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1 GENERAL RECOMMENDATIONS

The efficiency and life expectancy of mechanical equipment is largely dependent on proper lubrication and servicing. All mechanical components rely on a lubricating film between moving parts to reduce friction, prevent wear and oxidation. Proper lubrication also helps cool the parts and keep dirt particles away from mating surfaces. Efficient lubrication depends upon using the right type of lubricant, at specified intervals and by filling to correct capacities. Past experience shows that many service problems can be traced to an improper lubricant or to incorrect lubrication procedures.

A comprehensive maintenance and lubrication program is important to ensure the long service life this vehicle was designed for and to avoid costly repairs and associated downtime caused by premature part failure.

A lubrication schedule is included in this section to give the location of key service points on the vehicle as well as the lubricant specifications for each component to be serviced. Specific instructions on how to check and service different components are covered in their respective sections in this maintenance manual.

The recommended lubrication intervals are based on normal operating conditions and mileage accumulation.

Shorten the intervals if your vehicle operates in more severe conditions. Severe conditions include heavy towing, high vehicle weight or operation in mountainous areas. Some parts and equipment referred to in this section may not be installed on your vehicle. Check your vehicle's "Coach Final Record" for equipment list.

Dispose of used lubricants and filters in an environmentally safe manner, according to federal and/or local recommendations.

- Understand basic principles of vehicle operation;
- Always maintain the vehicle in good running condition;
- Do not drive with low fuel. If the fuel tank runs dry, the engine will not start until the air is bled from the fuel system. Refer to "Maintenance Manual" for more information;

- Allow engine to run for at least two minutes at slow idle before shutting *OFF*;
- Engine should be at idle when shifting from neutral (N) to forward (D) or from neutral (N) to reverse (R);

Fast idle should always be turned off before releasing the parking brake and putting the coach in gear. Driveline damage can result if the fast idle switch is always left on.

- The automatic transmission does not have a park (P) position. Place transmission in neutral (N) position and apply parking brake when the vehicle is stopped. A warning buzzer will sound if the engine is stopped and the parking brake has not been applied when foot pressure is removed from the brake pedal;
- Always follow the procedures described in this manual;
- Unless stated otherwise, shut off the engine before performing all servicing, lubrication and maintenance tasks;
- Do not attempt to push or pull-start the coach;
- Damage may result if towed with the axle shafts or driveshaft connected;
- Two chemical fire extinguishers are under the first row of passenger seats. In case of fire, immediately evacuate all occupants. Occupant safety is the first priority. Do not attempt to extinguish the fire if there is immediate danger or risk for personal injury;
- When driving on ice and snow, accelerate and decelerate gradually;

Report all problems affecting passenger or driver safety to a Prevost service center or an authorized service center. Have problems corrected immediately.

1.1 FIRST SERVICE ON NEW VEHICLE

1.1.1 Hot Water Filter (H3 Coaches Only)

The hot water filter (located in the evaporator compartment) is designed to recover the soldering residues trapped inside the coolant lines during their initial assembly; perform initial cleaning (refer to Section 22: Heating And Air Conditioning) once vehicle has run approximately 3,000 miles (4 800 km), then according to the lubrication and servicing schedule.

Note: If additional soldering has been performed on any point of coolant piping, clean coolant system strainer as outlined for a new vehicle at 3,000 miles (4 800 km).

2 OTHER VERIFICATIONS

Following this service schedule is the most economical and easiest way to ensure your vehicle performs at its best, safest and longest. Also, unscheduled maintenance will be minimized since inspection should expose potential problems before they become major ones.

2.1 HOSE INSPECTIONS

2.1.1 Hose Inspection

Inspect hoses for leaks regularly to ensure efficient, economical and safe operation of the engine and related equipment. Carefully inspect all fittings, clamps and ties. To prevent chafing, make sure hoses are not touching shafts, couplings, heated surfaces, sharp edges or other parts. Since hose clamps and ties can vibrate loose or fail over time, inspect frequently and tighten or replace as necessary.

Correct leaking hoses immediately. Failure to correct leaks can cause severe damage to the equipment, as well as increase operating costs due to lost fluids. Treat fuel and oil leaks as an immediate fire hazard.

Personal injury and property damage may result from fire caused by leaking flammable fluids.

2.1.2 Hose Service Life

Hoses have a limited service life. Thoroughly inspect hoses annually. Look for surface damage or indications of twisted, worn, crimped, cracked or leaking lines. Replace damaged hoses immediately.

Hoses should be replaced during major overhaul or after a maximum of seven years service. Be certain replacement hoses match the original equipment manufacturer's specifications.

2.2 LUBRICATION

Grease all lubrication points during scheduled maintenance. For heavy loads or extended use, lubricate more often. Refer to the Maintenance Manual, section 24 for information on lubrication.

2.3 WHEELS AND TIRES

Check for loose wheel nuts. Inspect all types of rims for cracks. Cracks can appear in many places but typically radiate out from where a load is applied. Both aluminum alloy and steel wheel nuts should be tightened to 450 to 500 foot-pounds (610 to 680 N.m) torque.

Keep the tires inflated to the recommended inflation pressure to prolong tire life and for safety.

NOTE

Recommended tire inflation pressures are given in the "Coach Final Record", placed in the technical publications package supplied with the vehicle. The cold tire inflation pressures are on the Department of Transport certification plate located on the L.H. console besides the driver's seat. When special tires are installed by Prevost on a new vehicle, a special tire inflation chart is added next to the certification plate.

Do not exceed maximum inflation pressure. Incorrect tire pressure increases tire wear and could lead to loss of driving control because of reduced road handling. Check tire pressure regularly.

2.4 WHEEL BEARINGS

Check wheel bearing cover for overheating (especially after using the service brakes) during fuel stops by touching the wheel bearing cover.

WARNING

If replacement tires are different from those described on the certification plate, pressure must be adjusted as requested in the Tire and Rim Association Manual.

2.5 SERVICE BRAKE TEST

Check for correct pressure build-up. Stop engine and check pressure gauge Pressure loss should be imperceptible with engine stopped and without brake pedal applied. Air loss should not exceed 3 psi/minute (21 kPa/minute) with engine stopped and brake pedal fully applied.

2.6 PARKING BRAKE TEST

Release parking/emergency brake. Pump service brake pedal until air pressure drops to 65 psi (448 kPa). Make sure the warning buzzer operates and that the emergency brakes apply (the control valve knob lifts up). Allow air pressure to reach 95 psi (655 kPa) before releasing parking brake.

Driving the vehicle while the parking brake is applied should not be possible.

2.7 EXTERIOR LIGHTING VERIFICATION

2.7.1 Exterior Lighting Test Mode

This useful function allows quick verification of the vehicle exterior lights.

Activating the test mode:

When the vehicle is stationary (parking brake applied), pull up the multi-function lever 3 times within 3 seconds to activate the test mode. This test can be done when the engine is not running providing that the battery charge is sufficient (above 24.0 volts).

The telltale panel alarm emits a sound each second to remind that the test mode is in progress.

Stopping the test mode:

To stop the test mode, pull up the multi-function lever once or turn the ignition OFF or remove the parking brake.

NOTE

The test mode is useful to check the functioning of the multiplex outputs and the exterior lights. It doesn't test the functionality of the commands related to the exterior lighting. For a complete testing, the directional signal commands, the headlights commands and the brake pedal have to be checked before. Once these commands tested, activate the test mode to check the exterior lighting.

Using the test mode:

First, test the functionality of the commands related to the exterior lighting:

- Activate the right directional signal and check that the corresponding telltale light illuminates.
- Activate the left directional signal and check that the corresponding telltale light illuminates.
- Press on the brake pedal and check that the STOP telltale light illuminates.

Once these commands tested, activate the test mode to check the exterior lighting by pulling up the multi-function lever 3 times within 3 seconds.

Go to the front of the vehicle and check the lights:

- First the left and right directional signals.
- Identification lights and clearance lights.
- Low beams.
- High beams.

Go to the left side of the vehicle:

- Directional signals.
- Marker lights.
- Directional signals.
- Marker lights.

Go to the rear of the vehicle:

- Directional signals.
- Identification lights and clearance lights.

- Stoplights and taillights.
- Back-up lights and back-up alarm (option).

NOTE

To check the back-up lights and back-up alarm, you must flip the starter selector switch to REAR START position. (If the vehicle is running, do this quick enough so that the engine does not stop).

Go to the right side of the vehicle (same sequence as left side).



FIGURE 1: EXTERIOR LIGHTING IDENTIFICATION

3 WALK-AROUND INSPECTION (BEFORE EVERY TRIP)

It is good practice to make a visual inspection of key areas on the vehicle every day (or before every trip for private coaches) and to correct any problem found.



NOTE

Inspect the coach in a circular manner as shown in the illustration.

Approaching the Coach

- Check under the coach for oil, fuel or coolant leaks or other signs of damage.
- Check exterior body surfaces for signs of breaks or damage.

Preparation

- Start the engine and let the air pressure build up to normal. Stop engine.
- Switch on hazard warning flashers.
- Make sure parking brakes are applied.

Step 1: Right Side of the Coach

- Check that the vehicle is equipped with a wheel nut wrench, spare door keys, spare belts, reflectors and jack.
- Check that baggage doors and service compartment doors close properly. Check for good tightness and fit.
- Check condition of wheels and rims. Especially look for cracks, missing nuts, bent or broken studs.

 Check condition of tires: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stems not touching wheels or rims; valve caps in place and no objects stuck between the wheels.

Step 2: Engine Compartment Right Side Area

- Drain wet air tank by opening drain cock. Close drain cock when completed.
- Check engine and surrounding areas for coolant, oil and fuel leaks.
- Check primary fuel filter/water separator and drain if necessary. Close drain valve after draining.
- Check power steering reservoir fluid level, add if necessary.
- Check wiring harness for signs of damage.

Step 3: Engine Compartment

• Check engine and surrounding areas for coolant, oil and fuel leaks.

- Check wiring harness for signs of damage.
- Check for loose, worn or broken belts.
- Check belts tension adjustment.
- Check engine crankcase oil level, add if necessary.
- Check Allison transmission fluid level (can also be checked from push-button shift selector), add if necessary.
- Check coolant surge tank fluid level, add if necessary.
- Check air cleaner restriction indicator, replace air cleaner when red signal locks in full view.
- Check stop light, tail light, directional signal light and back-up light assembly, they should be clean.

Step 4: Rear Left Side of the Coach

- Check condition of wheels and rims. Especially look for cracks, missing nuts, bent or broken studs.
- Check that baggage doors and service compartment doors close properly. check for good tightness and fit.
- Check condition of tires: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stems not touching wheels or rims; valve caps in place and no objects stuck between the wheels.

Step 5: Front Left Side of the Coach

- Check condition of wheel rim. Especially look for cracks, missing nuts, bent or broken studs.
- Check condition of tire: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stem not touching wheel or rim; valve cap in place.
- Check windshield and headlights washer reservoir fluid level and add if necessary.
- Drain accessory air tank by opening drain cock. Close drain cock when completed.

Step 6: Front of the Coach

- Check for damage and clean if dirty.
- Check windshield wiper arms for proper spring tension.
- Check wiper blades for any damage, "dead" rubber and attachment to arm.
- Check clearance and identification lights, they should be clean.
- Check high and low beams, they should be clean. If equipped, check fog lights.
- Check left and right directional signals, they should be clean.

Step 7: Front Right Side of the Coach

- Check condition of wheel rim. Especially look for cracks, missing nuts, bent or broken studs.
- Check condition of tire: properly inflated, no serious cuts, bulges, tread wear or any signs of misalignment; valve stem not touching wheel or rim; valve cap in place.

Step 8: Inside the Coach

- Check for proper operation of the entrance door.
- Check steps; clean them if there is any substance that makes them slippery, which makes coach entry/exit hazardous.
- Adjust and clean mirrors for adequate rear view vision.
- Verify proper operation of windshield wiper/ washer.
- Check for fire extinguishers to make sure they are ready for operation.
- Check that emergency exit windows and roof escape hatches can be opened then close all windows and hatches securely

With engine running

 Start engine and check for proper operation of all gauges. Perform a telltale light test (see "CONTROLS AND INSTRUMENTS" chapter). Indicator lights and buzzers should all be OFF before driving.

- Using the message center display, perform a system diagnostic to check if error codes and anomalies were recorded in the vehicle electronic modules.
- Check for proper operation of electric and air horns and back-up alarm.
- Check automatic transmission oil level, using the pushbutton shift selector (see APPENDIX C).
- Check that there is enough fuel in the tank.
- Perform a parking brake test. Check both primary and secondary pressure gauges. Refer to "Other Verifications" in this chapter.
- Perform the exterior lighting verification using the test mode. Refer to "Other Verifications" in this chapter.
- Walk around the vehicle and listen for air leaks.
- Check for leaks and listen for unusual sounds coming from the turbocharger



FIGURE 3: LUBRICATION AND SERVICING POINTS ON I-BEAM FRONT SUSPENSION VEHICLES (TYPICAL)

24039



4 FLUIDS AND LUBRICANTS SPECIFICATIONS

	FL	UIDS & LUBRICANTS
REF	DESCRIPTION	SPECIFICATIONS
		DETROIT DIESEL SERIES 60 SAE Viscosity Grade: 15W-40
А	Engine Oil	API Classification: CJ-4
		VOLVO D13
		SAE Viscosity Grade: 15W-40
		API Classification CJ-4 meeting Volvo specification VDS-4
В	Power Steering Oil	Automatic Transmission Oil, Dexron-III
		DETROIT DIESEL SERIES 60
С	Engine Coolant	Low silicate, ethylene glycol coolant 50% antifreeze/water solution is normally used Antifreeze concentration should be between 30% and 67%
		VOLVO D13
		Texaco or Chevron Extended Life Coolant (ELC) 50% antifreeze/water solution is normally used
D	A/C Compressor Oil	Central HVAC system: Polyolester oil, HFC 134a compatible; Castrol SW-68 (POE) or equivalent
		Small HVAC system: PAG oil
E	Differential Oil	Multigrade gear oil meeting MIL-L-2105-D: 85W140. If temperature drops below 10°F (-12°C), 80W90 should be used. Below -15°F (-26°C), 75W90 should be used. (In extreme conditions or for better performance, full synthetic gear oil can be used)
F	Differential Oil (Full Synthetic)	Multigrade gear oil meeting MIL-L-2105-D: 85W140. If temperature drops below 10°F (-12°C), 80W90 should be used. Below -15°F (-26°C), 75W90 should be used.
G	Cooling Fan Gearbox Oil	Synthetic gear lubricant 75W-90
н	Allison Automatic Transmission Oil	Castrol TranSynd™ Synthetic Transmission Fluid for Allison or TES 295 approved equivalent
I	Allison Automatic Transmission Oil	Dexron-VI® or approved equivalent 1 Schedule 1 TES-389 fluids;
J	ZF-ASTronic Transmission Oil	Castrol Syntrans Grade SAE 75W-85 (Synthetic)
к	Multi Purpose Grease	Good quality lithium-base grease: NLGI No.2 Grade is suitable for most temperatures NLGI No.1 Grade is suitable for extremely low temperatures
L	Multi Purpose Grease	Molykote longterm 2/78 grease

SECTION 24: LUBRICATION

5 PART NUMBER SPECIFICATIONS

REF	DESCRIPTION	PREVOST NO
P1	Engine oil filters - DDC Series 60	#510458
P2	Engine oil filters - Volvo D13	#510938 (one by-pass) (Volvo #477556)
		#478736 (two full-flow)
P3	Power steering oil reservoir filter element	#660987
P4	Engine air filter	#530197
P5	Refrigerant filter dryer unit	#950332 Central A/C syst. #950370 Small A/C syst.
P6	Primary fuel filter/water separator - DDC Series 60	#032700 #541407
P7	Racor primary fuel filter and water separator (optional) - DDC Series 60	#531390
P8	Secondary fuel filter - DDC Series 60	#510794
P9	Primary fuel filter cartridge (used with water separation bowl) - Volvo D13	#20879806
P10	Secondary fuel filter - Volvo D13	#20405160
P11	Engine coolant precharge element filter - DDC Series 60	#550629
P12	Engine coolant maintenance element filter - DDC Series 60	#550630
P13	Engine coolant filter cartridge - Volvo D13	#20458771
P14	HVAC driver's air filter	#871147-871144
P15	HVAC cabin air filter	#871051 coaches #871383 VIP
P16	Allison transmission High Capacity fluid filter kit	#571709
P17	Hot water filter	#871029
P18	Accessories air filter element	#641340
P19	Air dryer cartridge	#3097369
P20	Fuel Pro 382 filter element	#510795
P21	Overhead compartment fan air filters	#871159
P22	Engine coolant	#685125
P23	Bosch T1 alternators, voltage regulator	#562981
P24	Bosch T1 alternators, brush set	#562983
P25	Bosch T1 alternators, ball bearing	#562972
P26	Bosch T1 alternators, roller bearing	#562976

6 LUBRICATION AND SERVICING SCHEDULE

For lubrication and servicing schedule, refer to table A.

IMPORTANT NOTE

Refer to the manufacturers documentation included in this maintenance manual for specific manufacturer's maintenance requirements.

											DI	ST	ΆΙ	NC (n	CE nile	T es	RA / ki	v n)	Έl	.E	D	1								kπ ²
LUBRICATION AND SERVICING SCHEDULE	ltem	Months	6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000 31 250 / 50 000	전 37 500 / 60 000	00 43 750 / 70 000	00 20 000 / 80 000	G 56 250 / 90 000	E E 2 500 / 100 000	91 110 000 75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	0 93 750 / 150 000	100 000 / 160 000 106 250 / 170 000	112 500 / 180 000	a 118 750 / 190 000	125 000 / 200 000	131 250 / 210 000 127 500 / 220 000	13/ 300 / 220 000	143 750 / 230 000 150 000 / 240 000		185 000 / 300 000 200 000 / 320 000	225 000 / 360 000	00 250 000 / 400 000	y 275 000 / 440 000	300 000 / 500 000	600 000 / 1 000 000	LUBRICANT /PAR
GENERAL				. – T			-	-							r				г - т		-			_	_			_	_	
Flexible hoses, thoroughly inspect all hoses	-	12							٠							•						•	•	\perp	\perp	\square	⊢⊢	_		
Front discharge tube, qty:2, check to see if clogged "	-	3			_		_			_	_					_				_				_	_	┶┙	⊢	_	\perp	ļ
01 ENGINE							_										_							_	4	+	┢━━╋	_	_	
Air cleaner, inspect, clean	38			•		•	•		•		•	•	1	•		•	•		•	•	•	•	•		_	\square	⊢	_		P3
Air cleaner, replace element according to restriction indicator	38	24											_											\rightarrow	\perp	\downarrow	⊢	\rightarrow	\perp	P3
Air pre-cleaner, check discharge tube	37	6	٠	•	•	•	•	•	•	•	•	• •	•	•	٠	•	•	•	•	• •	•	•	•	\rightarrow	\perp	\downarrow	⊢	\rightarrow	\perp	
Replace crankshaft pulley's rubber damper, See Linnig Repair instruction 142.219 in Section 01																							•							
DDC S60 - Engine oil and filter change	14	12		•		•	•		•		•	•		•		•	•		•	•	•		•							A, P1
Volvo D13 - Engine oil and filter change, normal ⁴ operation condition	14										•				•				•											A, P2
Volvo D13 - Engine oil and filter change, heavy ⁴ operation condition	14				•	•			•			•	,			•			•			•	•							A, P2
Volvo D13 - Valves & injectors, initial adjust	-	12																	•											
Volvo D13 - Valves & injectors, check & adjust	-	24																								•				
Volvo D13 - Drive belts	-	36																										•		
Volvo D13 - Aftertreatment fuel injector, clean at 4500 hours or	-																						•							
Volvo D13 - DPF filter, clean at 4500 hours or as per mileage	-																									•				
03 FUEL																														
DDC S60 - Change primary & secondary fuel filters	25 27	12		•		•	•	•	•		•	•	,	•		•	•		•		•	•	•							P6, P8
Volvo D13 - Change primary & secondary fuel filters at every	25																	1						T	Τ	\square				
engine oil change	27																							\perp	\perp	Ц	\square	\perp	\perp	F9, F10
05 COOLING																								4						
Cooling fan gearbox, check oil level, add if necessary	14	6		•		•	•		•		•	•	•	٠		•	•		•	•	•		•	\perp	\perp	\square	⊢	\perp	\perp	G
Cooling fan gearbox, change oil	14	12							•				_			•							•	\perp		\square	⊢⊢			G
DDC S60 - Coolant filter/conditioner, change element ⁵	17	12		•		•	•		٠		•	•		٠		•	•		•	•	•		•							P11,P12

 ¹ Proceed to maintenance operation at distance indicated on odometer or specified number of month, whichever comes first.
² See paragraph 2.3 & 2.4 of this section for lubricant specifications and part numbers.
³ Discharge tubes are rubber tubes located under vehicle
⁴ Normal=fuel consumption more than 6 MPG (less than 39 L/100km) ; Heavy= fuel consumption between 4.7 MPG and 6 MPG (between 39 L/100km and 50 L/100km)

											DI	S.	ΤA	N (1	CE mil	E T les	'R/ / k	A\ m	/E)	LE	ED) ¹									ξ Τ ²
LUBRICATION AND SERVICING SCHEDULE	ltem	Months	6 250 / 10 000	12 500 / 20 000	18 750 / 30 000 25 000 / 40 000	25 000 / 40 000 31 250 / 50 000	전 37 500 / 60 000	00 01 000 000 43 750 / 70 000	50 000 / 80 000	01 56 250 / 90 000	g 62 500 / 100 000	ui: 68 750 / 110 000	ten 75 000 / 120 000	87 500 / 140 000	0 93 750 / 150 000	ad 100 000 / 160 000	106 250 / 170 000 112 500 / 180 000	00 112 500 / 180 000 01 118 750 / 190 000	t 125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000 200 000 / 320 000	225 000 / 360 000	000 / 400 000	100 / 440 000 / 440 000	300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	LUBRICANT /PAF
Coolant surge tank, test coolant solution	15	12		•		•	•		•		•		•		•	•	(•		•		•			Т	Τ	\square	T		
DDC S60 - Cooling system, drain, flush and refill	15	24																										\square			С
Volvo D13 - Coolant filter, change (Extended Life Coolant)	15	12																					•								P13
Volvo D13 - Cooling system, drain, flush & refill (Extended Life Coolant)	15	48																												•	С
06 ELECTRICAL																															
Battery terminals, clean and coat terminals	29	12																								Τ					
Bosh alternators, change brushes and voltage regulator		24														•														ľ	P23,P24
Bosh alternators, change bearings		48																										\square			
07 TRANSMISSION 6																															
Allison transmission equipped with retarder , change fluid and filters (if filled with non-TranSynd or non-TES 295 fluid)	11	6		•		•	•		•		•		•	•	,	•		•	•		•		•								I, P16
Allison transmission equipped with retarder , change fluid (if filled with TranSynd [™] or TES295 synthetic fluid only, no mixture) ⁷	11	48																					•								Η
Allison transmission without retarder , change fluid and filters (if filled with non-TranSynd or non-TES 295 fluid)	11	12				•			•				•			•			•				•								I, P16
Allison transmission without retarder , change fluid _(if filled with TranSynd™ synthetic fluid only) ^{6, 8}	11	48																								•					Н
Allison transmission with or without retarder , change filters (if filled with TranSynd or TES295 synthetic fluid only, no mixture)	11	12											•										•								P16
Transmission oil cooler, replace unit if vehicle is equipped with transmission retarder		24																													
ZF-Astronic Automatic Transmission, change fluid & filter	11	24																						•							J

⁵ The need for maintenance elements is determined by the results of the inhibitor concentration test. Do not automatically install maintenance elements at maintenance intervals. Refer to Detroit Diesel 2007 Engine Operator's Guide.

⁶ Allison Transmission recommends that customers use fluid analysis as the primary method for determining fluid change intervals. In the absence of a fluid analysis program, the fluid change interval listed in the charts above and below should be used. Change filters according to the charts above and below even is a fluid analysis shows that the fluid doesn't need to be changed.

⁷ When the transmission contains a mixture of fluids (defined as the quantity of non-TranSynd/ non-TES 295 fluid remaining in the transmission after a fluid change combined with the quantity of TranSynd[™] required to fill the transmission to the proper level), perform the fluid and filter change according to the non-TranSynd[™]/non-TES 295 intervals.

⁸ Extended TranSyndTM/TES 295 fluid and filter change intervals are only allowed with Allison High-Capacity filters. If using Gold Series filter, refer to TABLE 3 in Section 7 of this manual for proper fluid and filter change intervals.

	DISTANCE TRAVELED ¹ (miles / km)														KT ²																	
LUBRICATION AND SERVICING SCHEDULE	me	onths	6 250 / 10 000	12 500 / 20 000	18 /50 / 30 000	25 000 / 40 000	31 250 / 50 000 27 500 / 60 000	3/ 500 / 60 000 43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000	75 000 / 120 000	81 250 / 130 000 27 520 / 110 520	8/ 500 / 140 000 93 750 / 150 000	100 000 / 160 000	106 250 / 170 000	112 500 / 180 000	118 750 / 190 000	125 000 / 200 000 131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000	200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000	300 000 / 500 000	500 000 / 800 000 #10 000 / 1 000 000		LUBRICANT /PAF
	lte	Σ					р	roc	eec	d to	m	ain	ten	nan	ce (ope	erat	ior	at		1						ea	ch				
09 PROPELLER SHAFT																																
Grease one fitting on each universal joint and slip joint	31	6	٠	•	•	•	•	•	•	٠	•	٠	•	•	• •	•	•	•	•	•	•	•	•									ĸ
10 FRONT AXLE																																
Hub unit and swivel assembly, Maintenance Manual sec.10 See GKN AXLE LTD Service Manual paragraph 1-Lubrication	-	12							•							•							•	,								
11 REAR AXLE																																
Differential, check oil level, add if necessary	9	6				•			•				•			•				•			•									E
Differential, change oil, clean breathers	9	12														•																E
Differential, change oil, clean breathers (with full synthetic oil)	9	48																									•					E
Tag axle lever pivot, grease one fitting on each pivot	10	6	•	•	•	•	•	•	•	٠	٠	٠	•	•	• •	•	٠	•	•	• •	•	•	•	,								K
12 BRAKE & AIR																																
Air tanks, drain water from all tanks		12		•		•		•	•		•		•		•	•		•		•	•	,	•									
Accessories air filter, change filter element	3	24														•	_															P18
Air dryer, change cartridge	29	24														•									\perp	\bot						P19
Brake pads, check pad wear indicator and perform caliper slide check		12		•		•		•	•		•		•		•	•		•		•	•	,	•	,								
14 STEERING																																
Drag link ends, grease one fitting at each end	4	6	٠	•	•	•	•	•	•	•	٠	٠	•	•	• •	•	•	•	•	•	•	•	•	,								K
Relay rod ends, grease one fitting at each end	23	6	٠	•	•	•	•	•	•	٠	٠	٠	•	•	• •	•	٠	٠	•	•	•	•	•									K
Steering tie rod ends, grease one fitting at each end	6	6	٠	•	•	•	•	•	•	٠	٠	٠	•	•	• •	•	٠	٠	•	•	•	•	•									K
Idler arm, grease fitting	22	6	٠	•	•	•	•	•	•	٠	٠	٠	•	•	• •	•	٠	٠	•	•	•	•	•)	\perp	\bot						K
Bell crank, grease fitting	21	6	٠	•	•	•	•	• •	•	•	•	٠	•	•	• •	•	•	•	•	• •	•	•	•		_	4						K
Steering damper cylinder, grease one fitting at rod end		6	•	•	•	•	•	•	•	•	•	٠	•	•	• •	•	•	٠	•	•	•	•	•	,	_	<u> </u>						K
Steering knuckle pins, grease two fittings per knuckle	42	6	٠	•	•	•	•	•	•	•	•	٠	•	•	• •	•	•	•	•	•	•	•			╞	ــــ	\square	\square	$ \rightarrow$	\rightarrow		K
Power steering reservoir, replace oil and filter cartridges	35	12						_	•				_			•							•	·	┶	_		\square	_	\rightarrow		В
16 SUSPENSION																									-	1		\square		_	_	
Upper A-Arm Ball Joint, grease fitting	6	6	•	•	•	•	•	• •	•	•	•	•	•	•	• •	•	•	•	•	• •	•	•	•	·	┶	╞	Ш	\square		\rightarrow		_L
22 HEATING & AIR CONDITIONING	20	e									-		_						_		_		_	-	+	+	\square	H		+		
A/C compressor, check oil level, add if necessary	39	0 E	•	•	•	•	• •		•	•	•	•	•	•	• •	•	•	•	•	•			•	'	+	╞	\vdash	\vdash	\dashv	+	+	U
A/C receiver tank, check reingerant level, add if necessary	20	0	•	•	•	•	•		•	•	•	•	•	•	• •	•	•	•	•	•	•		•	-	┢	╞	$\left - \right $	\vdash	\dashv	+	+	
according to moisture indicator (as needed)	27	6	•	•	•	•	•	•	•	•	•	•	•	•	• •	•	•	•	•	•	•	•	•									

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LUBRICATION AND SERVICING SCHEDULE	tem	Aonths	6 250 / 10 000	12 500 / 20 000	18 750 / 30 000	25 000 / 40 000 31 250 / 50 000	37 500 / 60 000	43 750 / 70 000	50 000 / 80 000	56 250 / 90 000	62 500 / 100 000	68 750 / 110 000 75 000 / 120 000	81 250 / 130 000	87 500 / 140 000	93 750 / 150 000	100 000 / 160 000	106 250 / 170 000 112 500 / 180 000	118 750 / 190 000	125 000 / 200 000	131 250 / 210 000	137 500 / 220 000	143 750 / 230 000	150 000 / 240 000	185 000 / 300 000 200 000 / 320 000	225 000 / 360 000	250 000 / 400 000	275 000 / 440 000 300 000 / 500 000	500 000 / 800 000	600 000 / 1 000 000	LUBRICANT /PAF
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A/C and Heating air filters, clean or replace all elements	7	6		٠		•	•		٠		•			•		•			•		٠		•							P14,P15
Parcel rack fan air filters, clean or replace	-	6		•		•	•	-	•		•		•	•		•	•		•		•		•							P21
Hot water filter, check, clean, change cartridge if required	44	12							•							•							•						٠	P17
Condenser discharge tube, qty:2, check to see if clogged ⁹	-	3																												
Evaporator discharge tube, qty:6, check to see if clogged	-	3																												
Evaporator motor, condenser motor, recirculating pump drive motor, inspect brush, replace if necessary	-	12							•							•							•						•	

⁹ Discharge tubes are rubber tubes located under vehicle