to closed position, always starting with driver's side door.

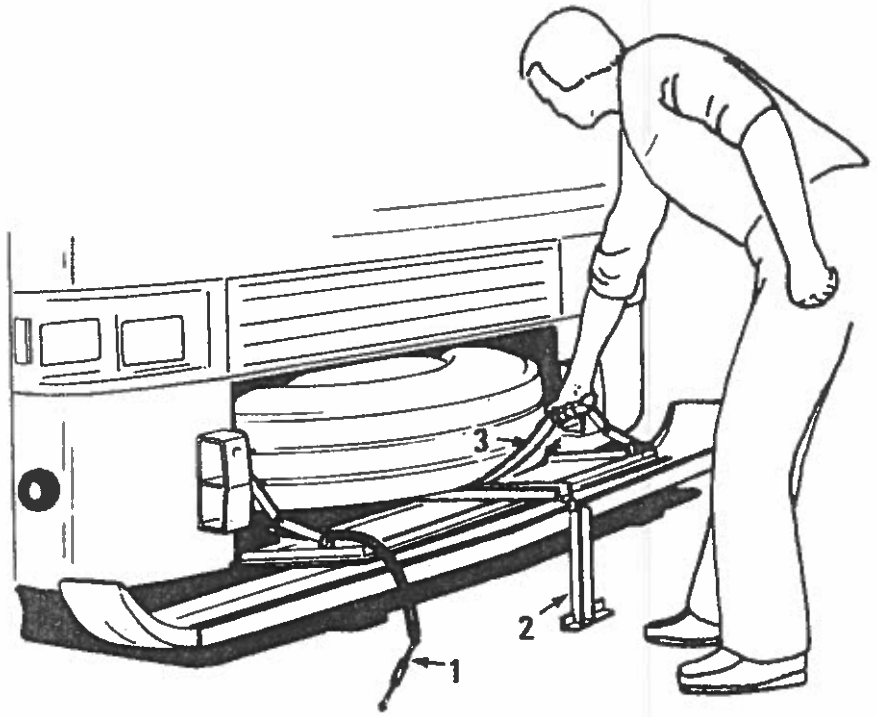
Spare wheel and tire compartment

Spare wheel and tire are stowed in a compartment behind front bumper. Wheel nut wrench can be used to unscrew the two bumper retaining bolts. Front bumper and compartment door will then lower to open position.

To pull out spare tire, loosen turnbuckle to release support and tire carrier assembly. Tire can then be easily pulled out using support as a rail extension.

Spare wheel and tire compartment

1. Holding chain.
2. Support and rail extension.
3. Tire carrier pull-out strap.



■ **Caution:** The two bumper retaining bolts should be checked to make sure they are firmly tightened after compartment door has been closed.

Entrance door

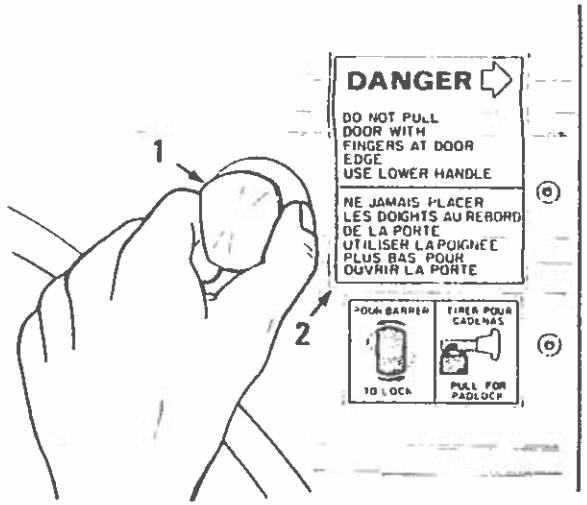
Entrance door is provided with an air-operated lock. Door is opened and closed by use of a handle, mounted directly on dash to driver's right, which automatically activates air-operated lock to open or close door. Handle must be turned counterclockwise to open door and clockwise to close it.

Should entrance door handle fail to activate air-operated lock, a spring loaded overrule switch, mounted on dash panel below windshield wiper and washer controls, will, when flipped, release air-operated lock regardless of position of door control handle. Switch is clearly identified on dash panel by a special decal «door air lock overrule».

Entrance door can also be opened or closed from the outside by means of a stainless steel knob located on left of entrance door frame. To open door, turn knob clockwise, as shown on front entrance door operation decal. To close door, first manually push door closed and turn knob counter clockwise.

When coach is parked for a long period of time, entrance door should be locked with padlock inserted in outside entrance door handle rod, as shown on door operation decal.

When locked, outside entrance door handle should be turned clockwise to disengage air-operated lock.



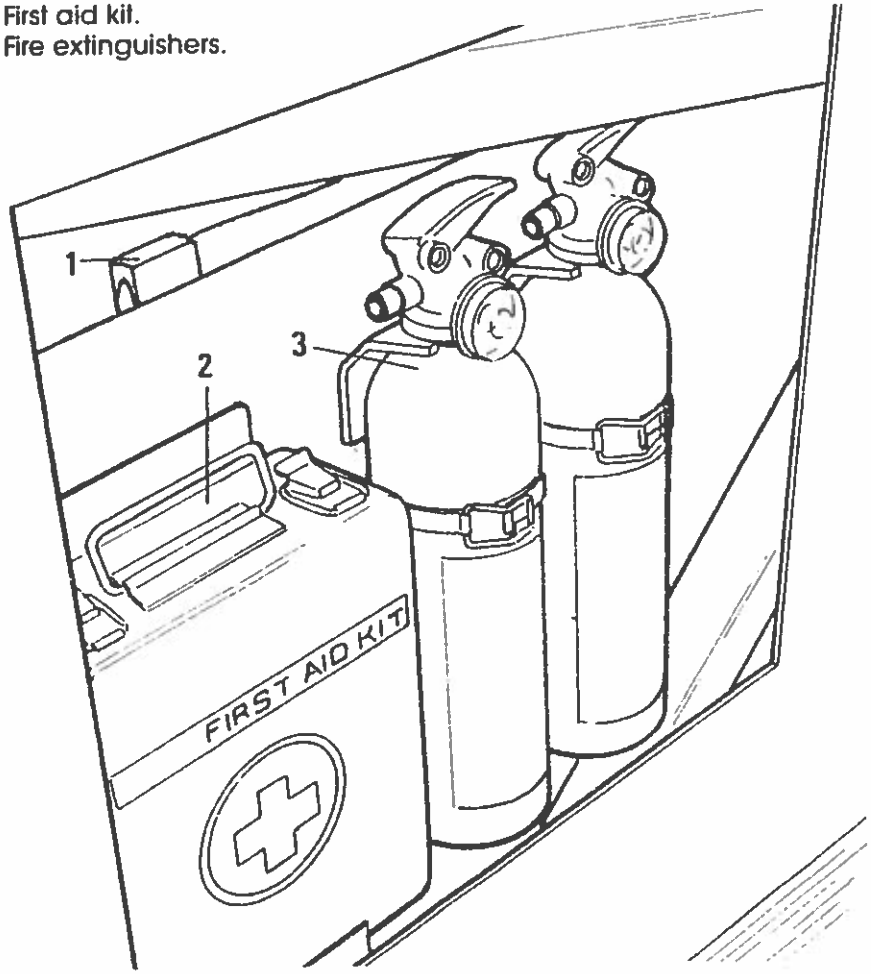
Entrance door

1. Entrance door knob.
2. Entrance door operation decal.

A safety equipment kit for use in case of emergency can be found in the entrance door section, below modesty panel, behind small fiberglass door.

Safety equipment kit should normally contain a first aid kit, fire axe and fire extinguishers. Quantity and size of items and in some cases storage location of safety equipment kit can vary acording to State or Provincial legislation.

1. Fire axe.
2. First aid kit.
3. Fire extinguishers.



Pre-trip or daily check list

Items to check

Coolant level — If water runs when opening cock, level is O.K.

Engine oil — Check oil level; replenish directly into engine or from reserve tank if applicable.

Transmission — Check oil level.

Power steering — Check oil level.

Belt and tensioners — Check for worn belts and tensioner shaft length.

Tires and wheels — All tires should be checked. Spare tire can be checked through front lower L.H. door. Check all wheels for loose wheel nuts.

Leaks — Check thoroughly under coach and in compartments. Report any leak.

Tools and spares — Check for wheel nut wrench and spare tire, door keys, spare belts, reflectors, first aid kit, extinguishers and jack.

Lavatory — Inspect for cleanliness, supply of paper, towels and water.

Door — Make sure that all exterior doors are closed.

Gauges and buzzers — Gauges should be in normal position, tell-tale lights and buzzers off. If tell-tale or buzzer stays on, report it to maintenance personnel.

Driver's compartment — Adjust mirror and seat and check clutch pedal for free play.

Service brakes — Check for pressure build-up. With engine stopped and no brake applied, loss should not exceed 3 psi (20.7 kpa). Make full brake application; loss should not exceed 7 psi (42.3 kpa).

Parking and emergency brakes — With air pressure above 60 psi (414 kpa), deplete air unit buzzer works and control button lifts up.

Brake overrule — Make sure knob is pulled up.

General — Check for general vehicle condition and visually inspect for loose bolts and nuts.

OPERATOR'S ASSISTANCE

If you need assistance, proceed as follows:

1. Refer to the SERVICE CENTER DIRECTORY, supplied with your vehicle.

2. If your problem remains unsolved, contact the nearest PREVOST DISTRIBUTOR'S SERVICE department.

3. If after all those efforts, you are not satisfied, please contact THE PREVOST CAR factory, SERVICE MANAGER at (418) 883-3391, or by telex: 051-2257.

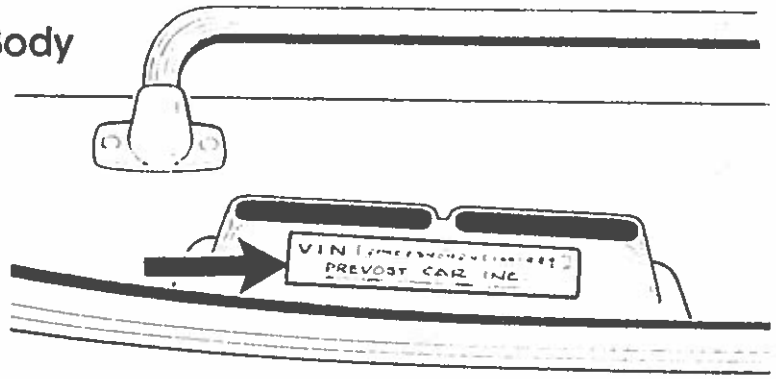
TECHNICAL DATA

Vehicle length (maximum)	40 ft (1219 cm)
Vehicle height (maximum)	128 in (325 cm)
Vehicle width (maximum)	102 in (260 cm)
Turning radius	43' (1310 cm)
Tire size	
Tube type	11 x 20
Tubeless	12 x 22.5
Fuel tank capacity	160 US Gal. (606 litres)
Fuel type	ASTM No. D 975
Grade no. 1	recommended
Grade no. 2	acceptable
Cooling system capacity	27.6 US Gal (104.5 litres)
(including heating system)	
Engine crankcase capacity	
with automatic transmission	7.2 US Gal (27.3 litres)
Manual transmission	6.6 US Gal (25 litres)
Transmission capacity	
Manual transmission 6 speeds	4.5 US Gal (17 litres)
Automatic transmission	8.1 US Gal.
Hydraulic steering capacity	9.6 US Qts (9.1 litres)
Rear axle capacity	
with oil seal	13.7 US Qts (13 litres)
with Grease seal	13.2 US Qts (12.5 litres)

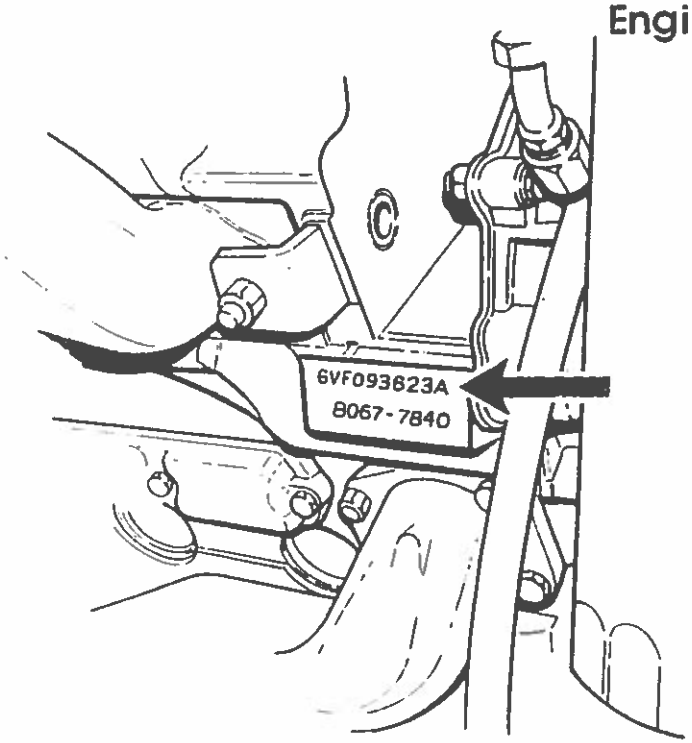
HOW TO IDENTIFY THE VEHICULE

The main components of your vehicle such as engine, transmission and chassis are identified by different serial numbers. It may be necessary to locate these numbers for warranty purposes.

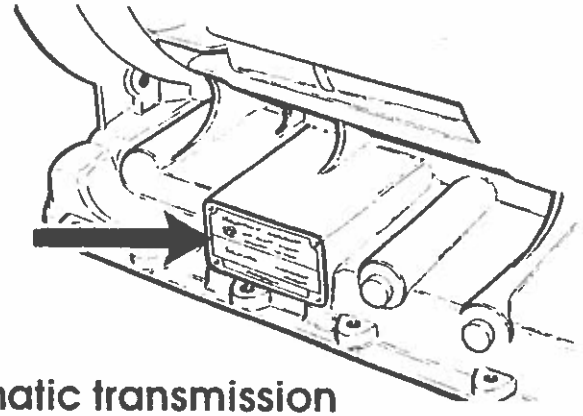
Body



Engine

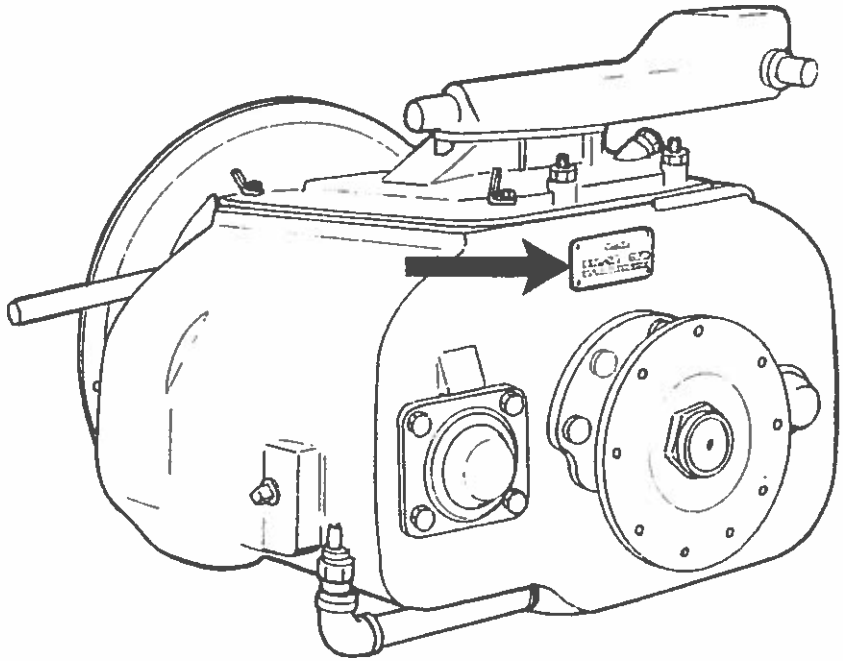


Automatic transmission



☐ **Note:** We strongly recommend that you take note of all the serial numbers on your vehicle and supply them to your insurance company. It may be useful.

Manual transmission,



Differential