



PREVOST

OPERATOR'S MANUAL H SERIES COACH

COACH MANUFACTURER

OPERATOR'S MANUAL
H SERIES COACHES



PA1599 Rev.3

March 2016

PA1599

Featuring:

- PRIME (Power Recovery by Intelligent Management of Energy) and Bitzer A/C Compressor

First edition: March 2013, starting from vehicle D-2364

RE V	EFFECTIVE	DESCRIPTION	DATE
1	E-2602	Allison transmission 5th Generation, GHG14	July 2014
2	G-3190	New Engine Brake	Dec 2015
3	G-3309	HHED-Video System Improvement (EHDMI)	Mar 2016

This **Operator's Manual** for the PREVOST H3-41 and H3-45 coaches has been prepared to thoroughly acquaint you, the driver, with the equipment and features of the coach in order for you to fully appreciate and safely enjoy this vehicle. Prevost Car Incorporated is committed to the continuous improvement of coach quality, reliability, durability and safety. With innovative features, the H3 series coach was designed with passenger and driver safety and comfort in mind.

This manual contains information available at the time of publication. Because standard and optional equipment is covered in this manual, some of the optional equipment described may not apply to your coach. If in doubt, refer to the technical documentation package provided with the coach.

Driver's controls and instruments incorporate advanced technology for enhanced driving ease and security. This manual describes the main features, instruments and controls, and servicing requirements for both standard and optional equipment. Read this manual carefully to take advantage of the coach's advanced features and to ensure optimum safety and passenger comfort.

Keep this manual in the coach at all times. Make sure this manual is kept with the coach when ownership is transferred. Please use the appropriate card at the end of this manual to promptly notify Prevost Car of any change of address or transfer of ownership. This will ensure we provide fast and reliable coach service to all coach operators.

Note: Illustrations in this manual are used for reference only and may differ slightly from the actual vehicle; however, key components addressed in the manual are represented as accurately as possible.

Warnings, cautions and notes are used throughout this manual to emphasize important points when necessary:



WARNING

Directs the operator's attention to unsafe practices which could result in serious personal injury or severe damage to the vehicle.



CAUTION

Directs the operator's attention to unsafe practices where personal injury is not likely but damage to vehicle components could occur.

NOTE

Indicates supplementary information essential to the proper operation of the vehicle.

The service life of the coach depends on the kind of attention it receives. Pay close attention to the warnings, cautions and notes. Read the various notices and instructions posted throughout the coach and attached to equipment.

Since continuous improvement is a primary focus at Prevost Car, we reserve the right to make changes anytime, without notice, and without incurring any obligation.

Before reproducing or copying this manual, in whole or in part, written consent must be obtained from Prevost Car Incorporated.

CRITICAL EMISSION-RELATED MAINTENANCE

Source of parts and repair:

A repair shop or person of the owner's choosing must maintain, replace, or repair emission control devices and systems per manufacturer's recommendations.

Replacement of tires that are GHG certified:

The original equipment tires installed on this vehicle at the factory were certified to the U.S. EPA Greenhouse Gas (GHG) and **National Highway Traffic Safety Administration (NHTSA)** Fuel Efficiency regulations. Replacement of these tires should be with a tire of equal or lower rolling resistance levels (TRRL or Crr). Please consult your tire supplier(s) for appropriate replacement tires.

Maintaining a GHG certified tire:

In order to maintain the certified rolling resistance of the tires which optimize fuel economy, the maintenance procedures provide by the tire manufacturer must be followed.

EVENT DATA RECORDING DEVICES

This PREVOST vehicle is equipped with a device generally referred to as an "event data recorder" or "EDR." Please note that while the term "event data recorder" is typically used throughout the motor vehicle industry, not every EDR is the same; i.e., they do not all record the same data elements.

The EDR on this PREVOST vehicle records vehicle speed, engine RPM, time and date, plus a variety of pedal and switch positions, both before and after an "event." Sudden vehicle deceleration or the occurrence of certain other vehicle operational characteristics will define (trigger) an "event."

For any questions about this vehicle EDR device, contact a PREVOST Service Center or a regional service manager.

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ABBREVIATIONS

APPENDIX A – SERVICE LITERATURE

APPENDIX B – TROUBLESHOOTING MULTIPLEX

APPENDIX C – ALLISON DIAGNOSTIC TROUBLESHOOTING CODES

APPENDIX D – SPHEROS PREHEATER FLASH CODE

APPENDIX E – TPMS TROUBLESHOOTING GUIDE

SECTION 1 SAFETY PRECAUTIONS

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1-2 SAFETY PRECAUTIONS

SAFE OPERATING PRACTICES

To ensure safe and reliable operation, heed the following safety precautions.

- Operation and maintenance of the vehicle must be performed only by qualified personnel.
- Before driving, conduct a walk around inspection and check that all baggage compartment doors and equipment access doors are securely shut.
- Make sure good visibility is maintained at all times. Keep windshields clean and free of obstructions.
- Adjust the driver's seat so that all controls can be reached easily.
- Always wear your safety belt when driving.
- Check the instrument panel frequently. Do not operate the vehicle when dials or indicators do not indicate normal operating conditions.
- Always pay attention to pedestrians passing in front and behind the vehicle. Always yield to pedestrians at pedestrian walkways.
- Do not drive over obstacles on the road. Empty boxes, piles of leaves, and snowdrifts could conceal hidden dangers that could damage the vehicle suspension and underbody.
- When turning or changing lanes, signal your intention well in advance.
- When approaching to make a right turn, reduce the space between the vehicle and the curb to make sure another vehicle cannot pass on the right. Since the vehicle makes wide turns, allow enough space to make safe turns.
- Switch from high beams to low beams when meeting or following other vehicles within 500 feet (150 meters).
- Never leave the vehicle unattended with the engine running or with the key in the ignition. Turn off the engine, remove keys and apply the parking brake before leaving the vehicle.
- Shut-off the engine before refueling, adding oil, performing maintenance or servicing tasks, unless stated otherwise.
- Fuel is highly flammable and explosive. Do not smoke when refueling. Keep away from open flames or sparks.

- Do not run the engine or HVAC system with access doors left open. Close compartment doors before operating any equipment.
- Do not remove the surge tank filler cap or the cooling system pressure cap when the engine is hot. Let the engine cool down before removing filler caps.
- Do not attempt to push or pull-start the vehicle.
- The service life of the vehicle depends on the kind of maintenance it receives. Always record any problems and report them immediately to maintenance personnel. After each trip, perform a system diagnostic to check if error codes and anomalies were recorded in the vehicle electronic modules.

DEFENSIVE DRIVING PRACTICES

- For city driving, allow a four to six second travel interval between your vehicle and the vehicle ahead. Increase this travel interval to six to eight seconds for highway driving. Increase time interval for driving at night or in foul weather.
- Be prepared to stop when approaching an intersection. The stopping distance of the vehicle increases with the weight and speed.
- Establish eye-to-eye contact with other drivers and with pedestrians. Use, high beam and low beam headlights, turn signals and horn as needed.
- On highway, don't stare at the road ahead. Keep your eyes moving. Check mirrors and dashboard instruments frequently.
- To keep the vehicle from drifting across lanes during highway driving, always look over the horizon on the road ahead.
- Adjust your speed to road conditions, traffic and visibility. Never exceed the posted speed limits.
- If another vehicle is following close behind, reduce your speed to let the vehicle pass.

For additional information about safe operation and defensive driving practices, contact the local department of motor vehicles authority.

NOTE

SAFETY PRECAUTIONS 1-3
When the ignition switch is set to the OFF position, the electrical components are not energized except for the MCM (Master Chassis Module), the battery equalizer, the preheater system and some electronic modules; which are energized during 15 minutes after the ignition has been set to the OFF position. Prior to working on one of these electrical components, set the battery master switch in the main power compartment to the OFF position. If the vehicle will not be operated for a long period (more than 2 weeks), it is recommended, in order to prevent the batteries from discharging, to trip the main circuit breakers located in the main power compartment to stop the small current drawn by the radio preset station memory, the MCM memory and the instrument cluster clock. Note that the radio station presets will be erased, same thing for the diagnostic codes history and the instrument cluster clock will have to be reset.



WARNING

This vehicle is not designed to carry standing passengers.



WARNING

CALIFORNIA PROPOSITION 65

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.

Battery posts, terminals and other related accessories contain lead and lead compounds, chemical known to the State of California to cause cancer and other reproductive harm.

Batteries also contain other chemicals known to the State of California to cause cancer.

Wash hands after handling.

OTHER PRECAUTIONS



CAUTION



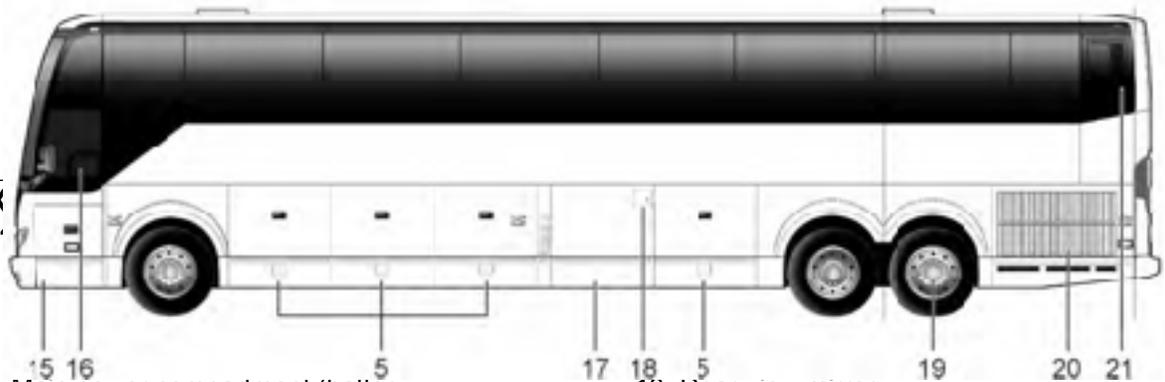
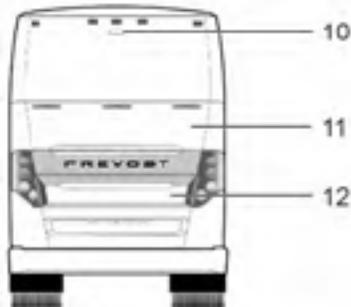
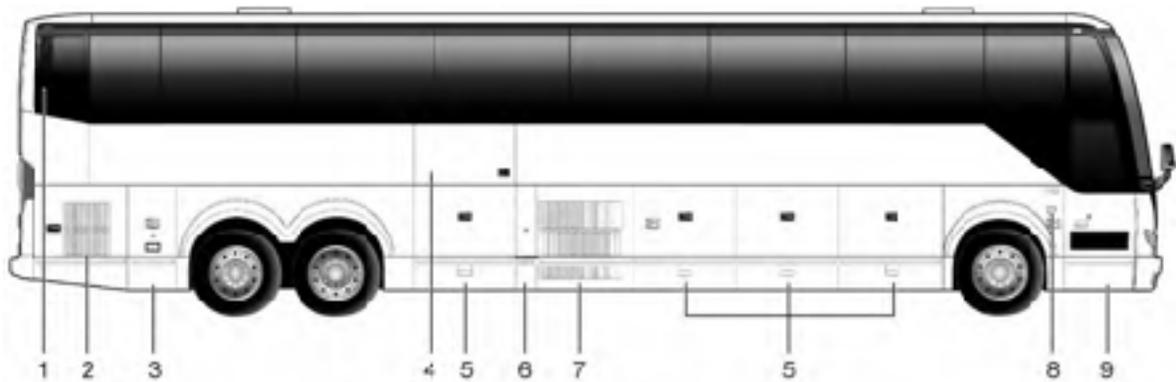
DANGER

Prior to arc welding on the vehicle, refer to section 00-GENERAL of your maintenance manual. Precautions have to be taken to avoid costly damage to the electronic components.

Make sure that electrical current or air pressure is removed before performing any work. A part may be energized even if the ignition switch is OFF. A part may be under pressure even if all tanks are empty. Before performing any work on the vehicle, refer to wiring diagrams and/or air schematics to thoroughly understand the system.

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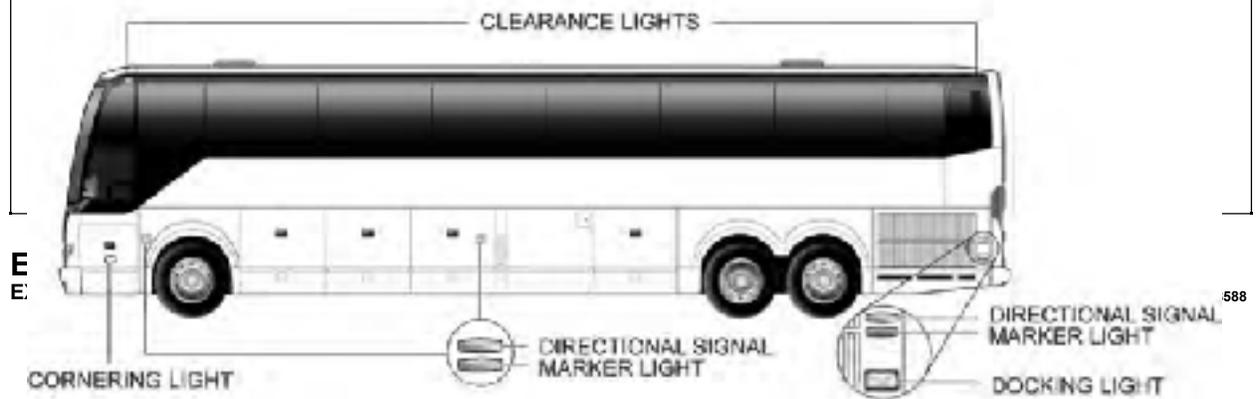
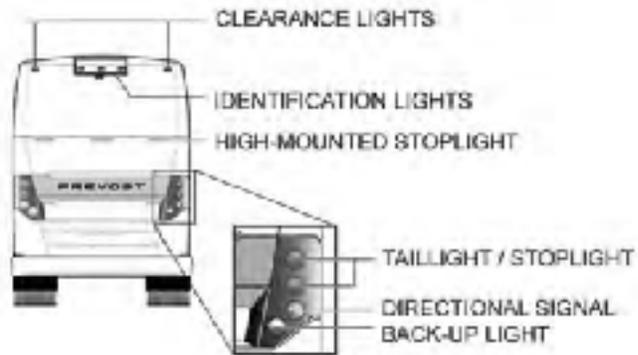
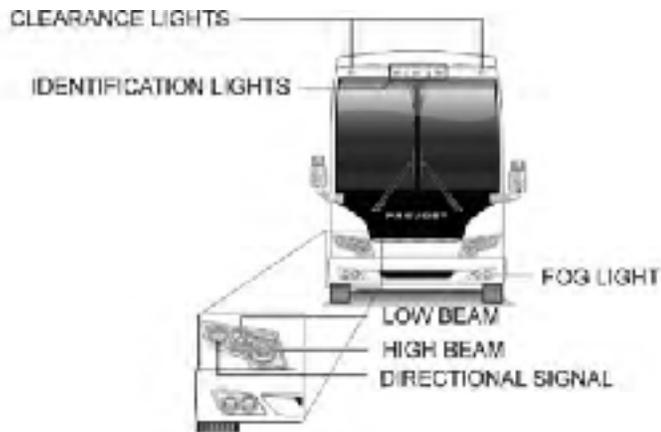


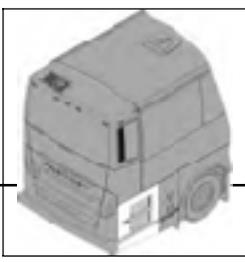
EX
H3-

3688

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| <ol style="list-style-type: none"> 1. 2. 3. Main power compartment (battery compartment) 4. Wheelchair access door (optional Ricon lift) 5. Baggage compartment 6. Fuel filler neck and diesel exhaust fluid (DEF) filler neck access door 7. Condenser compartment 8. Entrance door control switch 9. Entrance door 10. Back up camera (optional) | <ol style="list-style-type: none"> 13. Rear-view mirror 14. Spare wheel compartment 15. Front electrical and service compartment 16. Driver's power window 17. Evaporator compartment 18. Fuel filler neck access door 19. Tag axle 20. Radiator door 21. SCR catalytic converter access door |
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2-3 COACH EXTERIOR

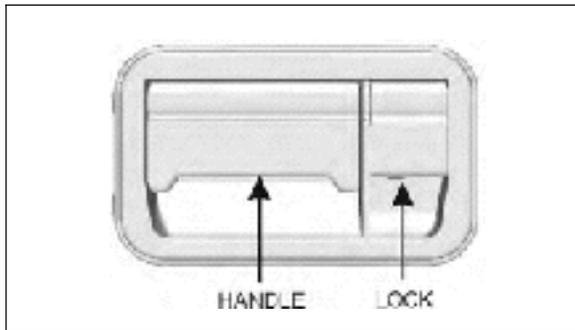




ENGINE COMPARTMENT CURBSIDE DOOR

Lock this door using the exterior compartment key. To open, pull up the door handle to release the latch and then pull the door open.

The curbside door also has a safety catch to prevent it from closing inadvertently. Release the catch before attempting to close.



DOOR HANDLE

18184

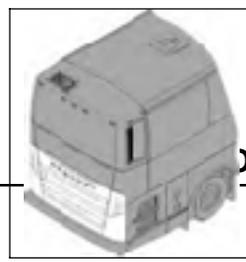
The engine compartment curbside door provides access to the following (if equipped):

- Engine compartment rear door release lever
- Davco Fuel Pro 382 filtration system
- Primary & secondary air system fill valve
- Power steering fluid tank
- Booster block terminals
- Wet air tank drain cock
- Lavatory waste water tank access cap
- Engine air filter
- Battery charger 110-120 volts connector
- Engine block heater 110-120 volts connector



WARNING

Unless otherwise stated, do not run the engine when the engine compartment curbside door is open.

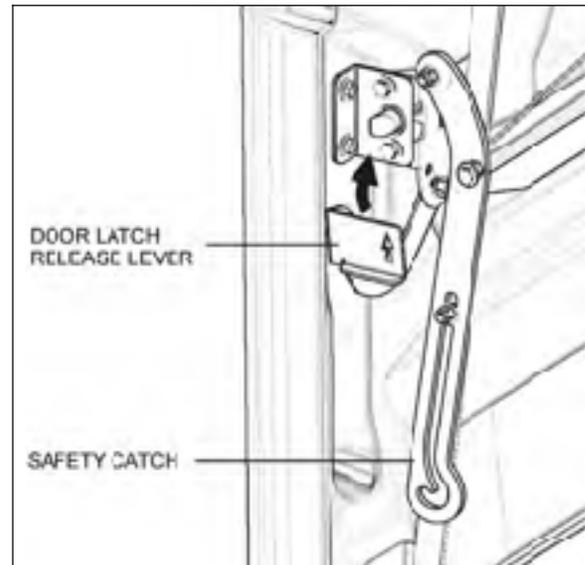


DOOR EXTERIOR 2-4

ENGINE COMPARTMENT DOOR

To open the engine door, first open the curbside door. Lift the latch release lever. Unlatch the door and pull it out and up.

The door should stay open on it's own but it is recommended to always use the safety catch as shown. The lighting in the engine compartment turns on automatically when the door is open if the engine compartment light switch is set to ON and the ignition switch is set to ON or ACC. Use this switch located in the engine compartment to turn off the light if not required when the door is open for a prolonged period. When open or not closed properly, a pictogram appears on the instrument cluster DID. To close the door, lift it slightly and release the safety catch.

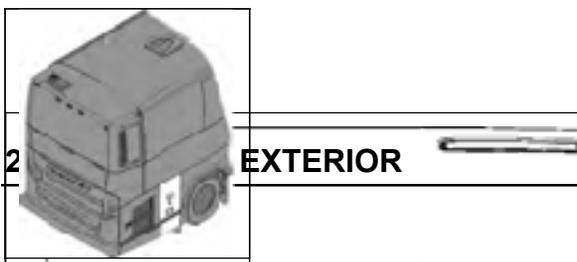


OPENING THE ENGINE COMPARTMENT DOOR

18331

This door provides access to the following equipment:

- Engine
- Alternators
- Belts
- Compressor(s)
- Starter selector switch (see Section 6 Starting and Stopping Procedures)
- Plates and certification
- Air filter restriction indicator



2

EXTERIOR

- Couplings and valves for lavatory maintenance
- Fresh water tank coupling
- Engine oil dipstick
- Transmission oil dipstick
- Cooling fluid surge tank & access cap

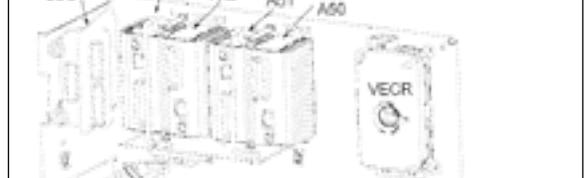
WARNING

Unless otherwise stated, do not run the engine when the engine compartment door is open.

DIESEL PARTICULATE FILTER ACCESS DOOR

The engine door must be open before opening the DPF access door. To open the DPF access door, press the latch release lever. Using both hands, push the door up until it locks in place.

To close the door, press the latch release lever again and lower the door, holding it with both hands.



The compartment light turns on automatically when the door is open. A telltale light indicating that a compartment door is open will illuminate on the dashboard.

This compartment is closed off from the engine compartment and is used to house the batteries and electrical components. The following items are located in the main power compartment:

- (4x) 12-volts batteries
- Main circuit breakers (12 & 24 volts)
- Battery charger (optional)
- Vanner battery equalizer
- Battery master switch
- Rear junction box
- Rear multiplex modules
- Transmission Electronic Control Module for Allison transmission or Volvo I-Shift
- Rear fuse box (VECR)
- Relays
- Electronic ground stud

PARTIAL VIEW OF MAIN POWER COMPARTMENT

DIESEL PARTICULATE FILTER ACCESS DOOR

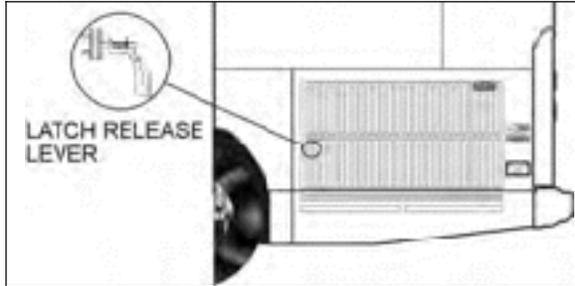
MAIN POWER COMPARTMENT (BATTERY)

To unlock the main power compartment door, use the exterior compartment door key. The door will pop open.

2-7 COACH EXTERIOR

RADIATOR DOOR

Open the engine radiator door by pushing on the latch release lever.



RADIATOR DOOR LATCH RELEASE LEVER LOCATION
18529

SCR CATALYTIC CONVERTER ACCESS HATCH

To gain access to the SCR catalytic converter:

1. Open the radiator door first;
2. Pull the catch connecting rod to unlock the access hatch;
3. Lift the hatch open;
4. Hold the door open by inserting the support rod free end into the receptacle located on the left side of the door.



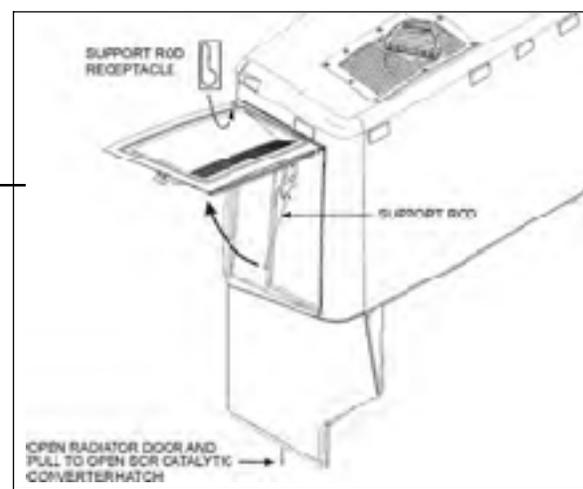
WARNING

After inserting the support rod into the receptacle, make sure that the rod supports the door securely from falling down on to your head or body.



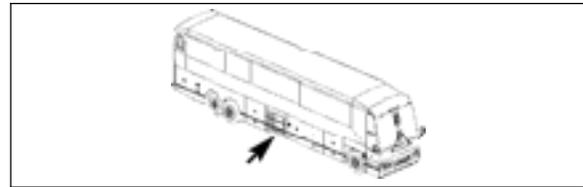
WARNING

External and internal temperatures remain hot long after engine has been shutdown. Allow the Aftertreatment Device and DPF to cool before handling. Wear protective clothing and glove while servicing.



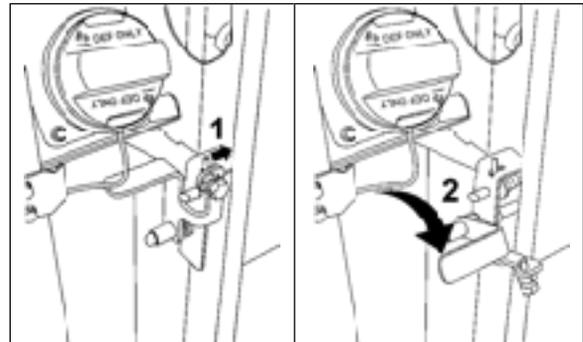
ACCESSING THE SCR CATALYTIC CONVERTER 04035

A/C CONDENSER COMPARTMENT

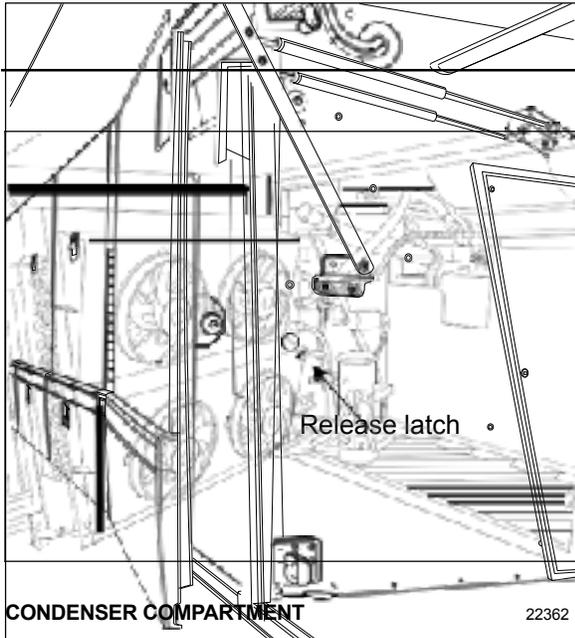


To open the condenser compartment door:

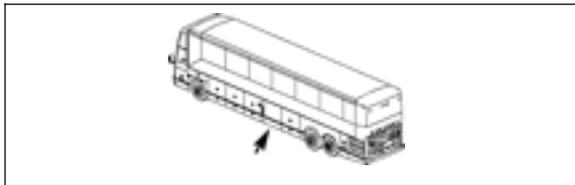
1. Open the fuel filler door first;
2. Move the latch bolt pin to the right as shown (step 1 on image);
3. Rotate the latch handle as shown (step 2);
4. Open the door on the right side when facing it.



A/C CONDENSER COMPARTMENT DOOR OPENING



EVAPORATOR COMPARTMENT



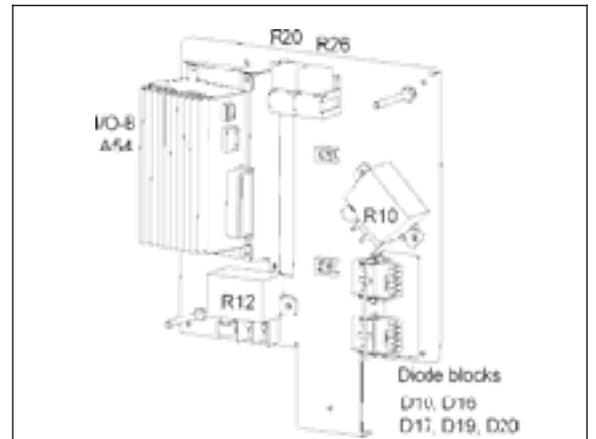
To access the evaporator compartment, pull the release latch located on the left side wall of the rearmost baggage compartment.

EVAPORATOR COMPARTMENT ACCESS 18306

The evaporator compartment contains relays, diodes and a multiplex electronic module mounted on a panel located on the R.H. side wall when facing the compartment.

EVAPORATOR COMPARTMENT 22365

It is important to keep the evaporator compartment door closed while checking the HVAC system to prevent faulty readings.



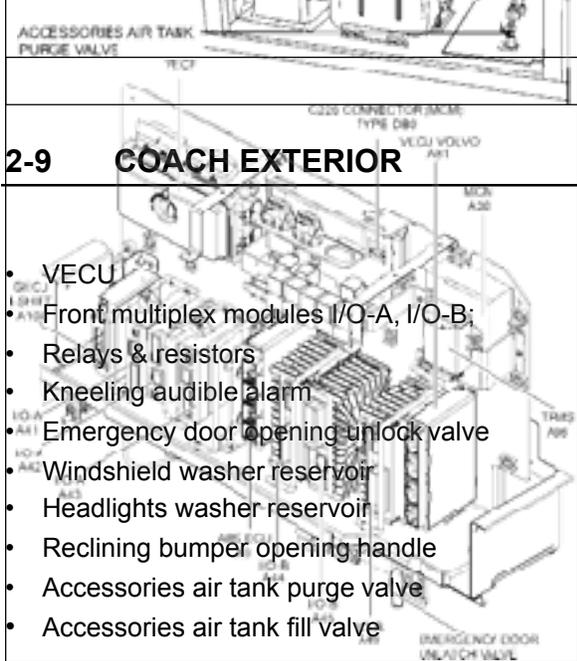
HVAC COMPONENTS PANEL

FRONT ELECTRICAL AND SERVICE COMPARTMENT

Unlock this compartment door using the exterior compartment key. The light in the front service compartment turns on automatically when the door is open.

The front electrical and service compartment provides access to the following:

- Front fuse box (VECF) & spare fuses
- ABS module



2-9 COACH EXTERIOR

- VECU
- Front multiplex modules I/O-A, I/O-B;
- Relays & resistors
- Kneeling audible alarm
- Emergency door opening unlock valve
- Windshield washer reservoir
- Headlights washer reservoir
- Reclining bumper opening handle
- Accessories air tank purge valve
- Accessories air tank fill valve

The baggage compartment doors can be locked with the optional baggage compartment locking system. The switch is located on the lateral control panel. Refer to Section 4 Controls and Instruments.

NOTE

BAGGAGE COMPARTMENTS

Baggage compartments can hold a maximum load of 2500 lb each, spread evenly over the floor. The total combined weight of cargo and passengers must not exceed 15660 lb. The baggage compartments can be locked or unlocked by using the exterior compartment key.

Pressurized cylinders assist the opening and closing of the baggage compartment doors.

To close, pull the door down by the notch in the lower part of the door. Once below a certain point, release the door and the cylinders will slam the door shut. Push-in the top part of the door past the safety catch on both sides to fully close.

Lights in the baggage compartments turn on automatically when the door is open. A pictogram appears on the DID when a compartment door is open.

 **WARNING**

To avoid injury, keep hands clear of door edge and door frame when closing.

FRONT ELECTRICAL & SERVICE COMPARTMENT

To prevent the door from closing in case of defective cylinders, lock the door in open position by pushing it further towards the body of the coach, until it locks in place.

FUEL AND DIESEL EXHAUST FLUID (DEF) FILLER NECK ACCESS

Both fuel filler neck doors must be opened with the exterior compartment key. To open, turn the key ¼ turn clockwise and pull the door open.

NOTE

It is recommended to refuel from the curbside whenever possible, to avoid spilling fuel into the evaporator compartment. Any amount of fuel vapor in this compartment would be carried right up into the cabin by the HVAC system fresh air intake.

Moreover, the curbside filler neck access door is the only access to the DEF filler neck.

NOTE

Provided the vehicle is parked on level ground, an automatic nozzle will automatically shut off when tank is approximately 95% full.

FUEL FILLER DOOR

03093

Diesel exhaust fluid DEF will begin to crystallize and freeze at 12°F (-11°C) and expand by 7% when frozen. To allow expansion without damaging the DEF tank, do not fill the tank with more than 15.9 gallons (60 liters).

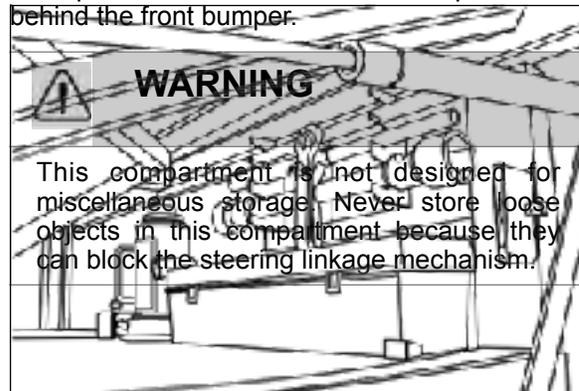
During vehicle operation, the SCR system is designed to provide heating for the DEF tank and supply lines. If DEF freezes when the vehicle is shut down, start up and normal operation of the vehicle will not be inhibited. The SCR heating system is designed to quickly return the DEF to liquid form and the operation of the vehicle will not be impacted.

If the interior lever is used to exit the coach and the key is not used to unlock the door, it will lock again upon closing. Remember to remove the keys upon exiting.

NOTE COACH EXTERIOR 2-

SPARE WHEEL COMPARTMENT

The spare wheel is located in the compartment behind the front bumper.



TOOLS IN FIRSTBAGGAGE COMPARTMENT

13015

To access the spare wheel compartment, pull on the release handle located in the front electrical and service compartment, near the lower door hinge. The bumper will lower gradually.

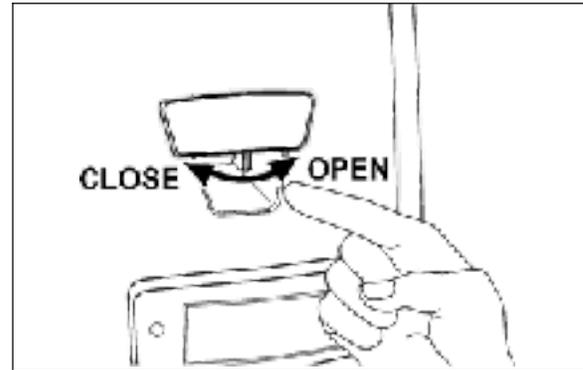
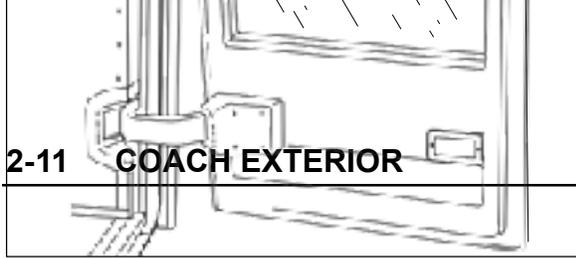
When closing the compartment, be sure the bumper is firmly in place.

ENTRANCE DOOR

Lock or unlock the entrance door from outside the vehicle by turning the key in the door lock (counterclockwise to lock, clockwise to unlock).

To unlock the entrance door from the inside, slide the lock lever on the inside of the door to the left. If the orange tab on the door-lock lever is visible, the door is unlocked.

2-11 COACH EXTERIOR



EXTERIOR DOOR OPERATING SWITCH

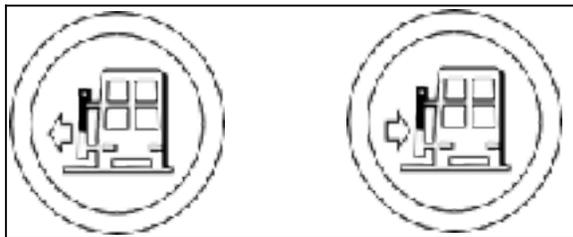
18316

ENTRANCE DOOR

18437

ENTRANCE DOOR OPENING INTERIOR OPERATING SWITCHES

From the inside, open the door by pressing the door opening switch on the dashboard. Close by pressing the door closing switch on the dashboard. Refer to *Section 4 Controls and Instruments* for more information.



DASHBOARD SWITCHES

06464

ENTRANCE DOOR OPENING EXTERIOR OPERATING SWITCH

Opening and closing of the door may also be pneumatically controlled from the outside using the 3-position switch located on the door L.H. side. Open the door by pushing the switch forward, close by pushing the switch rearward.

DOOR OPERATION LOGIC

If the switch is held in position until the door is fully open or closed, the system holds pressure in the door cylinder, locking the door in that position. The door can be open to any position by releasing the switch (or button, if inside) when the desired position is attained. However, the door is not locked in any position other than fully open or fully closed. The door can then be open or closed further by pushing or pulling on the door.

When the door is almost shut, a mechanism will finish the closing of the door. This works even when the door is shut manually.

EMERGENCY DOOR OPENING

Refer to *Section 7 Safety Features and Equipment*.

WHEELCHAIR LIFT DOOR

To open the optional wheelchair lift door, the coach must be parked on a flat and level surface with the parking brake applied. The wheelchair access door swings to the side and is maintained open by a locking mechanism. Open the baggage compartment containing the lift mechanism (Ricon only). The baggage compartment door is located directly below the wheelchair lift door and it opens to the side. If the parking brake is not applied, a switch in the door will activate the parking brake when it detects the door is open.

Open the door completely until it locks in the open position. To close the door, lift on the locking mechanism arm and slam the door shut. Refer to *Section 5 Other Features* for more information on operating the optional wheelchair lift.

REAR VIEW MIRRORS

The vehicle is equipped with flat-type and convex-type rear-view mirrors. Convex mirrors give a wide angle view. Objects viewed in convex-type rear-view mirrors appear smaller and are actually closer than they appear.

2-12 COACH EXTERIOR

HUBODOMETER

13012

TRAILER HITCH

Your vehicle may be equipped as a special option with a factory installed trailer hitch which has been designed to meet SAE Class 4 specifications:

- **Maximum gross trailer weight: 20,000 lb (9,072 kg)**
- **Maximum tongue weight at 6 ½ inches (165 mm) or less from coupling receiver : 1,500 lb (680 kg)**

TRAILER HITCH

18487



WARNING

The draw bar and the ball used for towing the trailer should be rated for 20,000 lb capacity or more.



WARNING

Pulling a trailer weighing more than the recommended maximum gross weight may cause engine and transmission overheating, and also possible hitch failure.

The minimum requirement for a trailer weighing up to 20,000 lb when coupled to a 20,000 lb Prevostr Trailer Hitch is as per the following :

A) Trailer must comply with **Federal Motor Carrier Safety Regulations 393.52** regarding trailer breaking capability.

B) The trailer coupling attachments meet the following minimum static test load requirements :

- Longitudinal tension and compression: (1.5 x GVWR of trailer)
- Transverse thrust : (0.5 x GVWR of trailer)
-  Vertical tension and compression: (0.5 x GVWR of trailer)

Loads indicated must be applied without incurring loss of attachments or distortion or failure which could affect the safe towing of trailer.

C) The ball and trailer coupling should meet the following minimum test load requirements without incurring failure :

- Longitudinal tension and compression : (Gross Trailer Weight of trailer x 3)
- Transverse thrust : (Gross Trailer Weight of trailer x 1)
- Vertical tension and compression : (Gross Trailer Weight of trailer x 1.3)

In this case, failure is identified as the point at which the coupling or ball will accept no additional test load without separation of the ball from the coupling ball socket, or the occurrence of a metal fracture of either coupling ball or coupling assembly, which results in separation of the ball from the coupling ball socket.

D) Two lengths of safety chain shall be used. The strength rating (minimum breaking force) of each individual chain and its

connecting means shall be equal to, or exceed the trailer GVWR.

- E) Towing vehicle must be equipped with engine or transmission retarder. The engine or the transmission retarder on the vehicle must be functional at all time (to be inspected frequently).

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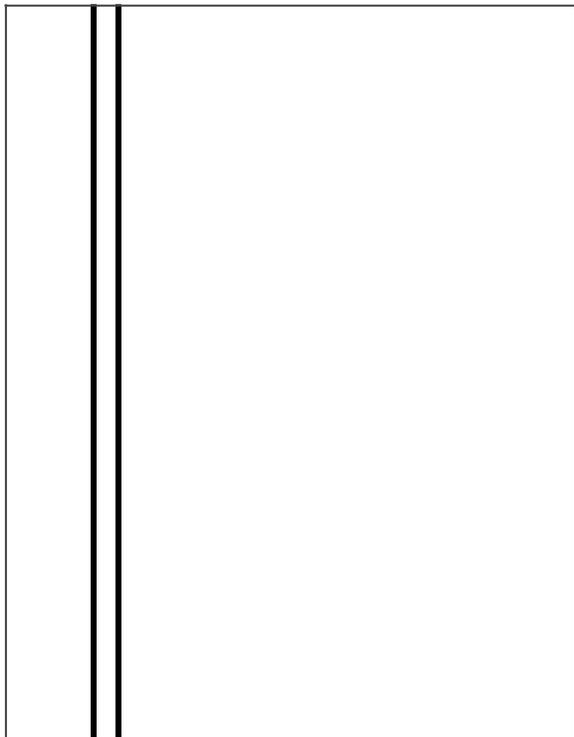
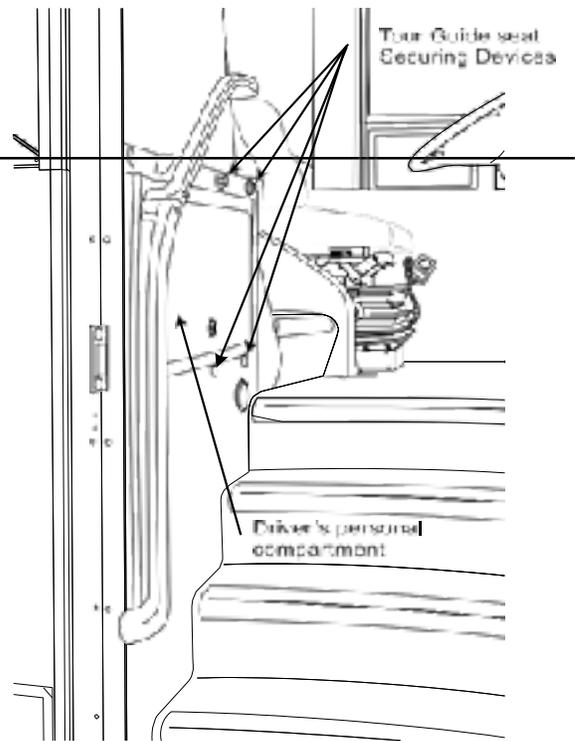
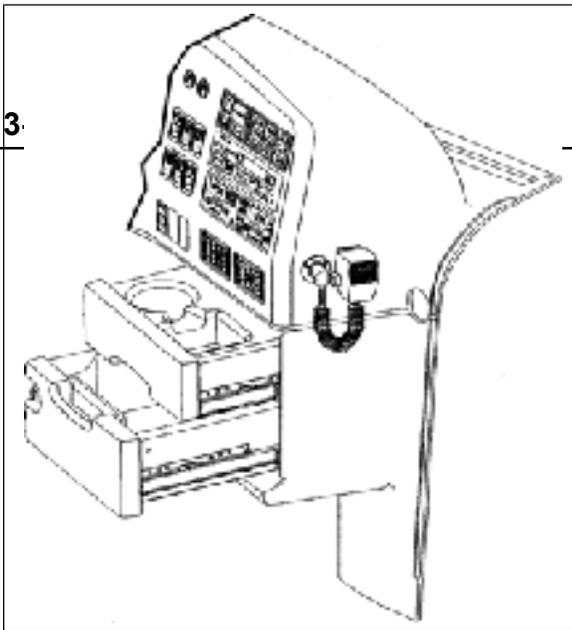
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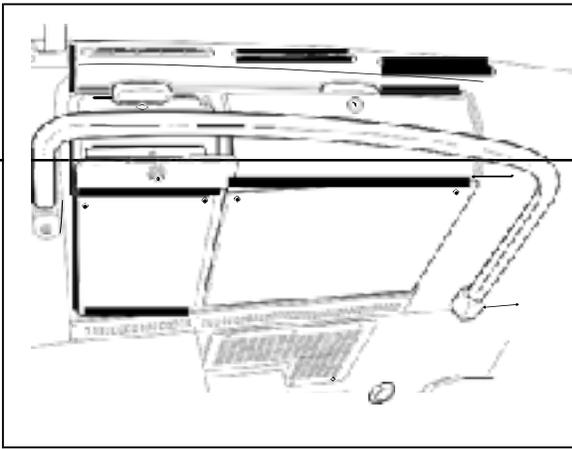
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UTILITY COMPARTMENTS Two lockable utility compartments are located at the base of the windshield. Two stack drawers are located on the dashboard R.H. side. The top drawer includes a built-in cup holder and the lower one has a 12-volt appliance socket. To open this drawer, you must first depress the lock.



UTILITY COMPARTMENTS 18504
UTILITY COMPARTMENTS IN CONSOLE 18444

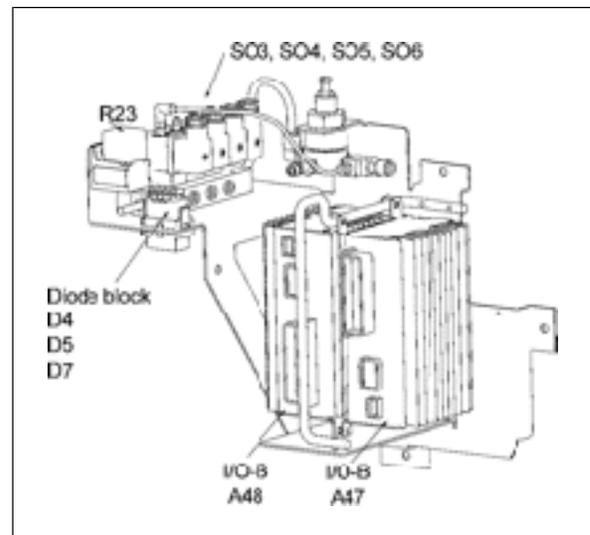
A lockable compartment for the driver is located on the L.H. side of the entrance stepwell. This compartment may be locked using the appropriate key. A tour guide seat is available as an option and is installed in front of the driver's compartment using the securing devices as shown hereafter.

DRIVER'S PERSONAL COMPARTMENT 18507

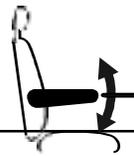
The last compartment is located on the lateral control panel. It is lockable and equipped with a 12-volt appliance socket. To open this compartment, you must first depress the lock

RIGHT CONSOLE

To access the pneumatic accessory panel of the right console, remove the panel under the larger utility compartment at the right of the dashboard.

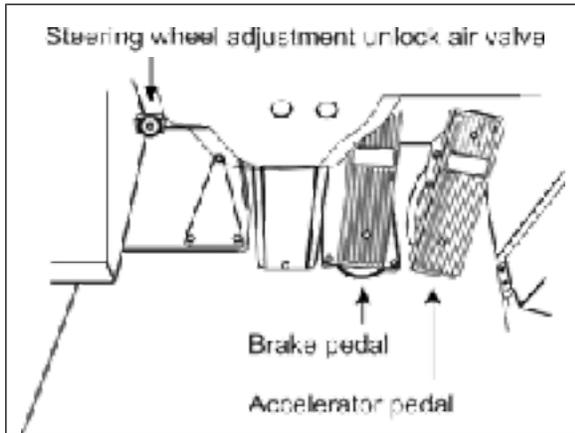


PNEUMATIC ACCESSORY PANEL



STEERING WHEEL ADJUSTMENT

To unlock the steering wheel for tilt and telescopic adjustment, push with the left foot on the valve button located in the footwell. Refer to “Foot-Operated Controls” paragraph in Section 4 *Controls and Instruments*.



FOOT OPERATED CONTROLS

00023



WARNING

Do not adjust the steering wheel while driving. Loss of control could result. Park the vehicle safely and apply parking brakes before adjusting the steering wheel.

INTERIOR MIRRORS

Two manually adjustable mirrors are located in the driver’s area. The one located in the upper left corner enables to eliminate the blind spot on the R.H. side of the coach. Adjust it to see through the R.H. side trapezoidal window. A central mirror allows the driver to see in the aisle. Adjust mirror manually.

DRIVER’S AREA ADJUSTABLE AIR REGISTERS

The HVAC system has adjustable registers to control air flow around the driver’s area. Three are located on the dashboard, two on the R.H. side and one on the left (refer to Section 4 *Controls & Instruments*). Two more registers are located near the steering wheel column, under the dashboard. These registers are not adjustable but may be electrically open or closed by means of the HVAC control panel. Two registers located in the driver’s area are part of the passengers heating & ventilation system, one register is located behind the driver’s seat

and one is located close to the door, below the modesty panel wall for step de-icing. The direction and volume of air flow for these two registers are adjustable manually.

Use the HVAC control panel to set air temperature.



AIR REGISTER

22246

DRIVER’S SEAT - ISRI

The coach is equipped with one of two models of ISRI driver’s seats. Standard is the mechanically adjusted seat. The pneumatic model is available as an option. Both seats may be equipped with lumbar supports, heated cushions and adjustable armrests. Both seats are equipped with safety belts.



WARNING

The driver’s seat must be adjusted to allow the driver to easily reach the controls of the coach. Never adjust seat while driving vehicle as this could result in loss of vehicle control.

MECHANICAL ISRI SEAT

Driver’s Seat Adjustment

ISRI seat can be adjusted to the desired driving position by following the instructions listed below:

Armrest

The driver’s seat can be equipped with two folding armrests which can be raised or lowered for convenience.

- _____ To lower the armrest, turn the control knob (1) counterclockwise

without applying pressure on the armrest, push the armrest to the desired position.



Up and Down



Pull both handles (3 and 4) up to adjust height of the seat.

Fore and Aft

To adjust distance between driver and dashboard, pull handle (5) up and slide the seat forward or backward.

NOTE

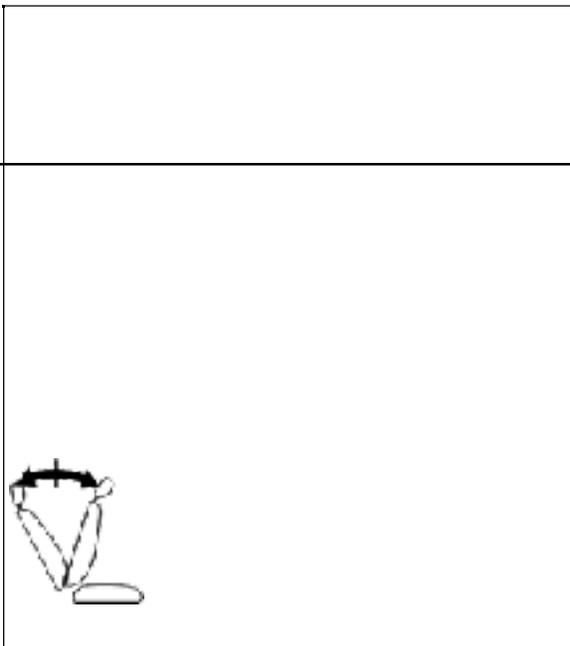
Fore-and-aft seat adjustment control may also be located at the front of the seat.

Suspension



For maximum mechanical suspension performance, rotate handwheel (6) until your body weight (in pounds) is shown on the indicator.

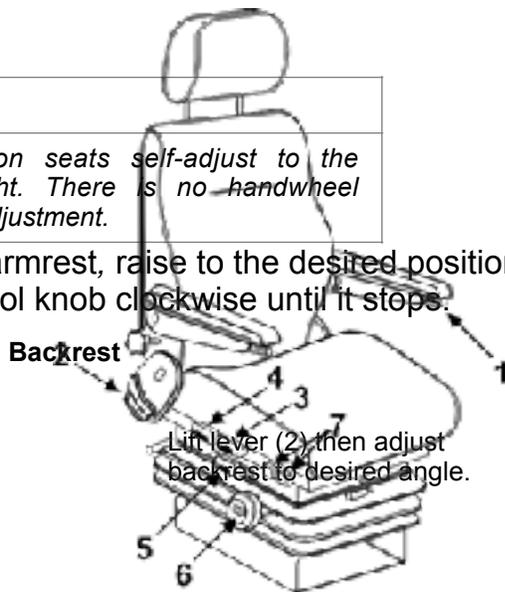
The seat suspension resistance can be changed to suit the driver. Turn handwheel clockwise to increase suspension resistance and counter-clockwise to decrease resistance.



NOTE

Air suspension seats self-adjust to the driver's weight. There is no handwheel suspension adjustment.

To raise the armrest, raise to the desired position then turn the control knob clockwise until it stops.



DRIVER'S SEAT ADJUSTMENT (MECHANICAL) OEH3B220



Tilt (front)

To lower or raise the seat's front section, pull handle (3) up and push or pull the seat cushion.

Tilt (rear)

To lower or raise the seat's rear section, pull handle (4) up and push or pull the seat cushion.

3-6 COACH INTERIOR

Lumbar Support

To inflate the upper lumbar support bellows, depress the front rocker

switch (7) upward. To deflate, depress the rocker switch downward.

Follow the same procedure to inflate and deflate the lower bellows using the rear rocker switch.

Warning: To avoid pinching the fingers between buckle and controls, lower safety belt buckle before adjusting seat height.

Headrest

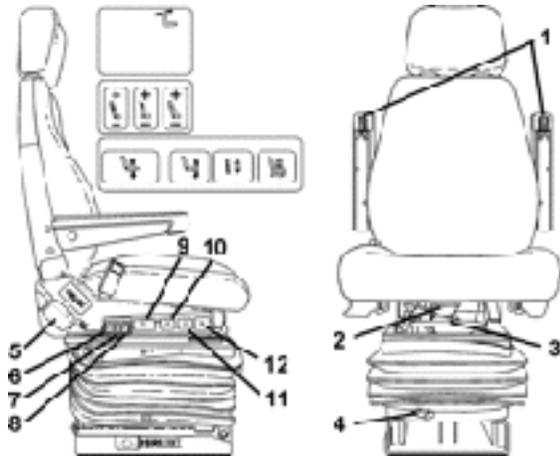
The headrest can be adjusted forward, rearward and vertically by 2 inches (50 mm). Directly move headrest to desired position.



WARNING

For best protection, position headrest behind your head, not behind your neck.

PNEUMATIC ISRI SEAT



PNEUMATIC DRIVER'S SEAT

18385

Air Lumbar (7) (8)

Provides back support with upper and lower settings, ensuring comfort during lengthy sitting.

Air Height Adjustment (9)

Moves seat up or down independently of other seat settings. 100mm total travel.

Adjustable Seat Recline (10)

Allows easy adjustment of four-setting inclination.

Adjustable Shock Absorber (11)

Choose stiff or soft ride infinitely.

Quick Air Release (12)

Exhausts all air from suspension, allowing for easy entry/exit. Returns seat to previous position.

Armrest (1)

Rotate control knob to select desired arm-resting angle. When not in use, raise armrest parallel with backrest.

Seat Cushion (2)

Provides optimum comfort and support for any driver size. Adjustable to 50mm length.

Fore-and-aft (3)*

Pull handle up and slide seat forwards or backwards to adjust distance between seat and dashboard.

Isolator (4)

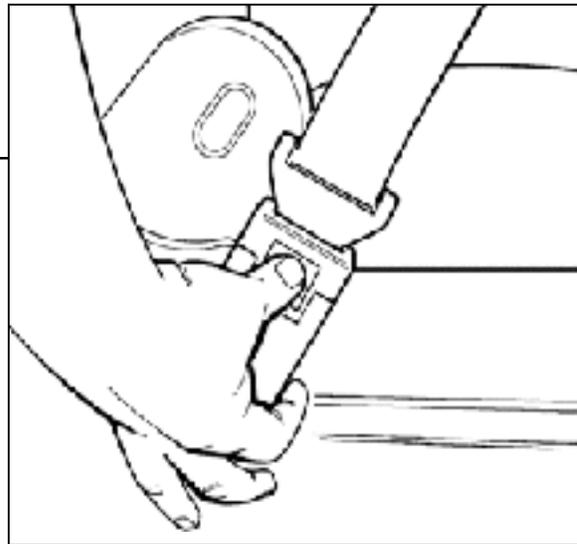
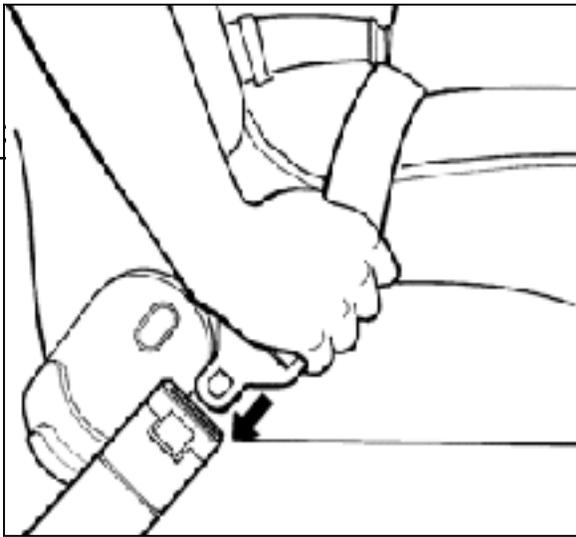
Reduces horizontal vibration, ensuring smooth ride.

Backrest (5)

Lift lever to select proper adjustment angle of backrest.

Air Side Bolster (6)

Offers desired side support to avoid body side-way.



SAFETY BELTS

The driver's seat is equipped with a retractable safety belt as required by State, Provincial and Federal regulations. To fasten, pull seat belt out of the retractor and insert the latch plate into the buckle until it clicks. No special adjustment is required since the reel device is self-adjusting. If seat belt operation becomes defective, report to a Prevost Car service center immediately.

NOTE

The safety belt must be pulled out slowly and continuously, otherwise it will lock the reel before the latch plate reaches the buckle. If this happens, allow the belt to retract completely and repeat the procedure correctly.

TO FASTEN SEATBELT

18028



WARNING

A snug fit with the lap belt positioned low on the hips is necessary to maximize driver safety. The belt should not be worn twisted. Avoid pinching belt and/or belt hardware in seat mechanism. Do not wear belt over rigid or breakable objects, such as eyeglasses, pens or keys as these may cause injuries.



CAUTION

Never bleach or dry clean safety belt.

To unfasten belt, press the red button in center of buckle and allow belt to retract. If the belt does not fully retract, pull it out and check for kinks or twists. Make sure that it remains untwisted as it retracts.



WARNING

Most State and Provincial laws require that safety belts be worn when they are supplied with the seat.

TO UNFASTEN SEATBELT

18029

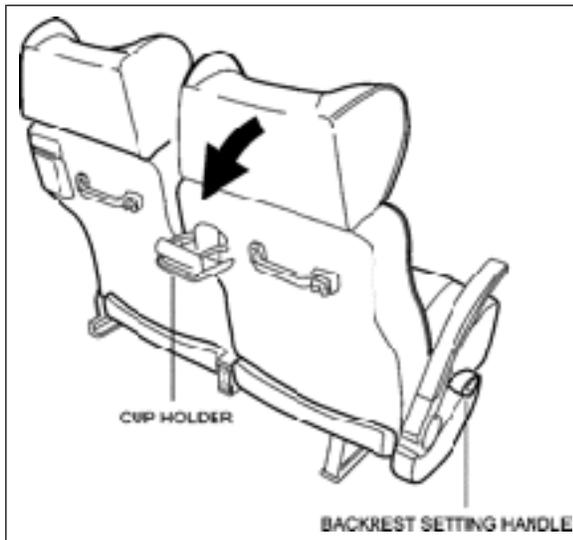
MICROPHONE JACKS

Up to six microphone jacks for the PA system can be located in the following locations:

- On the side wall of the driver's lateral control panel
- On the right hand side of the dashboard
- One optional outlet for the tour guide on each of the modesty panels
- One optional outlet on the lavatory wall, behind the last row of seats
- One optional outlet under the overhead storage compartment, at the rear of the coach

PASSENGER SEATS

Passenger seats may be equipped with grip handles, ashtrays, newspaper holders, trays, cup holders and footrests.



NOTE

Both tray models as well as the tray installed in each modesty panel are equipped with tumbler holders.

PASSENGER SEAT

18121

All seats are track-mounted so that the seating configuration can be changed. Each set is mounted on rectangular aluminum bases to make cleaning between the base and side wall easier.

Passenger seat backrests can be tilted by using the push-button located on the base of the seat. Depress and hold push-button, then adjust backrest to the desired angle. Release the push-button to lock backrest in position.

A folding armrest is installed on the aisle side of the

passenger. Another folding armrest is located between the two seats and can be raised for passenger convenience. A fixed armrest is installed on the window side of the seat.

3-10 COACH INTERIOR

SWIVEL SEATS

The coach may be equipped with two sets of swivel seats to allow installation of card tables. The swivel seat can be rotated for passenger privacy. To rotate seats, unscrew the wing nut from under each seat cushion then remove cushions. Remove the four wing screws, pull seats toward the aisle and rotate the seat counter-clockwise. Align mounting holes, secure with wing screws and install seat cushions.

NOTE

Instructions for making swivel seat adjustments are affixed on the rear frame under the seat cushion.

FOLDING TRAYS

Two optional folding tray models can be installed in the coach.



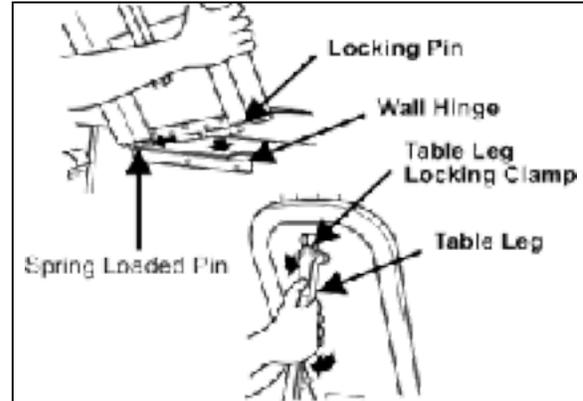
FOLDING TRAY MODELS

OFH3B232

CARD TABLES

Two card tables are provided as standard equipment and are used in the passenger swivel seat configuration. The card tables are stored in the overhead storage compartments in separate stowage bags.

To install the card table, hold it at 45° (degrees) to the side wall. Insert the spring-loaded pin then the locking pin into the hinge. Push on the locking clamp to release the leg. Unfold the leg until the clamp locks it in position.



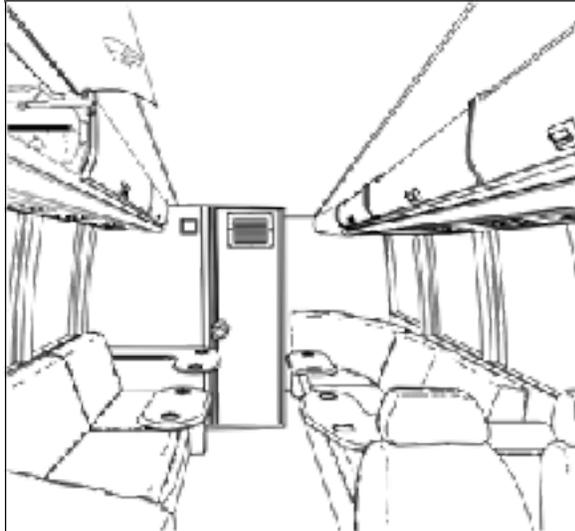
CARD TABLE INSTALLATION

OEH3B234

QUICK-LOUNGE SYSTEM

"Quick-Lounge" is a quick-fit modular system providing luxurious seating accommodations for passengers.

The optional "Quick-Lounge" system occupies the same space as the paired seating configuration it replaces. The existing seat spacing remains unchanged.



QUICK-LOUNGE

18445

OVERHEAD CONSOLE

One airplane type overhead console is installed for each row of twin seats. Such amenities as reading lights, air vents and an optional service bell are controlled from this panel.

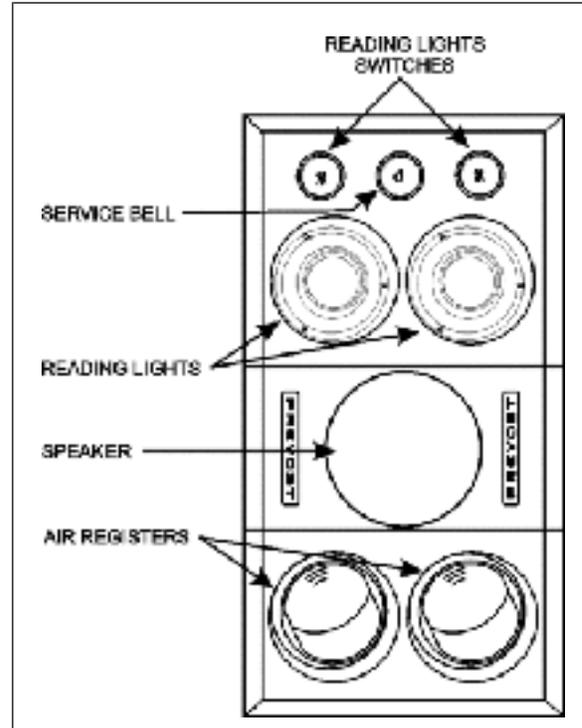
ADJUSTABLE AIR REGISTERS

Adjustable registers located on the overhead console provide air flow to the passengers. Air flow can be directed. Passengers can orient individual registers by rotating the nozzle. To adjust air flow, passengers must open or close the flaps. Activation of the fans is done by depressing a rocker switch on the dashboard. Refer to Section 4 *Controls & Instruments*.

SERVICE BELL

Pressing the service button on the overhead console will illuminate the button providing a visual cue for service personnel and, if activated, will sound a chime in the driver's area. A rocker switch located on the dashboard enables the chime system. Refer to Section 4 *Controls & Instruments*. Passengers may also use the

chime system to request a stop for disembarking. Press the service button a second time to cancel the service request. To adjust the chime volume level, refer to Section 4 *Controls & Instruments* under "Audio-Video Controller".



OVERHEAD CONSOLE

23137

READING LIGHTS

Reading lights are located on the overhead console and mounted underneath the overhead storage compartments. Depressing a rocker switch located on the dashboard (refer to Section 4 *Controls & Instruments*) will activate the reading light circuit and allow passenger control of reading lights. Turning the key or ignition lever to the accessory position "ACC" when the reading lights are on will activate the lights to full intensity, providing a clear view over the entire cabin area.

WINDOWS

The coach is equipped with flush-mounted type windows all around and a split-window windshield for maximum visibility.

PANORAMIC WINDOWS

Panoramic side windows can come in either single pane or, as an option, double pane (thermopane) glass. Some of these windows are of the fixed type and cannot be opened. Others

3-12 COACH INTERIOR

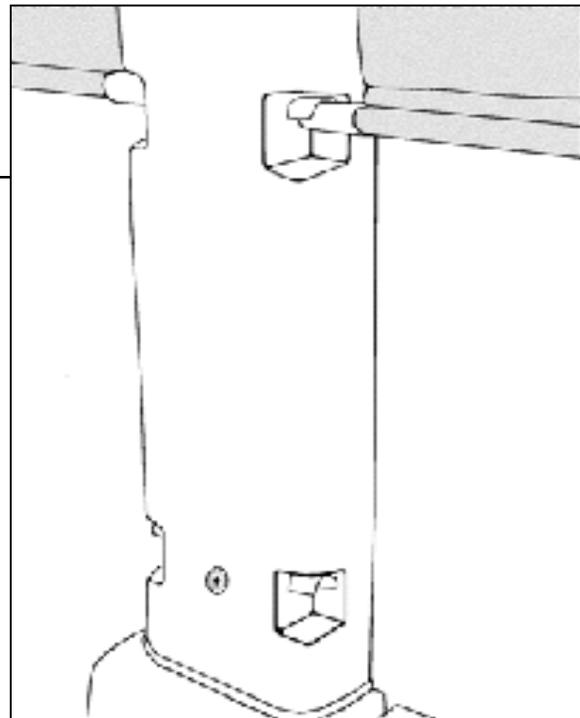
can be easily opened to serve as emergency exits.

Fixed Windows

These windows are mechanically attached to the structure and cannot be opened.

Emergency Windows

These windows can be opened from inside the vehicle as emergency exits. A decal on window sills indicates the location of the emergency windows. To open an emergency window, lift the window release bar (sill) and push the window open from the bottom.



EMERGENCY WINDOW

18391

To close, lift the release bar and pull the window into position. Push down on release bar to lock the window shut.

For more information on emergency features, refer to Section 7 *Safety Features and Equipment*.

Window Sun Shades

Passenger windows may be equipped with pull-down sun shades. To operate, pull down the shade and insert the hem into the first or second catch. To retract pull out from the slots and guide the shade back up.

PASSENGER SUN SHADES

23130

DRIVER'S POWER WINDOW

The driver has a power window on the left side of the coach. The window is controlled by a rocker switch located on the lateral control panel. Refer to Section 4 *Controls & Instruments*.

Driver's window shades

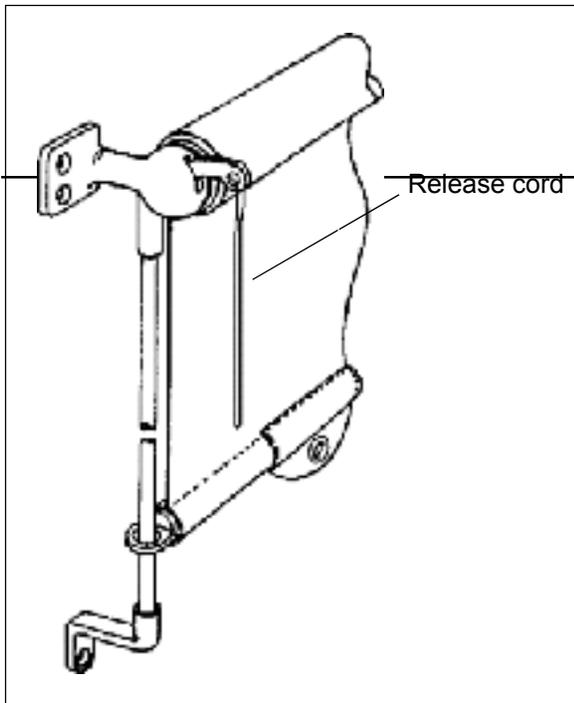
Two electrically-operated shades are installed behind the windshields. Two rocker switches on the dashboard operate each shade individually. Refer to Section 4 *Controls & Instruments* for more information.



CAUTION

The electric shades should only be operated electrically. Pulling down manually may damage the mechanism.

This vehicle is provided with a spring release type sun shade on the driver's left side window. Another spring release type shade is available on the optional driver's guard. To operate, pull down the shade by its hem to the appropriate position and release. It will remain in position. To raise, depress the unlocking lever and guide the shade back up using the other hand.

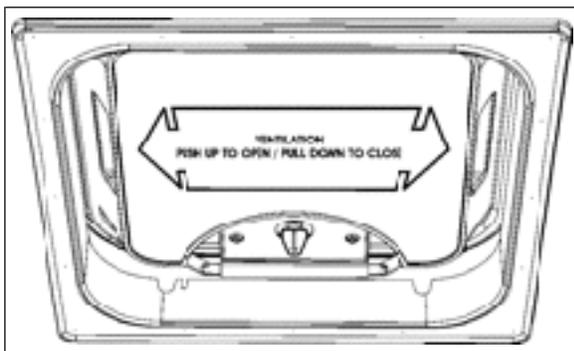


SPRING RELEASE SUNSHADE

23019

VENTILATION HATCH

A ventilation hatch is installed on the roof at the rear of the coach. A second, optional hatch can be installed on the roof at the front of the coach. To open the hatch, push up with both hands and pull down to close. The ventilation hatch can be completely removed for emergency exit. Refer to Section 7 *Safety Features and Equipment*.



VENTILATION HATCH

23385



WARNING

Be aware of coach overhead clearance when traveling under overpasses with the ventilation hatch(es) open. Check for maximum clearance height.



COACH INTERIOR 3-13

OVERHEAD COMPARTMENTS

Passenger carry on baggage is stored in overhead compartments on each side of the coach. A first aid kit is located in the first front curb side overhead storage compartment. An optional video cassette player and a CD player may be installed in the first front driver's side overhead storage compartment.

To open the optional closed overhead storage compartments, push the handle in to release the latch, then let go. A pressurized cylinder opens the door.

OVERHEAD STORAGE COMPARTMENTS

18390

NOTE

The overhead storage compartments have a minimum amount of separators installed in order to quicken inspection for forgotten objects.

NOTE

An optional lock can be installed on the first front driver's side overhead storage compartment door to protect the optional audio/video equipment.

WASTE CONTAINER

The waste container is located on the lavatory wall, and is accessible through an opening on each side of the wall. A small door, located on the aisle side, gives access to the waste container for cleaning.

GALLEY

The optional galley may include features such as a microwave oven and refrigerator to accommodate hot or cold food and beverage service. A rocker switch located on the

3-14 COACH INTERIOR

dashboard activates the galley's electrical power circuit. Refer to Section 4 *Controls & Instruments*.

LAVATORY

The lavatory is located in the rear curb side corner of the coach. It is equipped with a chemical flush toilet, bathroom tissue dispenser, wash-basin, towel dispenser, waste container, mirror and cleaning cabinet, containing a coiled hose. A liquid soap dispenser and moist towel dispenser are optional.

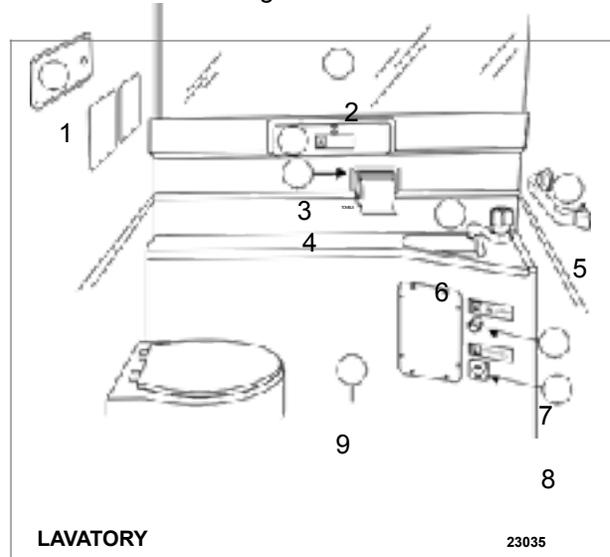
Locking the lavatory door from the inside will illuminate a fluorescent light in the lavatory and two outside signs to indicate occupation. One sign is located on the outer wall of the lavatory and another sign is located over the windshield.

A telltale light on the dashboard will illuminate to inform the driver when the lavatory is occupied. A night-light is permanently lit in the lavatory when the ignition switch is in the ON position.

If emergency assistance is required, the lavatory occupant can actuate a buzzer that will sound in driver's area. The buzzer push-button and instruction label are located on the wall of the lavatory.

The lavatory has its own ventilation system that operates continuously when the ignition switch is in the ON position.

The fresh water tank may be equipped with an immersion heater supplied by the 120-volt connector for the engine block heater.



LAVATORY

23035

1. Cleaning cabinet
2. Mirror
3. Paper towel dispenser
4. Toilet paper roll
5. Grip handle
6. Faucet
7. Flush button
8. Emergency call button
9. Waste basket

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4-3 CONTROLS AND INSTRUMENTS

NOTE

KEYS

Depending on options, up to nine different keys are provided with the coach.

EXTERIOR COMPARTMENT KEY

Use this key to lock or unlock the entrance door, the baggage compartments doors, the electrical and service compartment doors, the fuel filler neck access doors and the lavatory door.

It is also possible to lock/unlock the baggage compartment doors from the inside by means of the baggage compartments locking system switch located on the lateral control panel.

DRIVER'S PERSONAL COMPARTMENT KEY

Use this key to lock or unlock the driver's personal compartment, accessible through the stairway wall.

UTILITY COMPARTMENT KEY



This key locks or unlocks the utility compartments and the utility drawers on and around the dashboard.

HAND TOWEL DISPENSER KEY

This key opens the hand towel dispenser in the lavatory.



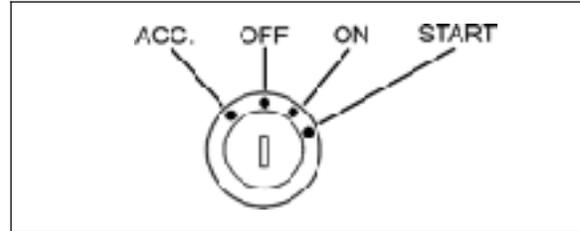
The optional moist towel dispenser uses a different key.

DVD COMPARTMENT KEY



Use this key to lock or unlock the overhead compartment containing the DVD player.

IGNITION SWITCH



IGNITION SWITCH POSITIONS

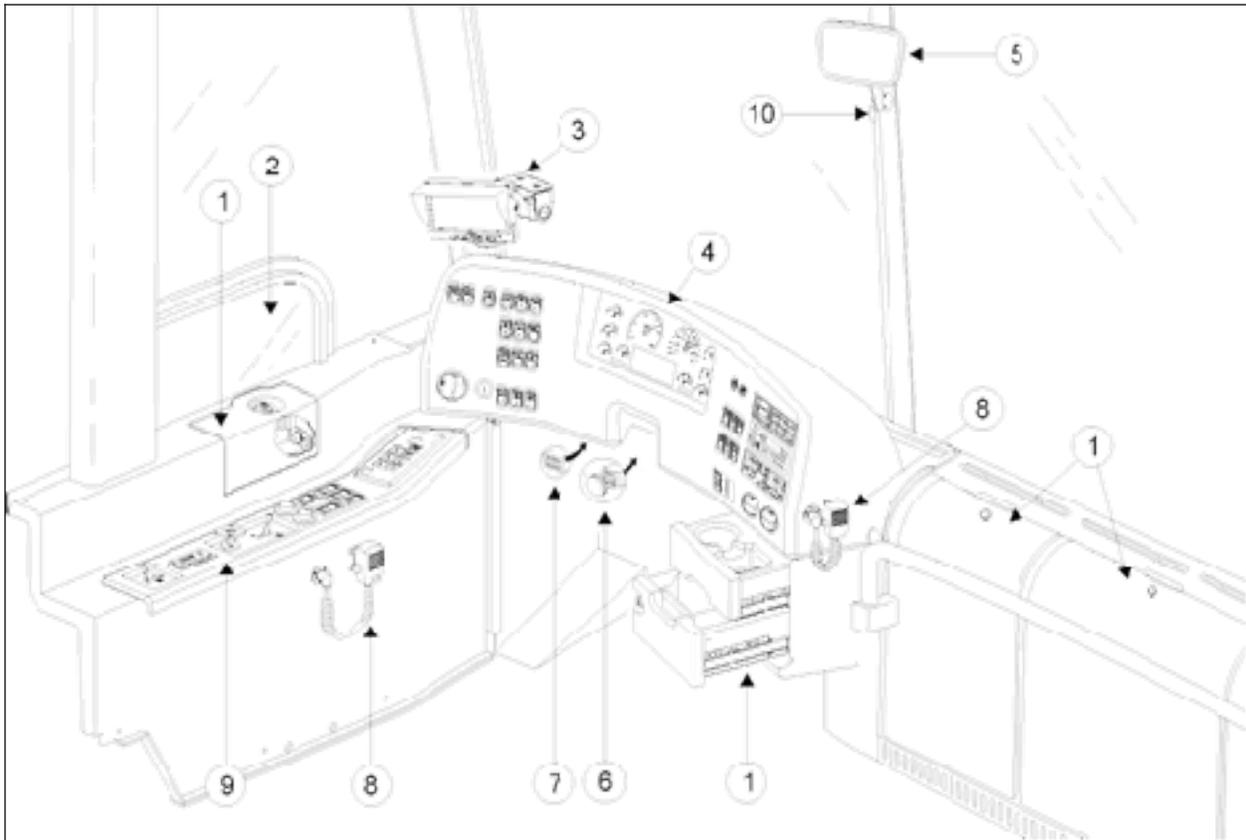
06354

Coaches may be equipped with an ignition lever instead of an ignition key. With the battery master switch activated, turn the ignition key counterclockwise to the ACC position to activate the electrical circuits.

IGNITION KEY

23056

The ignition switch is located on the lower left side of the dashboard. For further details, refer to STARTING AND STOPPING PROCEDURES section in this manual.



DRIVER'S AREA

18605_d

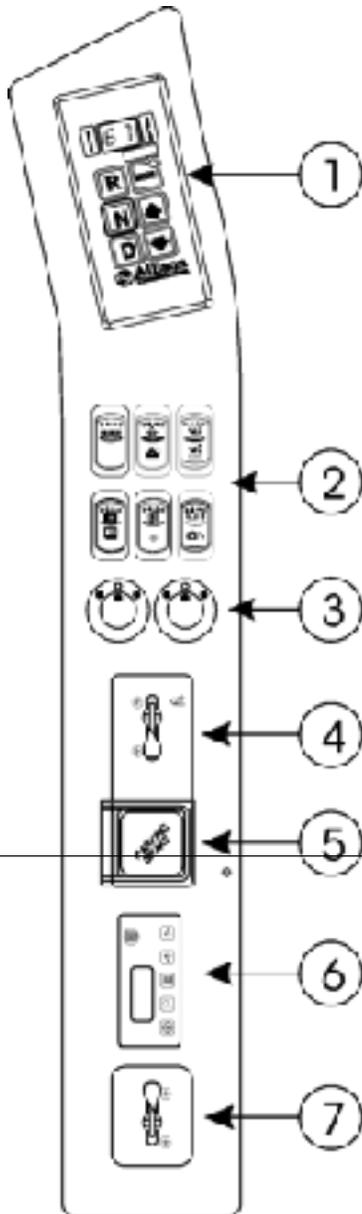
1. Utility compartments
2. Driver's power window
3. Backup camera monitor and panoramic view camera
4. Dashboard
5. Mirror
6. Foot-operated steering wheel adjustment knob
7. Diagnostic tool receptacle (OBD)
8. Microphone
9. Lateral control panel
10. DVD player remote control IR sensor

The parking brakes must be applied to allow the use of the kneeling.

4-5 CONTROLS AND INSTRUMENTS

NOTE

LATERAL CONTROL PANEL



LATERAL CONTROL PANEL (TYPICAL)

06999

① TRANSMISSION GEAR SELECTOR

② CONTROL SWITCHES

Cruise control switch



06701

For operation of the cruise control, refer to "Regular Cruise control" or "Prevost Aware Adaptive Cruise Braking" paragraph in this section.

Kneeling / front axle hi-buoy (optional)



06250

Momentarily press the rocker switch downwards to lower the front end of the coach 4 inches (100 mm). Momentarily press the rocker switch upwards to raise the coach to the normal driving height. Refer to Section 5 *Other*

Features for more information.

Press and hold the rocker switch upwards to raise the front end of the coach 4 inches (100 mm). Release the rocker switch to return the coach to the normal driving height.

Kneeling / full hi-buoy (optional)



06251

Momentarily press the rocker switch downwards to lower the front end of the coach 4 inches (100mm). Momentarily press the rocker switch upwards to return the coach to normal driving height. Refer to Section 5 *Other Features*.

Press and hold the rocker switch upwards to raise the complete suspension of the coach 4 inches (100 mm). Release the rocker switch to return the coach to the normal driving height.

The parking brakes must be applied to allow the use of the kneeling.



CAUTION

Do not drive vehicle with tag axle raised when speed is exceeding 12 mph (20 km/h).

NOTE

CONTROLS AND INSTRUMENTS 4-6



CAUTION

Horn selector



06700

Use this switch the toggle between the air horn and the electric horn when pressing the steering wheel center pad.

Power window switch



06338

Use this rocker switch to open or close the driver's power window.

Close power window when parked or leaving the coach unattended.

Outside rear view mirror heat (optional)



06261

Press this rocker switch to clear fog, frost or thin ice from outside mirror.

Baggage compartments locking system



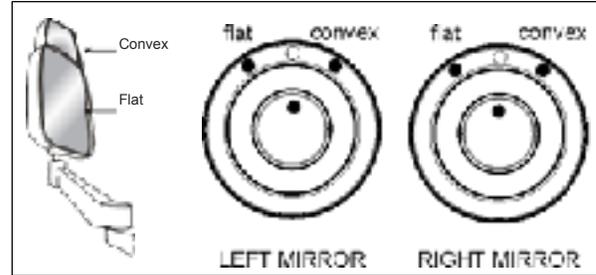
06266

This system enables locking all baggage compartment doors by pressing the switch forward. To unlock, press the switch rearward.

Service compartment doors are not linked to the baggage compartments locking system.

Doors must be locked using the key first, they can then be unlocked or locked using the baggage compartments locking system switch.

③ MIRROR CONTROLS



MIRROR CONTROLS

06374

Turn the pointer knob counterclockwise for flat mirror adjustment and clockwise for convex mirror adjustment, then use the pointer knob as a joystick to adjust the selected mirror's viewing angle. Adjust the right outside mirror similarly but by using the right side control.

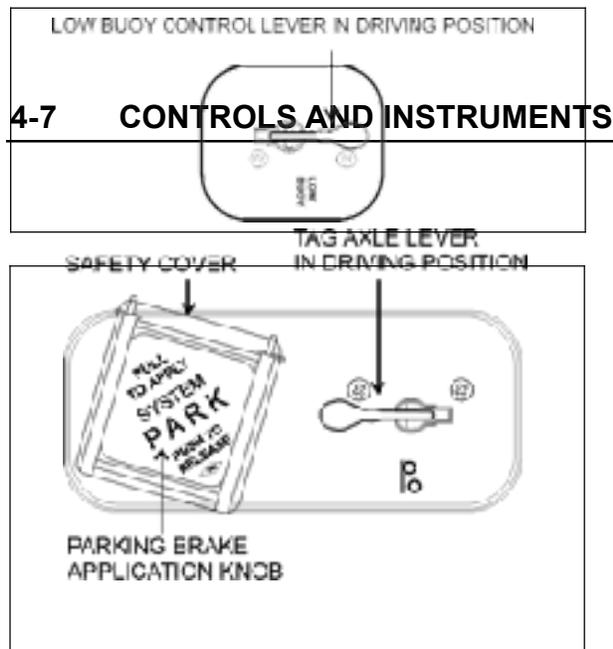
NOTE

④ TAG AXLE CONTROL VALVE

Lift the tag axle by pushing the lever forward. Pulling the lever rearward will lower and load the tag axle. Refer to Section 5 *Other Features* for additional information.

⑤ PARKING BRAKES CONTROL VALVE

Spring-loaded parking brakes are applied by pulling up the control valve knob and protector assembly. Lift the safety cover and push down to release brakes. Refer to Section 7 *Safety Features and Equipment*.



PARKING BRAKE CONTROL VALVES

12129

⑥ COOLANT HEATER TIMER

Use the timer to program the start time of the optional engine coolant preheater. Refer to Section 5 *Other Features* for additional information.

⑦ LOW BUOY CONTROL VALVE

LOW BUOY CONTROL VALVE

12165

Toggle back the control lever to lower the coach by about four inches. Returning the lever to the normal driving position (forward) raises the vehicle back to its normal height.



WARNING

Use only below 5 mph (8 km/h).

UTILITY COMPARTMENT

To open the compartment, push down on the lock button and swing the cover open towards the inside of the coach.

A 12-volt DC power outlet is located inside the pocket.

This socket can be used to power small 12-volt DC appliances such as a cellular phone or a vacuum cleaner. The maximum power consumption allowed for appliances plugged in this socket is 130 watts. Make sure appliances

are equipped with suitable plugs that will not damage the socket.

EMERGENCY/PARKING BRAKES OVERRULE CONTROL VALVE

During normal operation, if air pressure in any brake circuit drops below 40 psi (276 kPa), spring-loaded emergency brake will be immediately applied at full capacity to the drive axle wheels to stop the vehicle. Search and correct the cause of this pressure drop before driving vehicle.

The coach may be equipped with the optional parking brake overrule system, which allows the vehicle to be driven to the nearest safe parking area even if air pressure is below 40 psi (276 kPa). To actuate the parking brakes overrule system, push and hold down the control valve located on the lateral control panel.

BACK-UP CAMERA AND MONITOR

An optional back-up camera is available which provides the driver with visual assistance when backing-up.

The monitor is mounted on the windshield L.H. side pillar and switches ON automatically when the transmission is in the reverse (R) gear.

DIAGNOSTIC TOOL RECEPTACLE

To ease troubleshooting, a diagnostic tool (OBD) can be connected through this receptacle.

AUTOMATIC FIRE DETECTION AND SUPPRESSION SYSTEM (AFSS)

Protection Panel

The protection panel displays the current system status. The protection panel contains "SYSTEM OK", fire "ALARM" and "TROUBLE" lamps, the audio alarm, the "TEST/RESET" switch, and the "ALARM SILENCE" switch.

The "SYSTEM OK" lamp indicates power is on the system and that there are no trouble conditions present. The "TROUBLE" lamp blinks if there is a fault in the detection circuitry and illuminates solid if there is a fault in the extinguishing circuitry. When the "TROUBLE" lamp is on, the "SYSTEM OK" lamp will be off



and the audible alarm will sound intermittently. The "SYSTEM OK" lamp will flash when the system is low on battery power. Depressing the "TEST/RESET" switch tests the protection panel lamps and audio alarm. The "ALARM SILENCE" switch will disable the audio alarm.

When a fire detector automatically detects a fire, the fire "ALARM" lamp and audio alarm

activate. When the Manual Activation Switch is activated, the fire "ALARM" lamp blinks and the audio alarm activates. The lamp will blink until power is cycled to the system.

Turning the system on

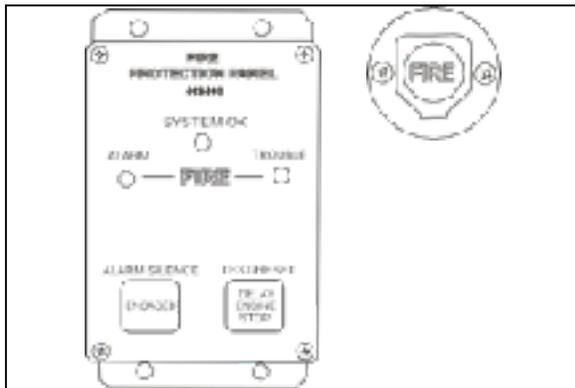


To operate the cruise control, press the **CRUISE** rocker switch located on the lateral control panel to the ON position. This turns the system on. The dashboard telltale turns on; you can now set the vehicle at a desired cruising

06701

speed. To turn off the system, press the rocker switch to the OFF position.

The **CRUISE** switch and **RESUME** button do not operate at speeds below 30 mph (50 km/h).



AFSS PROTECTION PANEL & MANUAL ACTIVATION SWITCH

Manual Activation Switch

The manual activation switch allows immediate system activation (extinguisher discharge and engine shutdown) by the driver at any time. Activation of the switch is accomplished by twisting and pulling the tamper seal to remove, lifting the cover and pressing the red "FIRE" button for more than half a second. After the manual activation switch has been activated, the protection panel will blink the fire "ALARM" indicator until power has been cycled to the system.

Refer to Section 7 *Safety Features and Equipment* for more information on the Automatic Fire detection and Suppression System.

The cruise control allows you to cruise the vehicle at a desired speed over 30 mph (50 km/h) without having to use the accelerator pedal.

REGULAR CRUISE CONTROL

4-9 CONTROLS AND INSTRUMENTS

Setting at a desired speed

Accelerate the vehicle to the desired cruising speed using the accelerator pedal. Press and release the **SET** button then remove foot from the accelerator pedal. This will set the vehicle cruise speed and store it in memory. The set speed will appear in the driver information display.

Increasing set speed

The vehicle cruise speed setting can be increased by one of the following methods.

1. Accelerate using the accelerator pedal until the desired cruising speed is reached. Press and release the **SET** button.

or

2. Press and hold the **RES** (RESUME) button until the desired cruising speed is reached. When the **RES** button is released, the new

When driving with cruise control, the vehicle can still be accelerated by depressing the accelerator pedal in the usual manner. Once the accelerator pedal is released, the vehicle will return to the previously set cruising speed.

NOTE

cruising speed will be stored in the cruise control memory.

or

3. When driving with cruise control, each time the **RES** button is momentarily depressed, the cruising set speed is raised by 1 mph (2 km/h).

Decreasing set speed

The vehicle cruise speed setting can be decreased by one of the following methods.

1. Press and hold the **SET** button until the desired cruising speed is reached. When the **SET** button is released, the new cruising speed will be stored in the cruise control memory.

or

2. Each brief pressing of the **SET** button will decrease set cruising speed by 1 mph (2 km/h).

or

3. Slightly apply the service brake and when desired cruise speed is reached, press and release the **SET** button.

Canceling the preset speed

You can cancel the preset cruising speed by:

1. Pressing momentarily the **CANCEL** button;
2. Depressing the brake pedal.

Resuming Set Speed



WARNING

Do not use the cruise control when driving speed must be constantly adjusted, such as in heavy traffic or on winding, icy, snow-covered or slippery roads, or on gravel roads.

If the preset speed is cancelled by pressing the **CANCEL** button or depressing the brake pedal, pressing the **RES** (RESUME) button will restore the speed set prior to cancellation, providing that your speed is above 30 mph (50 km/h).

IMPORTANT NOTE

When the CRUISE LOCKER SWITCH is released, the transmission retarder is automatically OFF. When the CRUISE LOCKER SWITCH is released, the transmission retarder is automatically OFF. When the CRUISE LOCKER SWITCH is released, the transmission retarder is automatically OFF. When the CRUISE LOCKER SWITCH is released, the transmission retarder is automatically OFF.

CONTROLS AND INSTRUMENTS 4-10

- 4 mph (7 km/h) with the engine brake activated;
- 0.6 mph (1 km/h) with the transmission retarder activated.

The engine brake or the transmission retarder is then disengaged when speed has returned near to selected cruise speed.

The engine brake will provide low braking power or high braking power depending on which of the two steering wheel engine brake control buttons is activated;

= Engine Brake Low =

Engine Brake High

The transmission retarder maximum braking level is determined by the retarder hand lever position on the steering wheel.

ACB is turned on

Maintaining a set following distance

Using a radar sensor mounted to the front bumper, the ACB system measures the distance between the coach and the forward vehicle and intervenes to help maintain a safe set following distance behind the vehicle. This feature engages automatically once the driver turns on and sets cruise speed.

Following distance refers to the time gap, measured in seconds, between the coach and the vehicle ahead. The actual physical distance between the coach and the vehicle ahead will

4.13 ~~NOTE~~ CONTROLS AND INSTRUMENTS

NOTE

As part of your pre-trip vehicle inspection, check to see that there is no mud, snow, ice ~~NOTE~~ or other obstruction in front of the radar sensor. You should inspect the radar sensor mounting and remove any obstruction that may impair the sensor functioning.

vary based on your set cruise speed; although the set time gap remains the same for all set cruise speeds. Prevost's default set time gap is 7. seconds.

With cruise control engaged and a cruise speed set, you are maintaining a set following distance between the coach and the forward vehicle:

- **If the vehicle in front of the coach slows down** below your cruise control set speed, the system will progressively intervene as follows, in this order:
 - 1) reduce the engine throttle;
 - 2) apply the engine brake or transmission retarder;
 - 3) apply about 30% of the service brakes available braking power in an attempt to maintain the set following distance.

The driver must apply additional braking power when required, to avoid collision or to maintain a safe distance from the vehicle ahead.

If the ACB is actively decelerating or braking the coach in an attempt to maintain the set following distance at the moment when the driver cancels the ACB system, the ACB system will continue deceleration or braking intervention until a safe following distance is established, then will cancel.

Even though the cruise control doesn't operate at speeds below 30 mph (50 km/h), the ACB system will continue deceleration or braking intervention in an attempt to maintain the set following distance if the coach speed reduces to less than 30 mph (50 km/h).

- **If the vehicle ahead slows below your cruise control's set speed**, but then accelerates away, and the ACB system did not need to use the service brakes as it managed the intervention, the coach will automatically accelerate back to the original cruise control set speed, and again maintain a set following distance behind the forward vehicle.

The maximum radar range is approximately 500 feet (150 meters). Rain, snow, fog, ice and other severe weather conditions may affect the performance of the ACB system and shorten radar range.

Driver warnings

Before using the ACB, the driver should fully understand all the audible and visual warnings that the system provides. Any audible warning (beeping or tone) means that your vehicle is too close from the vehicle ahead.

DASHBOARD TELLTALE

When ACB is turned on and a cruise speed is set, if the forward vehicle is detected (in range) by the radar, the FORWARD VEHICLE DETECTED telltale light on the dashboard will illuminate. This is an indication to the driver that the forward vehicle is being tracked, that the ACB is actively managing the distance between the coach and the vehicle ahead and that the ACB system may automatically intervene to



maintain the set following distance.

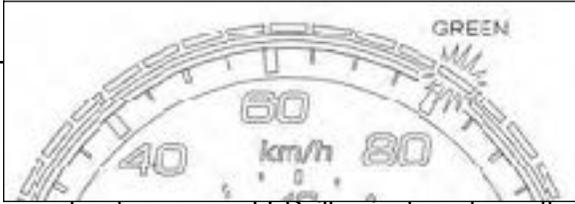
FORWARD VEHICLE DETECTED telltale light

There are three types of warnings with this telltale light:

- Green: The forward vehicle is detected (in range).
- Flashing red: Collision alert. The forward vehicle is too close to follow safely or a metallic stationary object such as a stopped or stalled vehicle in your lane of travel is detected. The driver must intervene to avoid a collision.
- Solid red: ACB system malfunction. The ACB system and the alert functions are not available.

to maintain safe following distance (throttle reduction, engine brake/retarder application, service brakes application) are only operational when the ACB is engaged with a cruise speed set.

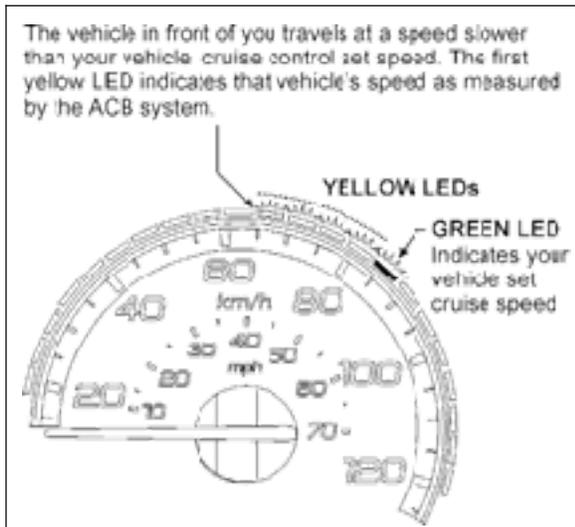
CONTROLS AND INSTRUMENTS 4-14



speed set, a green LED illuminates above the cruise control set speed on the speedometer.

THE CRUISE SET SPEED IS 80 km/h

With a cruise speed set, the vehicle ahead slows moderately. The system will display to the driver the approximate speed of the vehicle ahead with yellow LEDs above the speedometer.



EXAMPLE OF THE SPEEDOMETER LED DISPLAY WHEN THE FORWARD VEHICLE IS SLOWER WHILE THE COACH TRAVELS WITH THE ACB CRUISE CONTROL ON AND SET

06729_3

FOLLOWING DISTANCE ALERT (FDA)



WARNING

Following Distance Alert is always active whenever the coach is moving to a speed greater than 37 mph (60 km/h), whether or not ACB is turned on. Active interventions of ACB

Following Distance Alert provides both audible and visual warnings whenever the distance between the coach and the forward vehicle is less than the set distance and getting closer. Once the audible warning is given, the driver must increase the distance between the coach and the vehicle ahead until the audible warning stops or maneuver clear of the forward vehicle.

IMPACT ALERT

The Impact Alert warning is the most severe warning issued by the ACB system. This alert indicates that the driver must take immediate evasive action by applying more braking power and/or steering clear of the vehicle ahead to avoid a potential collision.

The Impact Alert is also applicable to stationary metallic objects such as stopped or stalled vehicles. This alert provides a warning given up to 3.0 seconds before a potential collision with a stationary metallic object in the coach's lane of travel. The driver can either slow down or maneuver in an attempt to avoid the object. The Impact Alert will only warn and will not actively decelerate or brake the coach when approaching stationary objects.



WARNING

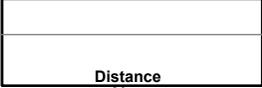
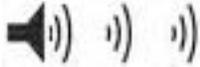
Impact Alerts are always operational when the vehicle is running, whether or not ACB is turned on. Active interventions of ACB to maintain safe following distance (throttle reduction, engine brake/retarder application, service brakes application) are only operational when the ACB is engaged with a cruise speed set.

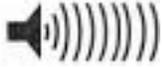
BRAKE OVERUSE WARNING

ACB provides a warning when the system is intervening and using the service brakes excessively. Overuse of the foundation brakes can lead to the brakes overheating and a potential loss of braking performance from brake fade. For example, the use of ACB on downhill runs may cause this alert to be activated. It is recommended that ACB be disengaged on downhill grades. The driver should use appropriate gearing and brake techniques, and not rely on ACB, on downhill grades.

If the driver does not respond to the Brake Overuse Warning after a brief delay, the ACB will switch off.

4-13 CONTROLS AND INSTRUMENTS

FOLLOWING DISTANCE ALERT	
CONDITION	The Following Distance Alert feature is only available when the coach speed is greater than 37 mph (60 km/h), whether or not ACB is engaged.
	The forward vehicle is slowing down and the distance between your vehicle the coach and the forward vehicle is less than the set distance
ACTIONS BY ACB SYSTEM	<p>"Distance Alert" pop-up message appears on the DID</p> 
	<p>The speedometer LEDs illuminate in red</p> 
	<p>If the vehicles remain too close from each other for more than 15 seconds, an audible warning will sound (beeping)</p> 

IMPACT ALERT	
SITUATION	ACB system detects a risk of collision with forward moving vehicle or a stationary metallic object in your lane of travel.
ACTIONS BY ACB SYSTEM	<p>On the dashboard, the Forward Vehicle Detected telltale flashes in red</p> 
	<p>"Impact Alert" pop-up message appears on the DID</p> 
	<p>The speedometer LEDs flash in red</p> 
	<p>An audible warning will sound (continuous modulating tone)</p> 

BRAKE OVERUSE WARNING	
SITUATION	ACB system is using the service brakes excessively to maintain the set following distance (for example, the use of ACB on long, steep downhill runs). Excessive application of the service brakes can cause the brakes to overheat resulting in increasing stopping distances.
ACTIONS BY ACB SYSTEM	<p>After a brief delay, the ACB system will stop functioning and be disabled.</p> 
	<p>On the dashboard, the Forward Vehicle Detected telltale illuminates in red</p> 
	<p>"ACB/Cruise Temporarily Disabled Brake Over-use" pop-up message appears on the DID</p>
	<p>"ACB Not Available" pictogram appears on the DID status line</p> 

It is the responsibility of the driver to react promptly and with discretion to alerts and warnings. Abnormal tire inflation pressures should be corrected at the earliest opportunity.

~~CONTROLS AND INSTRUMENTS 4-14~~

~~NOTE~~



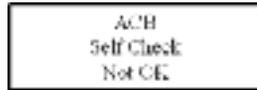
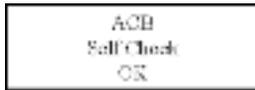
SELF-DIAGNOSTIC AT START-UP

Initiate the self-diagnostic as follows:

- The engine must be running since at least 15 seconds with parking brake applied.
- Trip the CRUISE rocker switch located on the lateral control panel from OFF to ON position.

The following sequence will begin:

1. Pop-up message "Impact Alert" will show in the DID;



2. The speedometer LEDs will flash in red;
3. FORWARD VEHICLE DETECTED telltale will flash in red;
4. The Impact Alert audible alarm will sound.

At the end of the self-diagnostic sequence, pop-up message « ACB SELF CHECK OK » will show on the DID if the system functions properly or « ACB SELF CHECK NOT OK » if a fault condition is detected.

SYSTEM MALFUNCTION

In case of system malfunction, visual warnings will illuminate in the instrument cluster or the



driver information display to warn the driver that the ACB is disabled. In that situation, the Impact Alert and Distance Alert functions are not available.

If the ACB is not available, the FORWARD VEHICLE DETECTED telltale light will illuminate in red and will stay on and "ACB NOT AVAILABLE" pictogram will appear on the DID status line.

FORWARD VEHICLE DETECTED telltale light



ACB NOT AVAILABLE pictogram

For proper functioning of the system, the radar must be perfectly aligned and not blocked. If a radar fault condition is detected, one of the following pop-up messages will show in the DID.

ACB RADAR MISALIGNMENT



ACB RADAR FAULT

ACB RADAR DATA LINK

FAILURE ACB RADAR

BLOCKED

4-15 CONTROLS AND INSTRUMENTS

TIRE PRESSURE MONITORING SYSTEM (TPMS)

This system is a sensing device designed to identify and display tire operating data and activate an alert or warning when pressure or temperature irregularities are detected.

TPMS DISPLAY

TPMS Display

The TPMS display knows where the sensors are located. It receives the raw temperature and pressure readings from the TPMS receiver, it reads several signals from the vehicle and does the calculation required to generate the various screens.

When no readings have been received for a tire location or when the received data correspond to a parameter range defined as unavailable, then the reading is considered as not available and appears as two dash lines “_ _”.

The TPMS display is initially configured to define how many axles and running tires are present on the vehicle. For current Prevost vehicle models, there are two axle / tire configurations. These configurations are:

Configuration 1: Axle 1 (Front) Two tires, Axle 2 (Drive) 4 tires, Axle 3 (Tag) 2 tires.

Configuration 2: Axle 1 (Front) Two tires,
Axle 2 (Drive) 2 tires (super Singles), Axle 3

Tag) 2 tires.

NOTE
The TPMS display also becomes active with several other parameters, including threshold levels for the alarms.

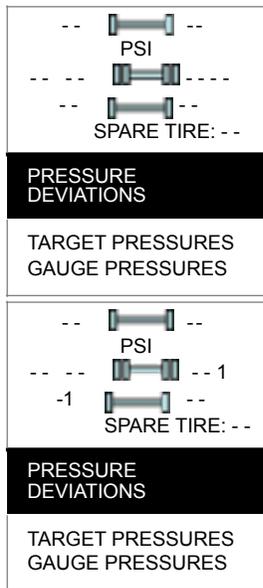
The TPMS display power supply turns OFF when the ignition key is switched OFF.

Operation

The system will monitor all vehicle tires (6 or 8) plus the spare tire when a spare is supplied.

There are two configurations of vehicle tires to be supported. One configuration (the most common) consists of 8 tires total: two tires on the front axle, 4 tires on the drive axle and 2 tires on tag axle. All screen figures shown in this document relates to this vehicle configuration. The second tire configuration consist of 6 tires total: 2 tires on the front axle, 2 tires on the drive axle (super single tires) and 2 tires on the tag axle. The vehicle tire configuration is selected with a parameter (Refer to Section 7 *Safety Features and Equipment* for more information). When the display is configured for 6 tires, the drive axle tires appears as one large tire on both side instead of twin tires as illustrated in this document and there is one reading appearing on each side instead of two as illustrated in this document.

Start-up



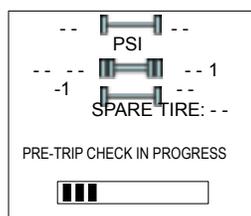
When the ignition switch is turned to ON, the following screen appears on the TPMS Display. Dash lines are displayed meaning that no pressure data have been received by the display. As illustrated, the pressure readings will appear replacing the dash lines as the TPMS display starts to receive pressure data from the TPMS

receiver. It can take 1 minute to get all pressure readings updated since the sensors transmit at a one minute interval.

The user can flip through the menus.

Pre-Trip Check

When one of the preconditions defined to start the pre-trip check is met, the TPM display enters into a pre-trip check routine and the screen shown below appears. The preconditions to initiate the pre-trip are: Park brake removed Or No activity on the display menu keys for a defined time (Key pressed timeout). After a pre-trip, the display is in a "drive" mode with bottom menu replaced by the alarm status. The display remains in this mode until one of the following occurs: A menu key is touched while the park brake is applied, or the park brake does a transition from released to park brake applied.

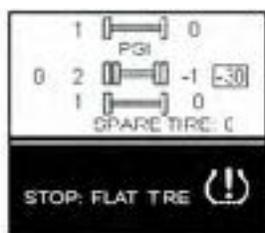
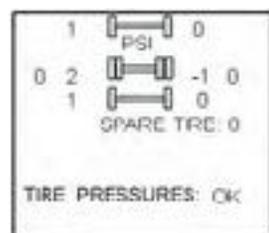


During the pre-trip check, the pressure readings for the different wheels become all available.

The pre-trip check ends, either when: the pressure readings have been received for all running wheels or the pre-trip check maximum time has elapsed. It was selected to provide sufficient time for all wheel sensors to wake-up and send a first reading.

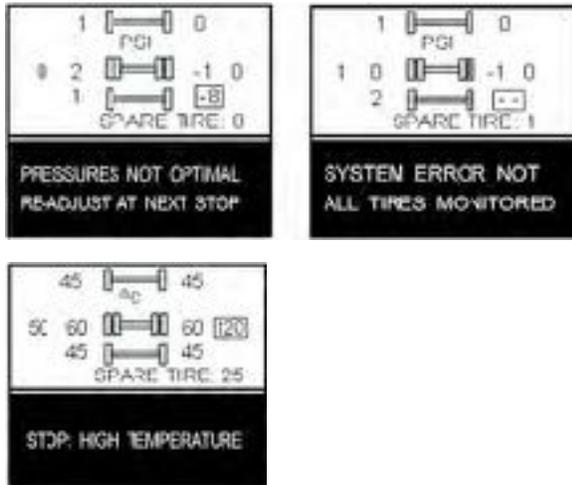
The pre-trip check is aborted and the bottom menu reappears if the park brake was active and the user press one of the menu keys.

Upon completion of the pre-trip check, the TPMS display will come up with one of the following screens:



High temperature is not likely to occur during the pre-trip.

4-18 CONTROLS AND INSTRUMENTS



A rectangle around each pressure/temperature reading of the tires that have an issue is blinking to draw the attention to the defective tires.

In the case of multiple errors at the same time, the highest priority error is displayed at the bottom. "Flat Tire" has the highest priority followed by "High Temperature", "Not all tires monitored" and "Tire pressure not Optimal".

To get the driver's attention to the alarms, the bottom section of the screen where the alarm message appears will blink to reverse contrast at the following rate: 0.7sec normal contrast, 0.3 sec reverse contrast. Pressing any key will acknowledge the alarms that are considered as non critical and stop the blinking of these alarms message for the remaining of the trip. The non critical alarms are: "Pressure not optimal" and "Not all tires monitored". The "flat tires" and "high temperature" alarms are critical and will keep blinking even when a key is pressed. If a different alarm occurs, blinking will start again. The blinking rectangle around the pressure/temperature readings is not impacted by the acknowledgement and keeps blinking until the error condition disappears.

The spare tire does not contribute to alarms and so never blinks.

On the road, the TPMS display shows one of the 5 previous screens.

In the event of a temperature alarm, the display switches automatically to temperature readings.

The driver can also press any of the menu keys to momentarily switch the display to temperature readings. In this case, the temperature reading appears for 15 seconds and the display returns to pressure.

NOTE
The switching to temperature by pressing a key does not take place if there is an acknowledgeable alarm active, since in this case pressing the key does acknowledge the alarm.

The switching to temperature does not take place either if there is an alarm of Temperature or Flat Tire.

The switching to temperature works when the bottom message indicates either: Tire Pressure OK, Pressure Not Optimal non flashing or not all tires monitored non flashing. When the switch is done to temperature readings, the bottom portion of the screen is not affected and still shows the status message.

The pressure and temperature readings are continuously updated with the displayed readings of the wheel having issues. The bottom line message is automatically updated to the highest priority alarm prevailing. There is a hysteresis on the alarm levels to assure that the error conditions do not flicker ON and OFF.

On the occurrence of an alarm, a beep will sound. The alarm beep could be turned OFF in the alarm settings menu.

Spare tire:

The spare tire is monitored but it is not taken into account when setting the bottom alarm messages. This is to prevent unnecessary alarms that would otherwise occur, if for example, the spare tire is removed from a vehicle.

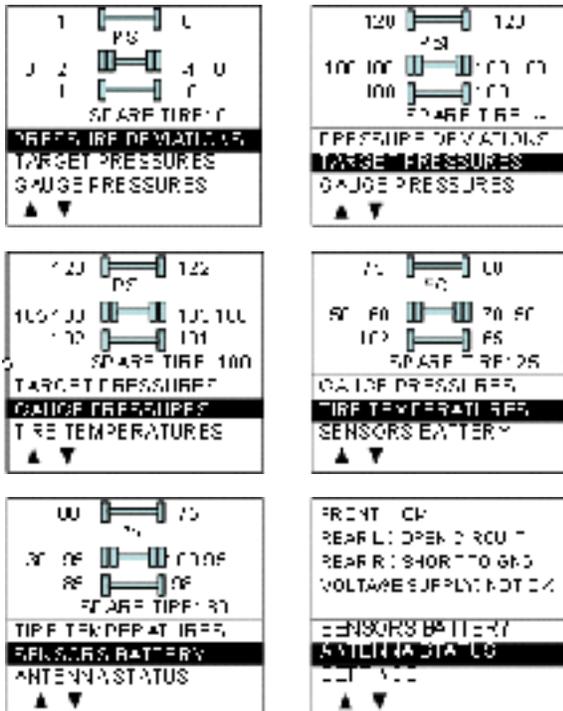
The user will have the possibility to check the pressure of the spare tire by accessing the TPMS display menu. For vehicles that have no spare tires, the title "spare tire" will still appear on the screens but the pressure will remain with two dash lines at all time.

Post Trip Operation

When parking the vehicle (park brake applied), the TPMS display keep the drive mode display active. The driver can press any keys to get the bottom lines showing the status information replaced with the menus.

The pressure readings are still displayed and updated as new readings are received and the readings are blinking if not within the optimum pressure range.

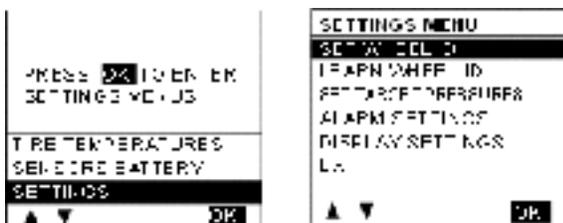
From this point the user can scroll through the menus to get more detailed information and inflate/deflate the tires to bring them back to their optimum target pressures. Scrolling through these menus is also available prior to departure.



The display remains in this mode with the menus appearing at the bottom until the pre-trip check sequence starts again.

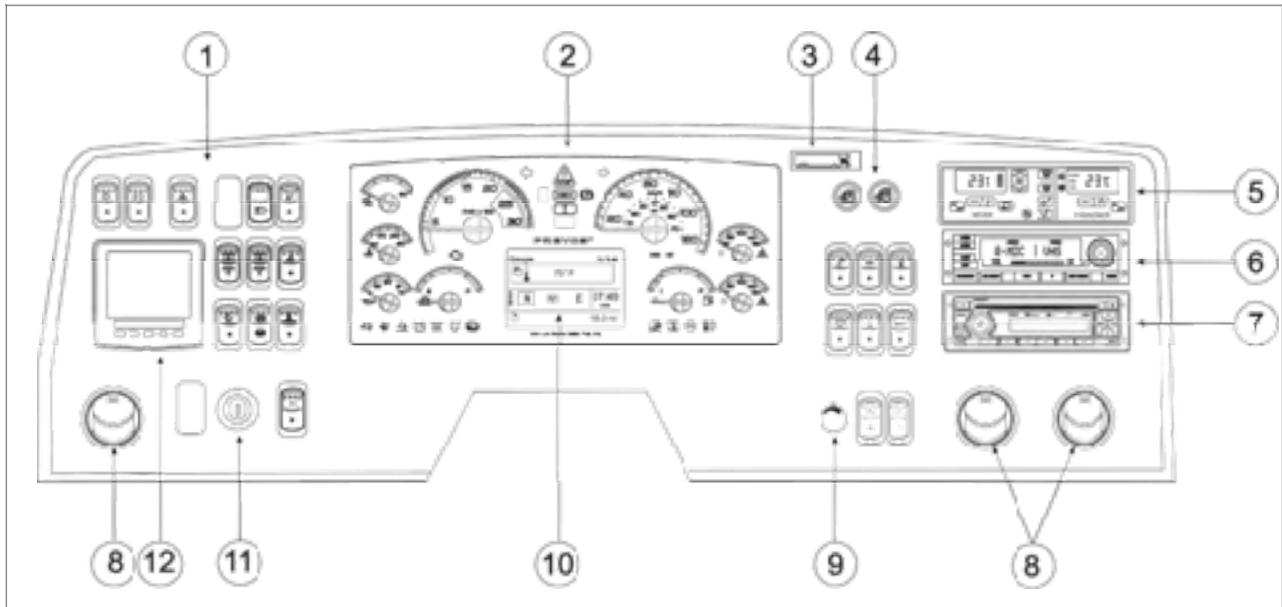
Scrolling down below the Battery life menu will show the Settings menu. Highlighting the Settings and pressing OK allows entering the settings menu. Refer to Section 7 *Safety Features and Equipment* for more information on “Settings Menu”.

Highlighting the Exit menu and pressing OK exits the settings and come back to the pressure display mode.



4-20 CONTROLS AND INSTRUMENTS

DASHBOARD



DASHBOARD

06761_2

1. L.H. dashboard panel
2. Instrument cluster
3. Vehicle clearance information
4. R.H. dashboard panel
5. HVAC control unit
6. Audio-video selector panel VSS-05
7. Dashboard radio
8. Air registers
9. Brightness control
10. Driver information display (DID)
11. Ignition switch
12. Tire pressure monitoring system display (TPMS)

CONTROL SWITCHES

High quality laser-engraved switches are used to control many of the features of the vehicle. Many switches have an embedded indicator LED to inform the driver at a glance which features are active. Some switches' LED will turn off after a short while when the engine is running. This is normal and is designed to reduce glare when driving. The functions still operate even if the LED is off. If the switches are still on when the engine is turned off, the LEDs will illuminate to warn the driver to turn them off. Switches are described in the order they appear, from left to right, top to bottom.

L.H. DASHBOARD PANEL



The L.H. dashboard panel includes controls for the operation of the coach; it also includes the ignition switch and an adjustable air register.

L.H. DASHBOARD PANEL

06762_1



06254

Headlights and Exterior Lighting

OFF position – Daytime running lights only (with engine running).

Press this rocker switch to turn on the following lights:

First position – Front parking lights, taillights, clearance lights, marker lights, license plate light.

Second position (push down fully) – the headlights, the controls and instrument lights and all lights from the first position.



06255

Some states and provinces restrict the use of fog lights. Verify local state or provincial regulations before using.

NOTE

Fog Lights (Optional)

4-22 CONTROLS AND INSTRUMENTS

Optional halogen fog lights provide better visibility in fog and precipitation. They improve close range visibility and provide added safety.

to avoid damaging the wiper blades or scratching the windshield, do not operate the wipers when the windshield is dry. Also, loosen frozen wipers before operating. Lower windshield wipers are activated using the multi-function lever. Refer to "Steering Column Controls" paragraph in this section.



CAUTION

NOTE



06256

Hazard Warning Flashers

Press the rocker switch to make all turn signal lights flash at once.



CAUTION



06257

Upper Windshield Wipers (optional)

Press the rocker switch to the first position to activate the upper wipers intermittently.

Press to the second position for continuous operation of the upper wipers.



06615

Upper Windshield Washer (optional) & Headlights Washer

Press this rocker switch upwards to spray the upper windshields with washer fluid. Windshield wipers will automatically come on and stop a few seconds after releasing the switch.

Momentarily press this rocker switch downwards to spray the headlights washer fluid. Each pressing of this switch produces 2 successive jets.

Do not operate the washer mechanism while the washer fluid reservoirs are empty. This may damage the washer fluid pumps.

driver can use them based on its own preference. However, if both set of controls are pressed at the same time, the dash controls will have priority and the steering wheel controls will be deactivated until the ignition is turned off and on again.
Do not attempt to raise or lower these shades manually. Damage to the electric motor or roller mechanism could result.

4-24 **CAUTION** CONTROLS AND INSTRUMENTS



06259

Upper Windshield Defrosting (optional)

The coach may be equipped with a defrosting system in the upper windshield section. Press the rocker switch to activate the recirculation pump and the blower in order to clear fog, frost or thin ice from either side of the upper windshield.

The upper windshield defrosting is automatically activated when the outside temperature is lower than 39°F (4°C), the engine temperature is higher than 86°F (30°C), the driver's side HVAC control unit is turned on and the fan speed is higher than zero. After automatic activation of the upper windshield defrosting, the upper defroster unit can be turned off by cycling this switch to the ON position and then to the OFF position.



06758

Traction Control System Mud/Snow Mode

On certain road conditions, it may be useful to retard the intervention of the traction control system TCS during vehicle acceleration. The Mud/Snow function allows greater engine power and more wheel spin during TCS operation. This function may be helpful to set the vehicle in motion on iced road for example.

Press the Mod/Snow switch to turn on this function. The TCS/ESC telltale blinks slowly when the TCS Mud/Snow mode is active. Always remember to turn the Mud/Snow feature off when driving on a firm road surface.

A new ignition cycle or a second pressing of the Mud/Snow switch will turn this function off.



06268

Left and Right Sunshades

Two independent switches are provided, press and hold to lower or raise left or right sunshade.

Note



06268

Wheelchair Lift (optional)

Activate the optional wheelchair lift electrical circuit by pressing down on the rocker switch. Refer to *Other Features* for instructions on operating the wheelchair lift.

Even if normally the engine will return to normal idle and remain there if the parking brake is applied and/or transmission is placed in neutral (N), it is safer to first press down the rocker switch to run the engine at normal idle before engaging the transmission.



06264

Fast Idle

For extended idling periods, run the engine at fast idle. Press down this rocker switch to engage fast idle. This increases the engine speed to approximately 1,000 rpm. Return to normal idle before driving or when stopping engine.



CAUTION

Return the engine to normal idle before shutting the engine down.



06703

Engine Brake (optional)

The vehicle's engine brake is by default set to automatic (AUTO  mode). On vehicles equipped with this switch, it is possible to disable the engine brake (OFF mode).

From OFF or AUTO mode, the driver can switch directly to Engine Brake LOW  or Engine Brake HIGH  mode by using the buttons on the steering wheel. Refer to "Transmission Retarder" & "Engine Brake" in Section 5 *Other Features*.

The switch will have to be pressed again to return to AUTO  mode (cycling the ignition will have the same effect).



06703

Engine Brake / Transmission Retarder

Use this switch to select between the transmission retarder and the engine brake when using the vehicle speed retarding device switches on the steering wheel. Both systems cannot be in function at the same time. This rocker switch can be found on the dashboard, only if the vehicle is equipped with both systems. Refer to "Transmission Retarder" heading in this section. Refer also to "Transmission Retarder" & "Engine Brake" in Section 5 *Other Features*.



06265

Engine Stop Override (with Automatic Fire Detection and Suppression System)

Press the Engine Stop Override switch on the dashboard or the Delay Engine Stop switch on the AFSS protection panel to delay the engine shutdown and extinguisher discharge by an additional 15 seconds.



CAUTION

This switch is functional only if the vehicle is equipped with the Automatic Fire Detection and Suppression System.

4-26 CONTROLS AND INSTRUMENTS



Do not use this feature unnecessarily as it will shorten fan life, reduce available horsepower and increase tire and fuel consumption.

- DCDL will not engage and will disengage in speed higher than 5 mph.
- Do not lock DCDL when one or more wheels are slipping, spinning or losing traction. You can damage the drive axle.

CONTROLS AND INSTRUMENTS 4-27



Radiator Fan Override (optional)
 Depressing this switch overrides the radiator fan's thermostatic switch, keeping the fan turning continuously. This feature is useful when the fan switches on and off repeatedly, such as when driving up a long grade or when driving in very hot weather.

	<p>CAUTION</p>
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06236

Driver Controlled Differential Lock (DCDL) (Optional)

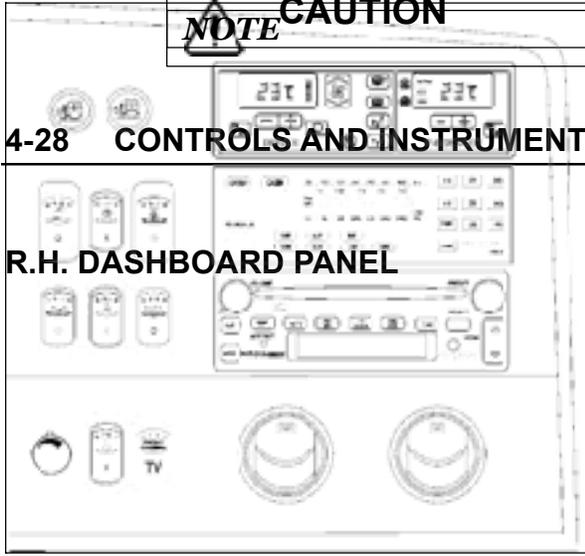
Press this rocker switch to lock or unlock differential action. Refer to Section 5 *Other Features* for the complete operating instructions.

06571

NOTE **CAUTION**

4-28 CONTROLS AND INSTRUMENTS

R.H. DASHBOARD PANEL



Controls for passenger comfort and entertainment are grouped on this panel. The HVAC control module as well as the cluster dimmer switch, miscellaneous control switches and air vents are therefore located on the R.H. dashboard panel.

R.H. DASHBOARD PANEL

06608

Door Operating Buttons

Press and hold button to open or close the door.
Releasing the button at any time will immediately stop door movement.



06313

WARNING



06244

Driver's Area Lighting

Press this rocker switch to turn on the driver's overhead light as needed.



06239

Interior Lighting

Press this rocker switch to the first position to illuminate the aisle fluorescent lighting. Press down the second position to gradually illuminate the in-station reading lights to 80% of their intensity regardless if they were turned off individually by passengers. Lights will also turn OFF gradually.

To avoid running down the batteries when the engine is shut down, turn off the lights or connect the optional battery charger to a 120 volts AC power supply.



06240

Reading Lights

This switch powers the reading light circuit enabling passengers to operate their personal reading lights.

Turning the key or ignition lever to the accessory position "ACC" when the reading lights are on will activate the lights to full intensity, providing a clear view over the entire cabin area.



06245

Passenger Overhead Air Registers

Press this switch to activate the passenger overhead air registers fan.



06243

Stop / Service Chime (optional)

Press this switch to enable the stop/service chime. Even when the chime circuit is disabled, the buttons in the overhead panels will illuminate if depressed by the passengers.



06262

Destination Sign (optional)

Press this rocker switch to illuminate the destination sign.



06565

Brightness Control

Adjusts the brightness of the dashboard instruments and switches.



06241

Galley

This switch activates the optional galley's electrical circuit.

AUDIO-VIDEO SELECTOR PANEL FOR THE PASSENGER'S AREA



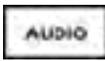
The VSS-05 Video and Sound Selector enables the driver to select audio, audio/video and video source with settings of volume level, bass, treble, etc. for the passenger's area only. The DVD player, media player, microphones and auxiliary audio or video sources are controlled with this unit.

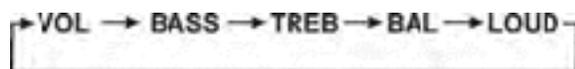
TURNING POWER ON AND OFF

Press  button to turn on the unit.

Press  button again to turn off the unit.

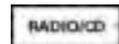
SETTING OF VOLUME/ BASS/ TREBLE/ BALANCE/ LOUDNESS

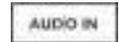
 Press AUDIO button repeatedly to choose the desired mode. Each press changes the modes as follows:

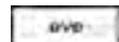


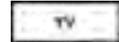
Turn volume knob until the desired sound is obtained in each mode. The final setting will apply to all audio sources for the passenger's area. If no button is pressed within 8 seconds after selecting BASS, TREB, BAL and LOUD modes, the unit automatically sets in the VOL mode. The volume value adjust from 0 (complete mute) to 40 (maximum).

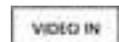
SELECTION OF AUDIO OR AUDIO/VIDEO SOURCE

 Press RADIO/CD button to select the dashboard radio as current audio source for the passenger's area. Pressing this button will also permit to listen to the CD inserted in the dashboard radio.

 Press AUDIO IN button to select the auxiliary 3.5mm connection in the modesty panel as current audio source.

 Press DVD button to select DVD Player as current audio/video source.

 Press TV button to select the female HDMI cable connection coming from the back of the parcel rack HDMI switch as current audio/video source.

 Press VIDEO IN button to select the optional modesty panel HDMI connection as current audio/video source.

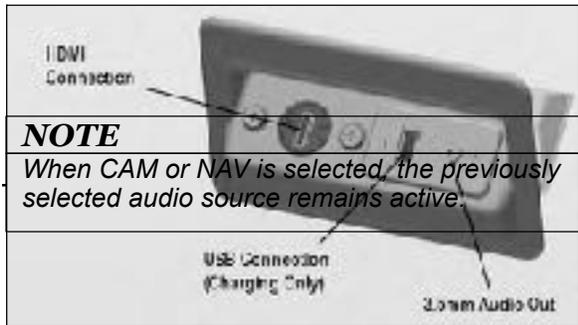
If CAM or NAV is already activated, DVD, TV or VIDEO IN cannot be selected and displayed.

OPERATION OF THE OPTIONAL AUDIO-VIDEO MODESTY PANEL

On some vehicles, it is possible to connect and display on the main monitor a laptop (or other HDMI audio-video equipment) from an optional audio-video modesty panel located behind the driver's seat.

To do so, connect the laptop to the modesty HDMI connector, select Video IN on the Video and Sound Selector and turn on the laptop presentation mode.

Devices using 3.5mm audio connectors (MP3 players) can also be used by connecting them to the 3.5 modesty connectors and selecting the Audio IN mode. A USB connection is also available to recharge battery operated devices.



activated, the driver microphone has priority and the guide microphone is muted.

NOTE

When CAM or NAV is selected, the previously selected audio source remains active.

S

2. Turn volume knob to adjust microphone level.
3. Press G-MIC button again to turn off the guide microphone.

OPERATION OF THE PANORAMIC VIEW CAMERA



1. Press CAM button to select the optional panoramic view camera signal. The VIDEO section of the VSS-05 LCD panel will show "CAM". The video monitors turn on automatically.
2. Press CAM button again to turn off the panoramic view camera and return to previous audio/video source.

DISPLAY OF THE GPS NAVIGATION GUIDANCE SCREEN



Not applicable

BACKGROUND VOLUME ADJUSTMENT

When a microphone is activated, the current audio source volume will reduce to a certain level which has been set at the factory. To adjust this level, proceed as follows:

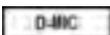
1. Press and hold AUDIO button then press AUDIO IN button. The LCD panel will show "BACK GROUND".
2. Turn the volume knob to adjust the background level.
3. Press any button to save the setting. If no button is pressed within 8 seconds, the unit automatically saves the setting and exits this mode.

GONG SOUND LEVEL

A gong will sound in the passenger's area upon activating of the microphone. This gong will also sound when a passenger activates the service bell. The gong sound level can be adjusted as follows:

1. Press and hold AUDIO button then press VIDEO IN button. The LCD panel will show "GONG PASS".
2. Turn the volume knob to adjust the gong level.
3. Press any button to save the setting. If no button is pressed within 8 seconds, the unit automatically saves the setting and exits this mode.

OPERATION OF THE DRIVER MICROPHONE



1. Press D-MIC button to turn on the driver microphone. The AUDIO section of the LCD panel will show "D-MIC" and a gong sound can be heard.
2. Turn volume knob to adjust microphone level.
3. Press D-MIC button again to turn off the driver microphone.

OPERATION OF THE GUIDE MICROPHONE



1. Press G-MIC button to turn on the guide microphone. The AUDIO section of the LCD panel will show "G-MIC" and a gong sound can be heard.

NOTE

While maintaining the service bell gong active, the gong sound heard upon activation of the microphones can be disabled. To do so,

1. Press and hold **AUDIO** button then press **G-MIC** button. The LCD panel will show "GONG MIC ON" or "GONG MIC OFF".
2. Turn the volume knob clockwise to activate the microphones gong sound. Turn the volume knob counterclockwise to deactivate the microphones gong sound.

Point the remote control in direction of the VSS-05. Remote control battery replacement. Use CR2025 lithium battery.

NOTE

CONTROLS AND INSTRUMENTS 4-33

USING THE VSS-05 REMOTE CONTROL



1. 
Press this button to turn on the unit.
Press this button again to turn off the unit.
2. **R/CD, AU IN, DVD, TV, VI IN**
Press one of these buttons to select the relevant audio or audio/video source.

3. DMIC

Press **DMIC** button to turn on the driver microphone.

Press **DMIC** button again to turn off the driver microphone.

4. GMIC

Press **GMIC** button to turn on the guide microphone.

Press **GMIC** button again to turn off the guide microphone.

5. CAM

Press **CAM** button to select the optional panoramic view camera signal.

Press **CAM** button again to turn off the panoramic view camera.

6. NAV

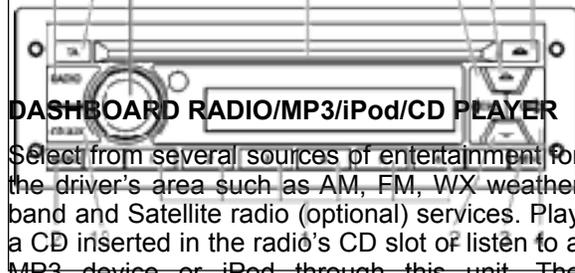
Press **NAV** button to display the optional GPS navigation system guidance screen (not applicable).

7. BAS, BAL, TRE, LOUD

Press one of these buttons to select **BASS**, **BALANCE**, **TREBLE** and **LOUDNESS** mode.

8. +, -

Press these buttons to increase or decrease the value for **BASS**, **BALANCE**, **TREBLE** and **LOUDNESS** mode.



DASHBOARD RADIO/MP3/iPod/CD PLAYER

Select from several sources of entertainment for the driver's area such as **AM**, **FM**, **WX** weather band and **Satellite** radio (optional) services. Play a **CD** inserted in the radio's **CD** slot or listen to a **MP3** device or **iPod** through this unit. The complete radio operating instructions manual is included in Section 23: *Accessories* of your vehicle's Maintenance Manual.

1. Preset 1- 5 buttons

- Radio: Push and release to recall preset station
- Radio: Push and hold to store preset station

2. Down arrow button

- Radio: Manual tuning down

3. Menu button

- Radio: Push and release to access menu

4. (Fast) forward button >>

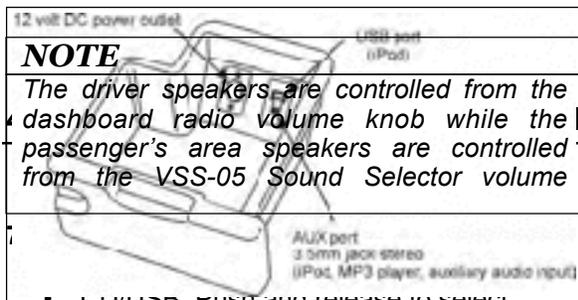
- Radio: Seek
- CD/USB: Push and release to select next track
- CD/USB: Push and hold for fast forward
- Bluetooth Phone: Accept incoming call (option)

5. Eject CD button

- CD: Eject CD

6. Up arrow button

- Radio: Manual tuning up



NOTE

The driver speakers are controlled from the dashboard radio volume knob while the passenger's area speakers are controlled from the VSS-05 Sound Selector volume

- CD/USB: Push and release to select previous track
- CD/USB: Push and hold for fast reverse
- Bluetooth Phone: Reject incoming call or hang up (en option)
- iPod: Push and hold to enter the iPod menu (option)

8. CD slot

- Insert / Remove CD

9. Rotary knob / Power button

- Push: Power On and Off
- Turn: Volume adjust and audio value update

10. Information (Traffic / News)

- Radio: Switch traffic on or off
- Radio: Cancel ongoing traffic or news message

11. Radio select mode

- Radio: Choose from FM1, FM2, FM3 (option), AM, Weather band and Satellite radio (option)

12. Audio button

- General: Audio settings

13. CD/Aux mode select

- CD/USB: Switch between sources other than radio

Dashboard Radio External Audio Input

There are three possible external audio input modes:

- USB
- AUX
- iPod

EXTERNAL AUDIO INPUT INSIDE DASHBOARD LOWER DRAWER

USB and AUX devices can be connected and are accessible at the same time through the dashboard radio, however, if an iPod is connected, the USB and AUX devices will be disabled as an available source.

MP3 players can be connected to AUX port, then the radio will only transfer the audio format of the MP3 player, which means that all controlling (i.e. browsing between audio format files) is done through the MP3 player. For more information about using external audio devices, please refer to the complete radio operating instructions manual included in Section 23: *Accessories* of your vehicle's Maintenance Manual.

Connecting an iPod

When connecting an iPod to the USB port and the AUX port, the radio will automatically detect it and enable the possibility to control the iPod. Then you will be able to select and play audio files stored on the iPod via the radio menus. It is not possible to transfer audio from the iPod to the radio solely by the USB port. A connection via the AUX port will be necessary.

Connecting the iPod can be done with two different cable sets:

1. A split cable from the iPod 30-pin Dock connector to a USB connector and a 3.5mm audio connector.
2. A separate iPod/USB cable plus a 3.5mm male/male stereo audio cable connected to the iPod earphone output.

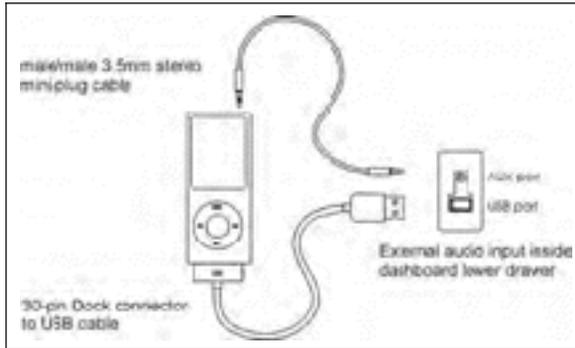
The iPod volume should be set to maximum prior to connecting to the radio. When the iPod is connected to the radio, the iPod's control will lock. All control of the iPod is done with the radio buttons. For more information about using external audio devices, please refer to the complete radio operating instructions manual included in Section 23: *Accessories* of your vehicle's Maintenance Manual.

NOTE

To operate the air conditioning system when stationary, run engine at fast idle. When the system is running, keep windows and door closed.

Upon starting, if the outside temperature is above 32°F (0°C) and then drops below 32°F (0°C), the compressor will keep running up to a temperature of 15°F (-9°C) to prevent the compressor from cycling on and off.

CONTROLS AND INSTRUMENTS 4-35



CONNECTING AN IPOD

HVAC CONTROL UNIT

22276



The vehicle is slightly pressurized by the central HVAC system to prevent dust and moisture from entering. Air flow and controls divide the vehicle into two areas: driver's area with defroster and passengers' area.

Fresh air is fed in each area and has a separate return air and discharge air duct.

To prevent battery run-down, the central A/C and heating systems will not operate if the charging system is not working properly.

When the A/C system is running, park at least 4 feet (1,5 m) from other vehicles or buildings to

allow sufficient air flow through the condenser core.

Separate driver and passenger heating, ventilation and air conditioning controls are located on this panel. To operate, the vehicle's engine must be running.

The driver's and the passengers' units may be turned ON by pressing the following button:



Also, the driver's HVAC section turns on automatically at starting of the engine and uses

the settings that were kept in memory before turning off of the system.

The A/C compressor starts automatically when the two following conditions are satisfied:

1. The outside temperature is above 32°F (0°C).
2. The passenger's area temperature has reached 7°F (4°C) under the set point.

All parameters set before turning the system OFF will be kept in memory for the next power ON.

Heating Mode Indicator



22135

This red LED illuminates when system is heating.

Cooling Mode Indicator



22134

This green LED illuminates when the system is cooling (when the

compressor clutch is engaged).

Fan Speed



22135

The driver's fan has six speeds. Increase speed by pressing on the upper portion of the button, decrease by pressing on the lower portion.

Recirculate

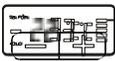


22138

Closes or opens the driver's and passenger's section fresh air damper.

A red LED in the top right corner of the button illuminates when air is recirculated. Use for faster driver's section heating.

This feature is automatically cancelled when defogging is activated.



4.30 NOTE CONTROLS AND INSTRUMENTS

Upon starting of the vehicle, when the ambient temperature is very cold and so is the inside of the vehicle, the HVAC control unit will permit a temperature overshoot up to 3° over the passenger's area set point to help warming up of the area because some parts of the vehicle like the seats and the overhead compartments accumulate cold.

To increase the temperature set point, press on the "+" sign, to

22132 decrease the temperature set point, press on the " - " sign. Temperature range is between 60°F and 82°F (16°C to 28°C). On the driver's side only, asking for a temperature set point above 82°F (28°C) will keep the coolant valve open and "FUL" will be displayed.

In case of interior temperature sender unit failure, the coolant valve will remain open and three lines "---" will be displayed.

"will be displayed.

WARNING

22137 Warm temperatures may cause drowsiness and affect alertness while driving. Keep the temperature comfortable but not too high.

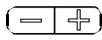
Passenger's section temperature setting

The temperature displayed on the passenger's side HVAC control unit is the actual temperature in the

passenger's area.

To increase or decrease the temperature set point in the

passenger's area, press on the "+" or the " - " sign. Pressing these buttons will flash the displayed set point and the word "SET" will highlight. Temperature range is between 60°F and 82°F (16°C to 28°C).



22132

In case of interior temperature sender unit failure, the coolant valve will remain open and three lines "---" will be displayed.

Windshield Defogger

Upon pressing this button, the dashboard damper sends air only to the lower windshield. The fan is turned on to maximum speed, the fresh air damper opens completely (REC off)

and the driver set point is increased to 4°F (2°C) over the passenger's section set point.



The dashboard damper sends air only to the lower windshield when activated. The footwell damper is closed also but the fan speed can be reduced or increased.

Panel and Footwell



The dashboard damper sends air to the panel vents and footwell.

Air is sent to panel registers. The foot damper is closed.

Panel

22136

Temperature Degree Selector

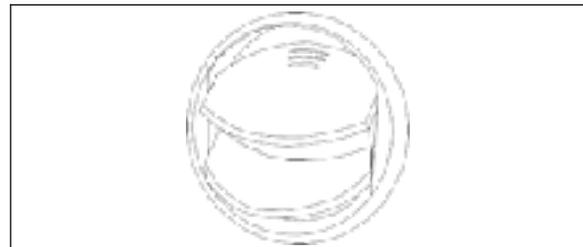


Toggles the HVAC control unit temperature units between Fahrenheit and Celsius. The driver's section must be on. Also toggles the outside

22133

temperature units displayed on the telltale panel.

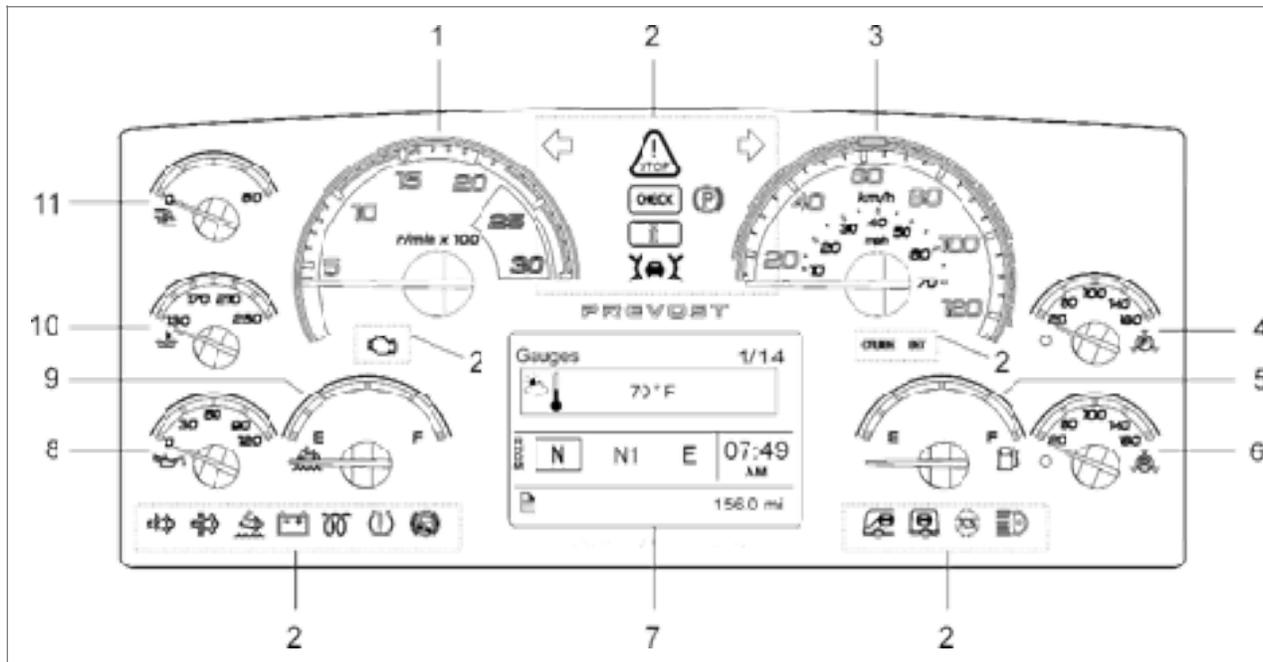
AIR REGISTERS



AIR REGISTER

Three adjustable driver air registers in the dashboard and one near the door feed air to the driver's compartment. Use the HVAC control panel to set air temperature and fan speed.

INSTRUMENT CLUSTER



06727

- 1. Tachometer
- 2. Telltale lights
- 3. Speedometer
- 4. Front brake air pressure (secondary)
- 5. Fuel level
- 6. Rear brake air pressure (primary)
- 7. Driver Information Display (DID)
- 8. Oil pressure indicator
- 9. DEF level (Diesel Exhaust Fluid) indicator
- 10. Engine coolant temperature
- 11. Turbo boost pressure

The instrument cluster includes the analog instruments. It also presents two devices to communicate information to the driver, the telltale lights and the Driver Information Display (DID).

Indications and warnings are presented according to three levels of attention required:

1. THE TELLTALE LIGHTS

The highest level of attention. The telltale lights are temporary and exceptional; they present information critical to safety or vehicle integrity.

2. THE POP-UP MESSAGES

The second level of attention. The pop-up messages appear in the Driver Information Display DID without the driver's intervention and

acknowledgement. Pop-up messages present supplemental information to the driver.

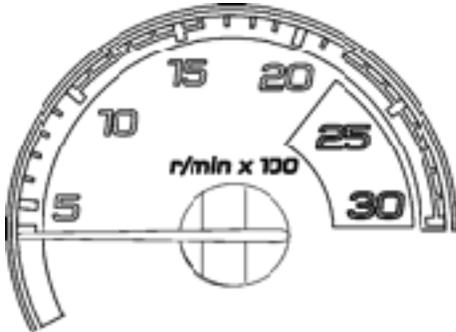
3. THE STATUS LINE

The lowest level of attention. The status line monitors certain systems and gives feedback to the driver concerning current actions and functions.

Never allow the engine to go into the red field. This could lead to severe engine damage.

CONTROLS AND INSTRUMENTS 4-39

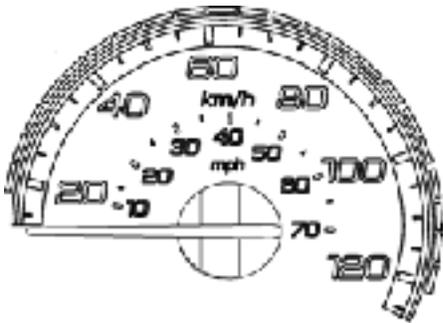
ANALOG INDICATORS



06728

Tachometer (rpm x 100)

Indicates the operating speed of the engine in hundreds of revolutions per minute. The tachometer serves as a guide for gear shifting and helps to prevent engine over-speeding when driving downhill with the engine brake operating. Use the green field for normal driving (1000 to 1600 RPM).



06729

Speedometer (mph, km/h)

Indicates the vehicle speed in miles per hour (mph) and kilometers per hour (km/h). The LEDs above the instrument work in conjunction with AWARE Adaptive Cruise Braking (ACB) system. Refer to "Prevost Aware Adaptive Cruise Braking" paragraph for further details.



06730

Turbo boost pressure (psi)

Indicates the turbo boost pressure in psi. This pressure should be the same at a given engine temperature, speed, and load. An unusual reading could indicate an engine failure.



06731

Engine coolant temperature (°F)

Indicates the operating temperature of the engine coolant in °F. The normal reading should be between 170°F and 222°F (80°C to 106°C).

The temperature limit is dependent on the electronic program for the engine model. When coolant temperature is excessive, the STOP telltale light turns on, an audible alarm sounds and a pop-up message appears on the DID. The engine protection system will automatically derate and stop the engine in 30 seconds. Stop at the first safe place where the problem can be checked.

If the temperature remains below or exceeds the normal temperature range, the cooling system should be checked for problems.

Do not refer to dashboard instruments during adjustment or repair procedures. Use only calibrated gauges.

Failure to take necessary action when the STOP telltale

4-40 CONTROLS AND INSTRUMENTS



WARNING
WARNING



STOP telltale light

NOTE

Engine oil pressure (psi)

Indicates the engine oil pressure in psi. When the oil pressure is too low, the STOP telltale light turns on, an audible alarm sounds and a message appears on the DID. The engine protection system will automatically derate and stop the engine in 30 seconds. Bring the vehicle to a safe stop where the problem can be checked.



06732



STOP telltale light



OIL PRESSURE Pictogram

Front brake air pressure (psi) – Secondary System

Indicates the front brake air system pressure in psi. The normal operating pressure is from 122 to 140 psi.

A low air pressure indicator LED illuminates when the front air system pressure drops below 75 psi. If the air pressure drops further, the STOP telltale light will turn on, an audible alarm will sound and a message will appear on the DID. If the air pressure drops below 60 psi, the emergency spring brake applies at full capacity.



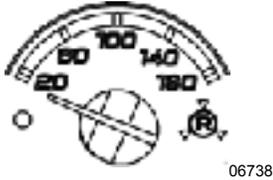
06737

Do not drive the coach when the brake air pressure is low.

 A pop-up message will appear in the DID informing that there is only 24 gallons (92 liters) left in the fuel tank.

CONTROLS AND INSTRUMENTS 4-41

NOTE



06738

Rear brake air pressure (psi) – Primary System

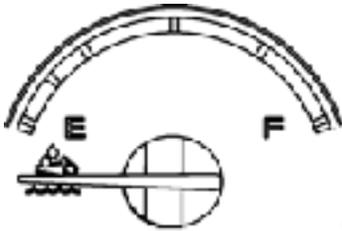
Indicates the rear brake air system pressure in psi. The normal operating pressure is from 122 to 140 psi.

A low air pressure indicator LED illuminates when the rear air system pressure drops below 75 psi. If the air pressure drops further, the STOP telltale light will turn on, an audible alarm will sound and a message will appear in the DID. If the air pressure drops below 60 psi, the emergency spring brake applies at full capacity.



STOP telltale light

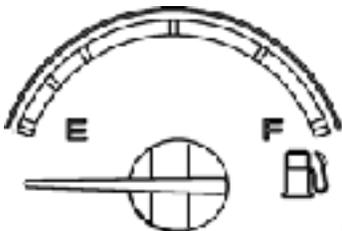
Do not drive the coach when the brake air pressure is low.



06735

DEF level

Indicates the amount of DEF (Diesel Exhaust Fluid) remaining in the DEF tank. The DEF tank is considered as being full when it contains 16 gallons (60 liters) of DEF. DEF consumption will be approximately 2% of the diesel fuel consumed.



06736

Fuel level

Indicates the amount of fuel remaining in the fuel tank. At the beginning of the red area, there is approximately 48 gallons (182 liters) left in the tank.

TELLTALE LIGHTS

The telltale lights illuminate during 5 seconds at the start of every ignition cycle as a light bulb check.



Stop

Indicates that a serious problem has been detected. Immediately park the coach in a safe place and stop the engine. This telltale light may be accompanied with a message in the DID and a diagnostic troubleshooting code will be stored to ease identification of the problem. **WARNING:** Failure to take necessary action when the STOP telltale light is on can ultimately result in automatic engine derate and shutdown.



Check

Indicates that a problem has been detected and must be checked at the next stop. This telltale light may be accompanied with a message in the DID and a diagnostic troubleshooting code will be stored to ease identification of the problem.



Forward vehicle detected – Adaptive cruise braking

When the ACB is engaged with a cruise speed set and the forward vehicle is in range, the FORWARD VEHICLE DETECTED telltale light illuminates, indicating the ACB system is actively tracking the forward vehicle.

Green: The vehicle ahead of you is detected by the radar.

Flashing red: Impact alert. The vehicle ahead of you is too close. The driver must take immediate evasive action by applying more braking power and/or steering clear of the vehicle ahead to avoid a potential collision.

Red: System malfunction. The Adaptive Cruise Braking is not available.



Information

This telltale light illuminates when there is a new information message or an abnormal status is detected by the electronic control unit. A pictogram, text or both are shown in the DID in addition to the INFO telltale light. Make sure the indicated fault is checked at the next stop.



Turn signal indicators

Flashes when the right or left turn signals are activated. Signal right and left turns by operating the multi-function lever. See “Steering Column Controls” in this section.

NOTE

The turn signals are automatically activated when the vehicle is backing up.



Parking brake or emergency brake applied

Illuminates when the emergency/parking brake is applied. The control valve is located on the L.H. control panel. An audible alert will sound if ignition is turned to OFF and the parking brake is not engaged.



Aftertreatment system malfunction (Malfunction Indicator Lamp)

Indicates a failure of an emission control device. May illuminate at the same time as the CHECK amber warning light. The lamp will go out after 3 completed *ignition on-ride-ignition off* cycles. Vehicle can be driven to end of shift. Call for service.

**CRUISE** Cruise control

Indicates that the cruise control is enabled.

SET Cruise control set speed

Indicates that a specific cruising speed is set and stored in the memory.



06740_A

High exhaust system temperature (HEST)

Illuminates to notify the driver of potentially hazardous exhaust gas temperature at the exhaust system diffuser.

During regeneration, exhaust temperature may reach up to 1200°F (650°C) at the particulate filter. When parking the vehicle, if this telltale light is illuminating, make sure that the exhaust system diffuser is away from people or any flammable materials, vapors or structures.



06740_B

DPF regeneration request

Illuminates to notify the driver that a manual stationary regeneration will be required soon. Refer to "Exhaust Aftertreatment System" paragraph in Section 5 *Other Features*.



06740_C

DEF Tank Low Level Indicator

Illuminates when there is less than 2.6 gallons (10 liters) of DEF left in the tank.

This telltale light starts flashing when there is only 2.5 liters (0.6 gallons) left in the tank.

If the vehicle is kept in operation with an empty DEF tank, and engine derate will eventually occur, limiting the speed to 5 mph.



06740_D

Alternators

Indicates that one of the alternators is not charging.

To identify which alternator is defective (1=lower alternator, 2=upper alternator), perform a system diagnostic using the Driver Information Display DIAGNOSTICS menu. Select VIEW ACTIVE FAULTS and then ELECTRICAL SYSTEM. Scroll through the active faults. The electrical system active faults will appear. A diagnostic message indicating "alternator 1" or "alternator 2" with failure mode "open circuit" will come in sight.



06740_E

Intake air preheater on – wait before starting

Illuminates when the intake air preheater element is in function. Wait until this telltale light has turned off before starting the engine. For more information on this feature, refer to paragraph “Cold Weather Starting” in Section 6 *Starting And Stopping Procedures*.



06740_F

Flat tire (with optional tire pressure monitoring system)

Illuminates when a tire pressure is 25% below the target tire pressure.



06740_G

Hill start assist

Indicates a malfunction of the Hill Start Assist function. This function might not be available.



06740_H

Antilock brake system (ABS)

Illuminates when the ABS is not available or when the ABS is malfunctioning. Since the ABS system does not operate at less than 4 mph (7 km/h), the indicator will remain illuminated until the coach reaches that speed. Refer to Section 5 *Other Features*.



06740_I

Trailer antilock brake system (ABS)

Illuminates when the trailer ABS is not available or when the trailer ABS is malfunctioning.

TCS/ESC - Traction Control System and Electronic Stability Control



06740_AA

At vehicle ignition, TCS/ESC telltale lamp illuminates for approximately 3 seconds and then turns off. If it remains on steadily (not flashing) after ignition, or if it illuminates steadily while you are driving, the TCS or ESC system may not be fully functional or their operation may be completely disabled. If this happens, your vehicle will still have normal service braking and it still can be driven, although without the benefits of TCS or an ESC system.

Flashes slowly when TCS’s Mud/Snow mode is turned on using the Mud/Snow switch.

Flashes quickly when ESC or TCS intervenes to reduce risk of loss of control.



06740_K

High beam

Illuminates when the high beams are selected. High and low beams are selected with the multi-function lever. Refer to “Steering Column Controls” paragraph in this section.

the DID. More than one message (see “Acknowledging Messages” below) can be active at the same time. A

displayed message can be replaced by a new message provided the new message has a higher priority. Only fault codes that have a direct impact on vehicle operation are displayed.

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for access by service technicians.

STOP Telltale light

In the event of a serious fault, the red STOP telltale light comes on and an audible alarm will sound if the engine is running. An illuminated stop message light indicates a serious problem has been detected, and the driver must respond immediately to the problem.



When illuminating, this telltale light means the vehicle must be safely pulled off the road and stopped. In some instances, the engine must be switched off immediately.

Failure to stop and take necessary action when the STOP telltale light is on can result in automatic engine derate and shutdown.

In some cases preventive action may be taken by the engine ECU to protect the engine. For further details, refer to “Engine Protection System” in *Starting and Stopping Procedures*.

CHECK Telltale light

This telltale light means that a fault or an abnormal operating condition has been detected. The vehicle must be checked at the next stop.



If the CHECK telltale light illuminates, an associated message is displayed in the DID. Always pay attention to the associated messages (see “Acknowledging Messages” below).

INFORMATION Telltale light

The INFO indicator light comes on when there is a new information message or an abnormal status is detected by the electronic control unit. A pictogram or text or both are shown in the DID in addition to the INFO telltale light (see “Acknowledging Messages” below).

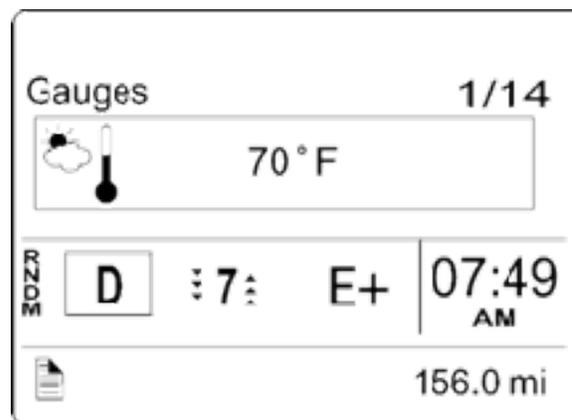


Acknowledging Messages

A fault message associated to a STOP, CHECK or INFORMATION telltale light must be acknowledged by pressing the ESCAPE or ENTER button after which the display returns to the same status that existed before the fault occurred. All messages can be acknowledged. Acknowledged but inactive messages are displayed again when the ignition key is turned to the START position or they can be read in the DID menu. Refer to *Other Features* for more information on the DID menus.

DRIVER INFORMATION DISPLAY

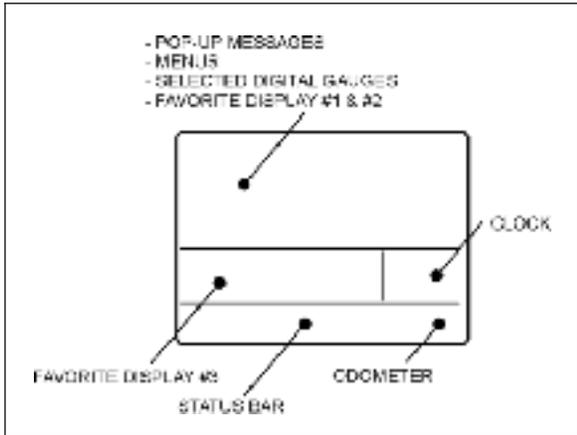
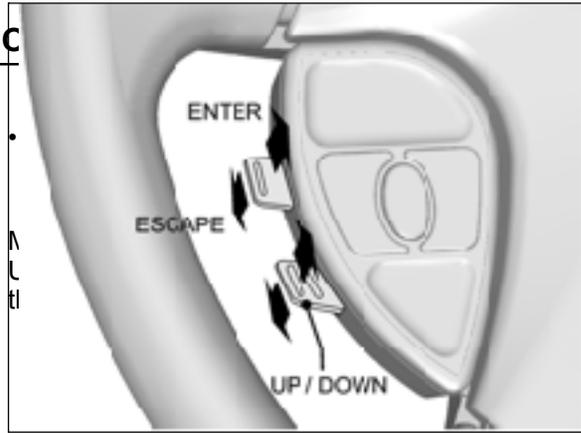
The DID (Driver Information Display) is located in the center of the instrument cluster. It displays digital gauges, main menus and sub-menus that provide necessary and important information to the driver. The information available to the driver depends on vehicle configuration, and whether the vehicle is in operation or parked. For the list of the available menus and sub-menus, refer to “Driver Information Display Menus” in Section 5 *Other Features*.



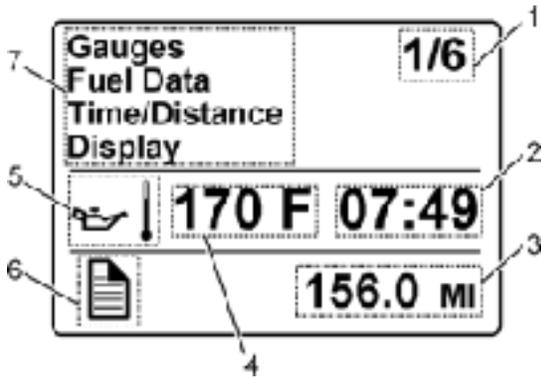
06746

The outside air temperature, fuel flow and the odometer (Allison transmission) or the current gear position (transmission I-Shift) are part of the default display. You can replace the default display by your selection of favorite gauges using the Driver Information Display sub-menu Favorite Display Setting. Refer to Section 5 *Other Features* for more information.

CC



06742



14069_3

To select a menu:

1. Press the ENTER or ESCAPE button to display the list of available menus.
2. Use the UP/DOWN button to scroll up or down through the menus.
3. Use the ENTER button to open a menu.
4. Use the ESCAPE button to return to the previous menu or display or to cancel a setting or operation.

To change settings

To change a setting, like the clock for example:

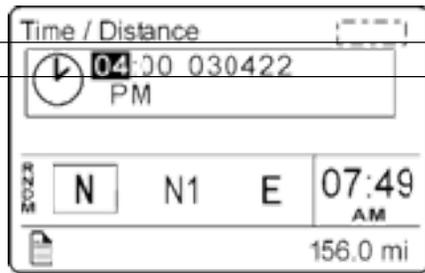
5. Use the UP/DOWN button to increase or decrease the numerical value of the selected field.
6. Use the ENTER button to confirm your choice and to move to the next field.
7. Press the ESCAPE button to return to the previous field or to cancel a setting or operation.

1. Indicates first of six available menus (varies by menu)
2. Clock
3. Odometer
4. Value or data (in this example, the engine oil temperature)
5. Pictogram relevant to the displayed value or data
6. Status bar active pictogram
7. Messages or available menus

Selecting a menu

- The ESCAPE button is used to return to the previous menu or display, or to cancel a setting or operation.
- The ENTER button is used to display a list of menus, open a menu, and select a chosen value.
- The UP button is used to scroll up through a menu and to increase numerical values.

4-48 CONTROLS AND INSTRUMENTS



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Scrolling through the menus without using the steering wheel buttons

In case of failure of the steering wheel buttons, it is still possible to gain access to the menus or acknowledge the pop-up messages to return to the default display.

This alternate mode is possible only if the steering wheel buttons are faulty.

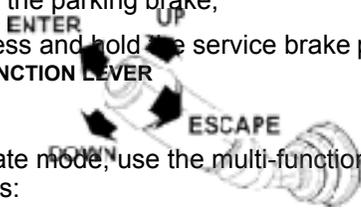
To enable the alternate mode:

1. Apply the parking brake;
2. Depress and hold the service brake pedal.

MULTI-FUNCTION LEVER

In alternate mode, use the multi-function lever as follows:

- Move the lever up = UP
- Move the lever down = DOWN
- Push the lever away from you = ENTER
- Pull the lever towards you = ESCAPE



In certain situations, the pictogram displayed represents a system or a function of the vehicle. A particular pictogram may be displayed with different messages. In that situation, it is very important to pay attention to the message displayed with the pictogram.

PICTOGRAMS DISPLAYED ON THE DRIVER INFORMATION DISPLAY (DID)

Warning pictograms, pop-up message pictograms, verifications and information pictograms

DRIVER INFORMATION DISPLAY “GAUGES” MENU PICTOGRAMS

Pictogram Description



Engine oil temperature



Outside air temperature



A/C compressor pressure

This pictogram is displayed with A/C compressor suction pressure value (Low Side) and discharge pressure value (High Side).

A/C



Accessories air pressure

Normal pressure should be between 95 and 125 psi.



Voltmeter

This pictogram is displayed with both the 12-volt and 24-volt electrical system current voltage value. When the engine is running, the 24-volt electrical system voltage value should be between 26,5 et 28,0 volts.



Transmission oil temperature



Current gear position (I-Shift transmission)

Indicate the current transmission gear position on the Volvo I-Shift transmission.

R= reverse

N = neutral

D= drive

M= manuel mode

Battery state of charge (with optional PRIME system)

This pictogram is displayed with the state of charge (%) of the 12-volt and 24-volt battery banks.



4-50 CONTROLS AND INSTRUMENTS

POP-UP MESSAGES

Pictogram Description



High engine oil temperature



Engine coolant temperature



Engine oil pressure



Intake air preheater failure



Engine temperature too low for Volvo Engine Brake (VEB) operation



High transmission oil temperature

This pictogram indicates that the transmission oil temperature is too high. Turn the transmission retarder off to allow the oil to cool down.



Allison Transmission– Oil or filter replacement required

This pictogram may be displayed with many different messages. Pay attention to the displayed message which can advise that the transmission oil or filter change is necessary. Refer to Appendix C for more information on the Allison transmission prognostic features (oil life monitor, filter life monitor, transmission health monitor).



Trailer braking system low air pressure / Trailer parking brake

This pictogram appears when the trailer emergency/parking brake is unexpectedly applied as when the vehicle is moving and a parking brake air line rupture happens.

When outside temperature is low, it is possible and normal for that pictogram to appear.

NOTE

CONTROLS AND INSTRUMENTS

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Low brake or ABS air pressure



A/C system pressure high

This pictogram indicates that the A/C system pressure is too high. If the A/C pressure is too high, the compressor clutch is disengaged, but the fan remains activated.

A/C System Pressure Low

This pictogram indicates that the A/C system pressure is too low. If the A/C pressure is too low, the compressor clutch disengages and the fan stops.



Compressor/air dryer fault

This pictogram indicates that a risk of water in the pneumatic system has been detected due to a compressor or air dryer related problem. Possible causes are:

- *Desiccant holder needs replacing.*
- *Compressor is used at an unusual (high) rate.*
- *A fault with the air system has been detected.*



Air leakage

This pictogram indicates that an air leak has been detected in the pneumatic system.

If the battery equalizer indicator illuminates, make sure that the battery equalizer circuit breakers are reset before requesting breakdown assistance. Wait 15 minutes after setting breakers to allow batteries to equalize. The breakers are

NOTE in the main power compartment.

4-52 CONTROLS AND INSTRUMENTS

To prevent discharge of the batteries when the engine is not running, some

NOTE

Battery Voltage warning



This pictogram indicates that the battery voltage is too high, too low or the 12-volts / 24-volts battery arrangement is not equalized.

The value LOW or HIGH is displayed at the right of the pictogram to indicate if the voltage is too low or too high.

NOTE

Engine door ajar



This pictogram indicates that the engine compartment door is ajar.

NOTE **Emergency window open**



This pictogram indicates that an emergency window is open or unlocked.

Baggage compartment door ajar



This pictogram indicates that one or more baggage bay doors are ajar.

Do not drive without sufficient washer fluid.



WARNING

CONTROLS AND INSTRUMENTS

4-53



Low Windshield Washer or Headlights Washer Fluid Level

Illuminates when the windshield washer or the headlight washer fluid level is low. The washer fluid containers are located inside the front service compartment.



Wheelchair lift

This pictogram indicates that the wheelchair lift system is enabled and the wheelchair access door or the lift compartment door is open. It is necessary to stow the wheelchair lift, close the doors and set the wheelchair lift system enable switch to the OFF position to permit release of the parking brake.



Lavatory occupied

This pictogram indicates that the lavatory compartment is occupied. This pictogram will appear only when the engine is shut down in order to advise the driver of the presence of a passenger in the lavatory compartment during a stop.



Lavatory assistance request

If the vehicle is moving, this pictogram indicates that a passenger has activated the lavatory compartment emergency call button.



Differential lock (option)

This pictogram indicates that the differential action is locked.



Freezing conditions

This pictogram appears when the temperature is in the range between 0°C and 2°C (32°F et 35°F), when the road is most slippery.

Fuel level

This pictogram appears when approximately 24 US gallons (92 liters) of fuel remains in the tank. Refuel as soon as possible.



Automatic traction control

This pictogram appears when the automatic traction control system intervenes to prevent excess wheel spin during acceleration.



Parking brake applied



DPF regeneration



High exhaust gas temperature

This pictogram appears to notify the driver of potentially hazardous exhaust gas temperature at the DPF outlet.



WARNING

During regeneration, exhaust temperature may reach up to 1200°F (650°C) at the particulate filter. When parking the vehicle, if this pictogram is displayed, make sure that the DPF outlet diffuser is away from people or any flammable materials, vapors or structures.



Fuel economy

This pictogram is displayed with fuel consumption value of the vehicle. Proper units for the displayed value are written under the pictogram: liters/100km, km/liter, mpg, liters/hour.



Percentage of trip made with regenerated electricity (with optional PRIME system)

This pictogram is displayed with the percentage of trip done with electricity produced with engine negative torque (braking, deceleration).



Leg fuel consumption

This pictogram is displayed with the value for the fuel consumption for the current leg.



Trip data

Function of the DID's "Time/Distance" menu. Refer to "Driver Information Display Menus" in Section 5 *Other Features*.



Estimated time of arrival

Function of the DID's "Time/Distance" menu. Refer to "Driver Information Display Menus" in Section 5 *Other Features*.

For extinguisher's location, refer to Section 7 Safety Features And Equipment.

WARNING
To stop the electric alarm when parked, cycle the ignition between the ON and OFF positions. It is not possible to cancel an alarm while on the road. To do so, stop the vehicle. Cycle the ignition between the ON and OFF positions and the alarm will stop normally. This can be done on a temporary basis when a false alarm is activated.



NOTE
Fuel filter/water separator

Indicates that the draining the fuel filter/water separator is required. See Section 8 Care And Maintenance.



Raised tag axle

This pictogram appears if the vehicle speed exceeds 12 mph (20 km/h) while the tag axle is raised.



Low buoy & Kneeling

This pictogram appears if the vehicle speed exceeds 12 mph (20 km/h) while the front suspension of the vehicle or the entire vehicle suspension is lowered.



Fire in engine compartment

This pictogram appears if a fire is detected in the engine compartment while the vehicle is on the road. An audible alarm informs the driver when a fire is detected. In case of fire detection when parked (parking brake applied, engine running or not), the electric horn is activated to alert the driver. Refer to Section 7 Safety Features and Equipment.

NOTE

NOTE

4-56 CONTROLS AND INSTRUMENTS

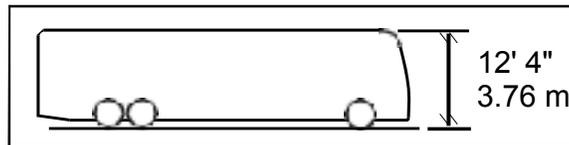
Status Line Pictograms

Pictogram	Description
	Message active
	Alarm clock activated
	Raised tag axle
	Kneeling/front suspension hi-buoy active This pictogram appears if the vehicle speed exceeds 12 mph (20 km/h) while the front suspension of the vehicle (kneeling – solid ON pictogram) or the entire vehicle suspension is lowered (low buoy – blinking pictogram).
	Baggage compartments locked Confirm that all the baggage compartment doors are locked.
	Baggage compartments unlocked Indicates that at least one baggage compartment door is unlocked.
	Engine brake Engine brake is disabled (OFF mode).
	Engine brake - Auto Mode Indicates that the engine brake is in the AUTO mode. When using this mode, the engine brake is activated when pressing on the brake pedal. The engine brake is by default set to AUTO mode when the vehicle ignition switch is cycled from OFF to ON position.
	ENGINE BRAKE – ENGINE BRAKE LOW (1) AND ENGINE BRAKE HIGH (2) Confirm which engine braking power is selected with the steering wheel control buttons.
	Allison transmission retarder Confirm that the Allison transmission retarder is off.
	Allison transmission retarder – Braking level 0, 1, 2, 3, 4, 5, 6 Confirm the retarder hand lever position. Each position corresponds to a given braking level. Refer to “Transmission Retarder” heading in this section.
TEST	Vehicle test Confirms that one of the vehicle test modes is active. For further information about the available test modes, refer to the Driver Information Display DIAGNOSTICS menu in Section 5 <i>Other Features</i> .



CAUTION

VEHICLE CLEARANCE INFORMATION



Safe vehicle clearance height is 12'4" (3.76 m).

06447

Vehicle clearance is higher when the ventilation hatch is open, Hi-Buoy is selected or if additional equipment is installed on the roof.

STEERING COLUMN CONTROLS

Many of the most frequently used controls are conveniently placed on the steering column or the steering wheel, just like a passenger car. The multi-function lever is located on the left side of the steering wheel while the optional transmission retarder lever is located on the right side of the steering wheel. Switches for the electric horn and the air horn are located directly on the steering wheel.

MULTI-FUNCTION LEVER

MULTI-FUNCTION LEVER 23133

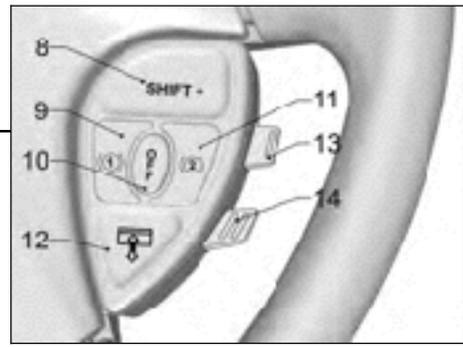
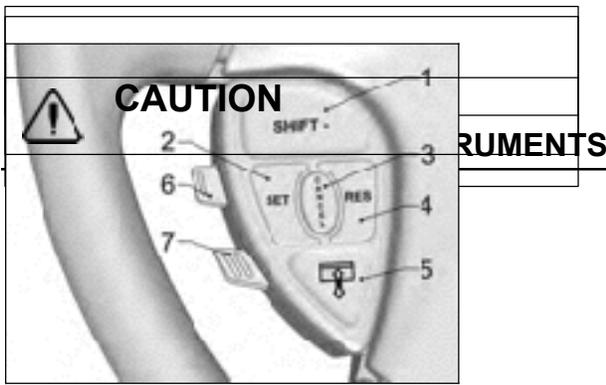
The multi-function lever is used to operate the following:

Turn Signal (1)

Move the lever all the way up until it locks in position to signal a right turn. Move the lever all the way down until it locks in position to signal a left turn. The lever automatically returns to the horizontal OFF position once the turn is completed.

Lane Change Signal (2)

Move the lever part way to the catch position and hold until the lane change maneuver is completed. The lever will spring back into the OFF position once released.



Headlight Beam Toggle Switch (3)

Toggle between high and low beams by pulling the lever up towards you. To flash the headlights, pull the lever up halfway. The lever will spring back into normal position once released.

Courtesy Blinkers (4)

Clearance and parking lights can be flashed by pressing the button located on the lever tip.

Windshield Washer Control (5)

Push the external ring at the end of the lever toward the steering column to activate the windshield washers. The wipers come ON and continue wiping for a few seconds after the ring is released.

	WARNING
<p>Before using the windshield washers in cold weather, heat the windshield with the defroster to prevent icing and reduced visibility.</p>	

Windshield Wipers (6)

Turn the lever counterclockwise to activate the windshield wipers. The first position activates the wipers intermittently. The second position is the slow speed and the third position is for high speed wiping.

STEERING WHEEL CONTROLS
LEFT STEERINGWHEEL CONTROLS

RIGHT STEERING WHEEL CONTROLS



The steering wheel controls include the following functions:

1, 8 Shift Down, Shift Up (I-Shift transmission)

Use these buttons to shift down or shift up manually the transmission range as would do the “-” & “+” keys on the I-Shift gear selector keypad.

2. Set (cruise control)

For the cruise control operating instructions, refer to “Cruise Control” paragraph in this section.

3. Cancel (cruise control)

For the cruise control operating instructions, refer to “Cruise Control” paragraph in this section.

4. Resume (cruise control)

For the cruise control operating instructions, refer to “Cruise Control” paragraph in this section.

5, 12 Left Sunshade, Right Sunshade

Press and hold the button to lower the left or right sunshade. Press twice rapidly and hold the button to raise the left or right sunshade.

6. Escape/Enter (Driver Information Display)

Enter: Lift this button briefly.

Escape: Press briefly on this button.

7. Up/Down (Driver Information Display)

Use this button to scroll up or down through the menus.

9. RETARDER / ENGINE BRAKE LOW ①

If the vehicle is equipped with a transmission retarder, press this button to enable the transmission retarder. Afterwards, operate the transmission retarder with the hand lever mounted on the steering wheel or the brake pedal. For more information about the operation of this system, refer to “transmission retarder” heading in this chapter.

On vehicles equipped with an engine brake, the engine brake provides two levels of braking power. Press this button for low engine braking power (about 50 % of full braking power). Refer to Section 5 *Other Features* for more information about the engine brake operation and AUTO ① mode.

10. RETARDER / ENGINE BRAKE OFF

Press this button to cancel operation of the transmission retarder.

On vehicles equipped with engine brake, this button is a momentary switch that will cancel the Engine Brake LOW ① or Engine Brake HIGH ② mode and switch the engine brake to AUTO ① mode. On vehicles so equipped, an engine brake switch located in the dashboard can be used to cancel completely (OFF mode) the engine brake.

4-60 CONTROLS AND INSTRUMENTS

Engine brake is safe to use in any road conditions including adverse conditions.

11. RETARDER / ENGINE BRAKE HIGH ②

If your vehicle is equipped with a transmission retarder, this button has the same effect than the retarder/engine brake LOW ① button.

On vehicles equipped with engine brake, pressing this button will permit full application of engine brake (100 % of braking power). Refer to Section 5 *Other Features* for more information concerning the engine brake operation and AUTO ④ mode.

13. Volume (dashboard radio)

Use this button to increase or decrease the dashboard radio (driver's radio) volume.

14. Seek (dashboard radio)

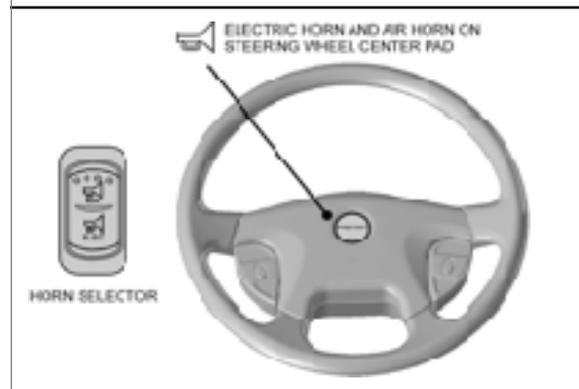
Use this button to seek up or down for a radio station.

HORNS

The electric horn (city horn) and air horn (highway horn) are operated from the steering wheel center pad. Use the Horn Selector switch located on the lateral control panel to select the appropriate horn type.

NOTE

When the vehicle is stationary, the electric horn will sound to inform the driver that a fire is detected in the engine compartment.



STEERING WHEEL

14068_1

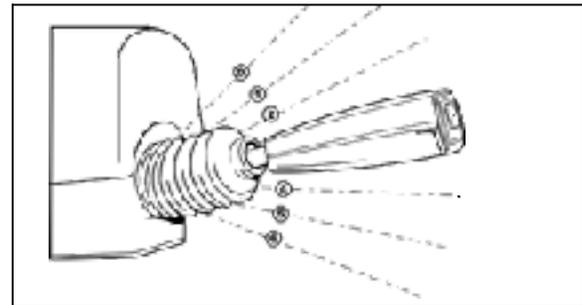
TRANSMISSION RETARDER

The transmission retarder is available only with the Allison transmission.

The retarder can be operated using a hand lever mounted on the steering wheel column or using the service brake pedal.

To use the transmission retarder, it must be activated first by pressing one of the two Retarder/Engine Brake buttons on the steering wheel.

Operating the Retarder Using the Hand Lever



RETARDER HAND LEVER

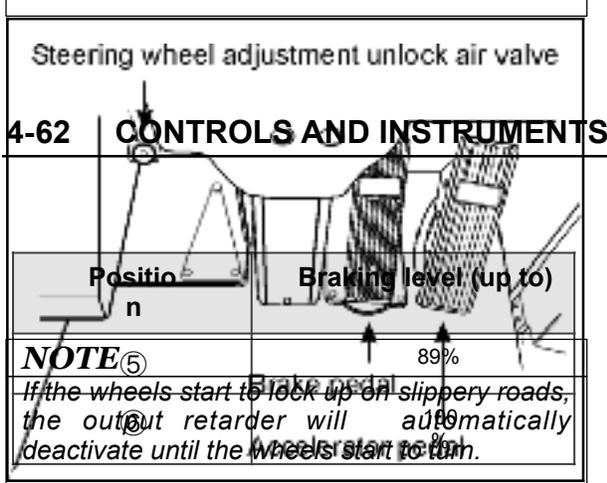
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Position	Braking level (up to)
Initial ①	Varies with brake pedal position. No effect upon release of the accelerator pedal.
①	16%
②	33%
③	49%
④	71%

With the retarder enabled and the accelerator pedal released, move the output retarder lever clockwise from the first to the sixth position. The braking effect occurs as soon as the accelerator

pedal is released. The braking level for each position is as follows:

right side of the steering column.



Do not let the engine operate above 2,450 rpm. **CAUTION**
 "Riding" the brake by resting one's foot on the brake pedal when not braking can cause abnormally high brake temperature, can

Service brakes are applied by depressing the brake pedal. Braking increases with the amount of pressure applied to the foot pedal. Refer to Section 5 *Other Features* under "Antilock Braking System". When the brake pedal is depressed, the brake lights turn on automatically.

For safe and effective braking, the air system pressure should reach at least 95 psi (655 kPa) in both the primary and secondary circuits.

A warning light and an audible alert will sound when the air pressure in either the primary or secondary circuits drops below 66 psi (455 kPa). If this occurs, stop the coach; determine the cause of the pressure loss before proceeding. The brake pedal can be used in conjunction with the transmission retarder. Refer to "Transmission Retarder" in this section.

Operating the Retarder Using the Brake Pedal

With the retarder enabled, the accelerator pedal released and the output retarder lever in the initial position ①, depressing the brake pedal will engage both the service brake and the transmission retarder. This is referred to as retarder-brake blending. The further the pedal is depressed, the more total braking power is provided. Refer to Section 5 *Other Features* for further information about the transmission retarder.

 **WARNING**
 Immediately report any brake system problem to the nearest Prevost or Prevost-approved service center, or to your company.

 **WARNING**
 Do not "fan" or "pump" the brake pedal. This practice does not increase brake system effectiveness but rather reduces system air pressure and reserve thereby causing reduced braking effectiveness.

FOOT-OPERATED CONTROLS

ACCELERATOR PEDAL

Controls engine speed and power as needed.

BRAKE PEDAL

The coach is equipped with a dual braking system. The front brakes operate from a different air source than the drive and tag axle brakes.
 The dual braking system becomes a modulated emergency system if a pressure drop occurs in the primary brake system (rear brakes).

STEERING WHEEL ADJUSTMENT UNLOCK AIR VALVE

Push on the valve button with the left foot to unlock the steering wheel for tilt and telescopic adjustment.

WARNING

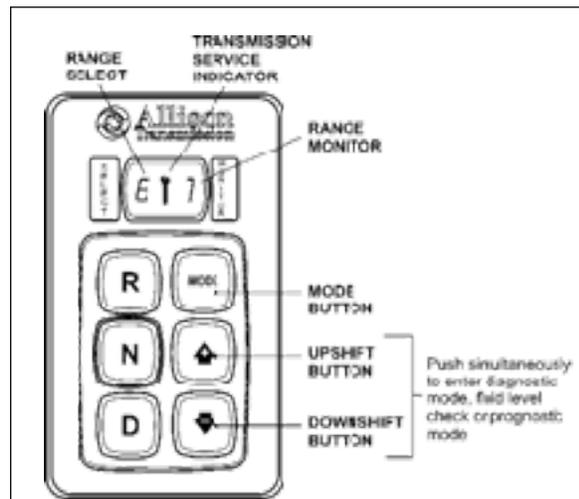
Do not adjust the steering wheel while the vehicle is moving. Loss of control could result. Park the vehicle safely and apply parking brake before adjusting the steering wheel.

ALLISON TRANSMISSION

The transmission is fully automatic: Proper ranges should be automatically selected according to driving speeds to improve vehicle performance and control. The speed ratio of the power converter changes automatically as vehicle speed increases and direct-drive goes in and out as necessary. The speed ratio is modulated by vehicle speed and accelerator pedal position. You will find the complete transmission operation instructions and driving tips in the **Allison 5th Generation Bus Series Operator’s Manual** included in your vehicle’s publication box.

OPERATION

When a button is depressed on the transmission control pad, the corresponding letter or number is displayed indicating the transmission is ready to operate in the selected range. If the transmission control module (TCM) detects a serious problem in the transmission, the CHECK telltale lights on the dashboard.



ALLISON PUSHBUTTON SHIFT SELECTOR

07142

PUSHBUTTON SHIFT SELECTOR

The pushbutton shift selector has the following elements:

R: Press to select Reverse gear.

N: Press to select Neutral.

D: Press to select Drive. The highest forward range available will appear in the digital display window under SELECT. The transmission will start out in the lowest available forward range, displayed under MONITOR, and advance automatically to the highest range.

: Press respectively the (Upshift) or (Downshift) arrow button when in DRIVE to request the next higher or lower range. One press changes gears by one range. If the button is held down, the selection will scroll up or down until the button is released or until the highest or lowest possible range is selected. Protection mechanisms inhibit selecting ranges that are not appropriate for the current speed or which may damage driveline components.

MODE: Pressing the MODE button allows the driver to activate the secondary shift schedule that has been programmed into the TCM unit.

PRIMARY AND SECONDARY SHIFT SCHEDULES

The **primary shift schedule** is the default mode at starting of the engine and is typically specified to accommodate normal vehicle operation. The transmission controller automatically selects between ECONOMY and PERFORMANCE shift strategy, based on the vehicle actual load and the grade on which the vehicle is operating. This is called Load Based Shift Scheduling (LBSS). This can produce improved overall vehicle fuel economy while still enabling high productivity when the vehicle is loaded.

In the **secondary shift schedule**, only the ECONOMY shift strategy is available. No switching is done between shift strategies. The secondary shift mode is available only if selected by the driver, using the MODE button. When the secondary mode is activated, “MODE” illuminates on the display.

Do not allow your vehicle to "coast" in neutral «N». This practice can result in transmission damage. Also, no engine braking is available in neutral.

NOTE

TRANSMISSION SERVICE INDICATOR

I: This indicator will be illuminated upon the detection of a service issue relating to clutch, filter or fluid life. The appearance of the indicator (lit steadily, flashing, etc.) varies for each of the conditions monitored by the system. Refer to appendix C for more details about **diagnostic code display procedure, fluid level check or prognostic features** (Oil Life Monitor, Filter Life Monitor and Transmission Health Monitor) using the pushbutton shift selector.

Illuminated at startup for a bulb check, this indicator will then be turned off if no service conditions exist.

DESCRIPTION OF AVAILABLE RANGES

R (Reverse)

Press the «R» button to select reverse. Completely stop the vehicle and let the engine return to idle before shifting from forward range «D» to reverse «R» or from reverse to forward range. The reverse warning signal will be activated when this range is selected.

N (Neutral)

Use this position to start engine. Select «N» (Neutral) when checking vehicle accessories and for extended periods of engine idle operation; parking brake must then be applied. *The pushbutton shift selector automatically select «N» (Neutral) when the ignition switch is turned ON.*

The automatic transmission does not have a park «P» position. Select «N» (Neutral) and apply parking brake when the vehicle is left unattended. An audible alert will sound if the engine is stopped and the parking brake is not applied.

WARNING

NOTE

Before leaving driver's seat, always put the transmission in NEUTRAL and apply parking brake.

Brake pedal must be applied when selecting «D» (Drive) otherwise the transmission will stay in «N» (Neutral).

WARNING

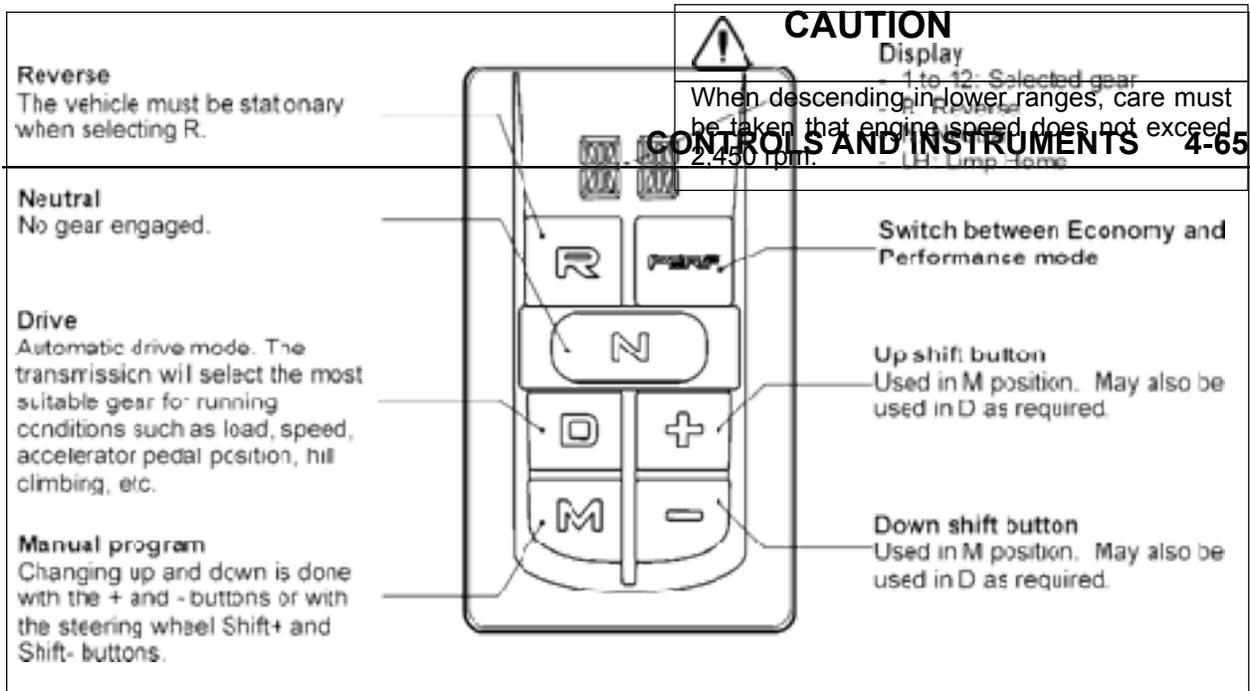
The vehicle service brakes or park brake must be applied whenever NEUTRAL is selected to prevent unexpected vehicle movement.

D (Drive)

Use this position for all normal driving conditions. After touching this pad, the vehicle will start in first or second range and will automatically upshift to a higher range as output speed increases. As the vehicle slows down, output speed decreases, the transmission automatically downshifts to the correct range. If a locked brake or a slick surface condition should occur, the TCM (Transmission Control Module) will command converter operation (disconnect lockup) and inhibit downshifts for a period of time or until normal wheel speed has been restored.

IMPORTANT NOTE

The transmission should normally be allowed to shift by itself, but manual shifting can be done as described below.



1.

	<p>WARNING</p>
<p>Service brake should not be used to control the speed on long, steep descents. Instead, lower transmission ranges should be used (in conjunction with output retarder. Refer to "Engine Brake" and "Transmission Retarder" headings in Section 5 <i>Other Features</i> for details regarding both systems. This procedure keeps service brake cool and ready for emergency stopping.</p>	

(First range) Select this range when pulling through mud and snow, when speed control is needed for driving up or down steep grades or when maneuvering in tight spaces. This range also provides maximum driving torque and engine braking power or retarder braking effect. In the lower ranges (1, 2, 3 and 4), the transmission will not upshift above the highest gear selected unless engine overspeed is detected.

2.(Second range)

Select this range when operating in heavy and congested traffic. The transmission will start in first and automatically upshift to second. When slowing, the transmission will automatically downshift to first range. Low ranges provide progressively greater engine and retarder braking power (the lower the range, the greater the engine and retarder braking effect).

3, 4 (Third and fourth ranges)

Select these ranges when driving on moderate grades or when load and traffic conditions limit speed.

VOLVO I-SHIFT TRANSMISSION

I-Shift transmission is an automated gearbox with 12 forward gears and 2 reverse gears. The clutch operation and gear shifting are fully

automatically so that the driver can concentrate on the traffic.

4-66 CONTROLS AND INSTRUMENTS

PUSHBUTTON SHIFT SELECTOR

The pushbutton shift selector has four gear positions: R, N, D and M.

R= Reverse

N= Neutral

D= Drive

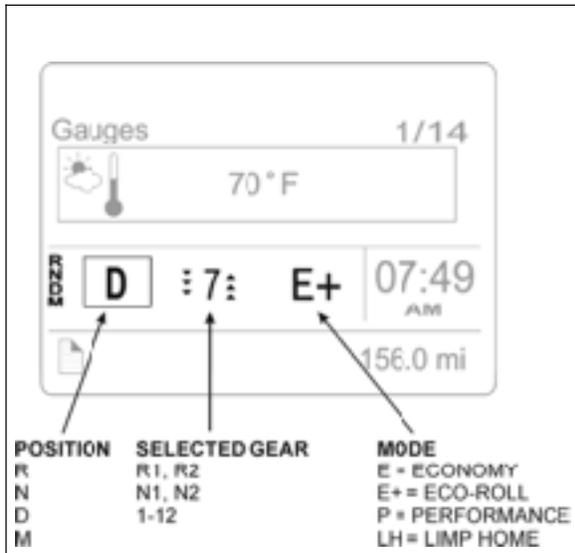
M= Manual program

It is not possible to shift neither directly from R position to D or M position nor from D or M position to R position. N position must be selected first. If the driver executes such gear shifts, the transmission will shift automatically to N position.

R ⇄ N ⇄ D or M

DISPLAY

Status of the I-Shift transmission is shown on the Driver Information Display (DID). Displayed information is position, selected gear and driving mode.



I-SHIFT PUSHBUTTON SELECTOR

07145

ACCELERATOR PEDAL

When changing gear, the accelerator pedal should not be released. The system will govern the clutch, gearbox and engine speed. The system selects the gear and the point in time for gear changing for optimum driving performance based on accelerator pedal position, road inclination, etc.

ECONOMY AND PERFORMANCE MODE

When the engine is started, the transmission is in Economy mode. The transmission automatically selects shift points and engine parameters to maximize fuel economy. Economy mode is primarily used when driving under normal conditions.

The Performance mode gives driveability the highest priority for optimum driving in traffic condition and gradeability.

NOTE

ECO-ROLL MODE (FREEWHEEL FUNCTION)

Eco-Roll reduces fuel consumption by automatically disengaging the driveline when the engine is not needed to maintain vehicle speed. When Eco-Roll is active, the engine speed is temporarily reduced to idle. Eco-Roll can be used during normal driving with the accelerator pedal or while in cruise control mode.



Eco-Roll is only available when the engine brake is in Auto mode (A). First, set the dashboard Engine Brake switch to the ON position.

When Eco-Roll is enabled, the DID shows E+. When Eco-Roll intervenes, the selected gear displayed in the DID (7–12) will change momentarily to N1 or N2.

Eco-Roll disengages as soon as the brake pedal or the accelerator pedal is depressed, but it remains available. To disable Eco-Roll, set the dashboard Engine Brake switch to the OFF position. Eco-Roll is not available when the Engine Brake Low (1) or Engine Brake High (2) modes are selected.

When Eco-Roll is enabled, it activates automatically, but only when the following conditions exist:

- Accelerator pedal is released.
- Service brake is released.
- Engine brake is in Auto mode (A).

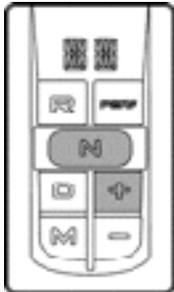
- Transmission pushbutton shift selector is in the D position
- Transmission is operating in the Economy mode.
- Vehicle is operating on a downhill or uphill grade not greater than 2%.
- Selected gear is greater than 6.
- Brake cruise set speed is greater than 3 mph (5 km/h) above cruise set-speed.
- Vehicle speed is less than 78 mph (125 km/h).
- Electronic Stability Control (ESC) and antilock brake system (ABS) are not active.
- Exhaust Aftertreatment System regeneration is not active.

LIMP HOME MODE

Limp home is an emergency mode that can be engaged if a fault has occurred in the gearbox that prevents the vehicle from being driven in automatic, manual or reverse modes.

Limp Home mode should only be used for moving short distances.

To activate the Limp Home mode:



- Simultaneously press **N** and **+** buttons. Activating can only be done while the vehicle is stationary.
- Select **M** position or **R** position as required.

The driver can select gears for forward driving or for reversing using the **+** and **-** button when position **M** (manual program) or **R** (reverse) is selected.

The following gears are available:

Forward driving - 1, 3 & 5

Reverse driving - R1

To select the reverse driving in Limp Home mode, simply select position R. Gear changing can only be done while the vehicle is stationary.

To Deactivate the Limp Home Mode

The Limp Home Mode will be deactivated when the ignition is turned off.

STARTING AND STOPPING

Starting

The pushbutton shift selector must be in the N position or the engine will not start. If the pushbutton shift selector is not in neutral, a starter protection message will appear in the DID along with the INFORMATION telltale and an audible warning.

If there is not enough air pressure in the I-Shift air tank, a low air supply message will appear in the DID along with the INFORMATION telltale light and an audible warning. Start the engine and allow the air pressure to build in the tank. Wait until the message and the telltale light turn off before attempting to shift the transmission into gear.

The brake pedal must be pressed down when passing from the N position to another position otherwise pressing the buttons will have no effects.

Stopping

When parking the vehicle, always apply the parking brake and place the pushbutton shift selector to the N position. Make sure the parking brake is holding the vehicle before leaving the driver position. Failure to do so can result in unexpected vehicle movement and can cause serious personal injury or death.

When the vehicle is stopped:

1. Apply the parking brake.
2. Select the N position on the pushbutton shift selector.
3. Turn off the engine.

STARTING THE VEHICLE UPHILL AND DOWNHILL

Hilly Operating Conditions

When starting the vehicle on an uphill slope:

1. Press the brake pedal.

Always use the brakes to hold the vehicle stationary on an uphill stop. Never hold the vehicle stationary on an uphill slope using the accelerator pedal. The clutch could overheat, which could cause it to breakdown.



The I-Shift transmission clutch is a dry disc type, with **no torque converter**. Never allow the clutch to slip in a too high gear when starting the vehicle. If the clutch overheats, a high clutch load message or clutch protection active message will appear in the DID along with the CHECK telltale light and an audible warning.

When driving in automatic drive mode (position D), the engine brake control should be in the Auto mode to maximize the integration of the transmission and brake means optimum performance and fuel economy at all times.

CONTROLS AND INSTRUMENTS 469

NOTE

2. Select the D position on pushbutton shift selector. The driver can use the – button to select a lower start gear if wanted.
3. Quickly move your foot from the brake pedal and completely depress the accelerator pedal.



WARNING

The vehicle can roll when stopped on a hill or grade, or when the vehicle is starting from a stop on a hill or grade. Always use the brakes to hold the vehicle stationary on a hill or grade. Failure to do so can result in serious personal injury or death.

Hill Start Assist

Hill Start Assist provides anti-roll assistance during the transition from standing still to starting on a grade. The brake system maintains pressure in the brake chambers for 3 seconds after the service brake pedal is released, which allows time to the driver to move is foot from the brake pedal to the accelerator pedal.

Hill Start Assist is only intended to temporarily hold the vehicle on a grade before the vehicle is put into motion. The vehicle brake must be applied, independent of HILL START ASSIST, to hold the vehicle on a grade for an extended period of time.

When available, Hill Start Assist is enabled at starting of the engine. The Hill Start Assist telltale light in the instrument cluster will blink to indicate that the feature is temporarily disabled. If a Hill Start Assist fault occurs, the Hill Start Assist telltale light in the instrument cluster will

illuminate and the feature is permanently unavailable until the fault is repaired.

When Hill Start Assist is enabled, it activates automatically, but only when the following conditions exist:

- Vehicle speed is zero.
- Vehicle is on an incline or decline greater than 2%.
- Shift selector is in the D position on an incline or R position on a decline.
- Service brake is applied.
- ESC (Electronic Stability Control) is functioning normally.
- There has been no ESC activity in the preceding stops.

When the service brake pedal is released, the brakes are applied for approximately 3 seconds or until the accelerator pedal is depressed, whichever occurs first.



WARNING

Always apply parking brake before leaving driver's seat. The driver must not leave the vehicle when the engine is running and a gear is selected.

DRIVING

The most efficient way to operate the vehicle is to use the automatic drive program, which is the D position on the pushbutton shift selector. Gear changing is automatic and the driver can concentrate on the road ahead.

D Position

With the pushbutton shift selector in the D position, the transmission will automatically upshift and downshift as necessary to maintain the desired vehicle speed for the current driving conditions.

4-70 CONTROLS AND INSTRUMENTS

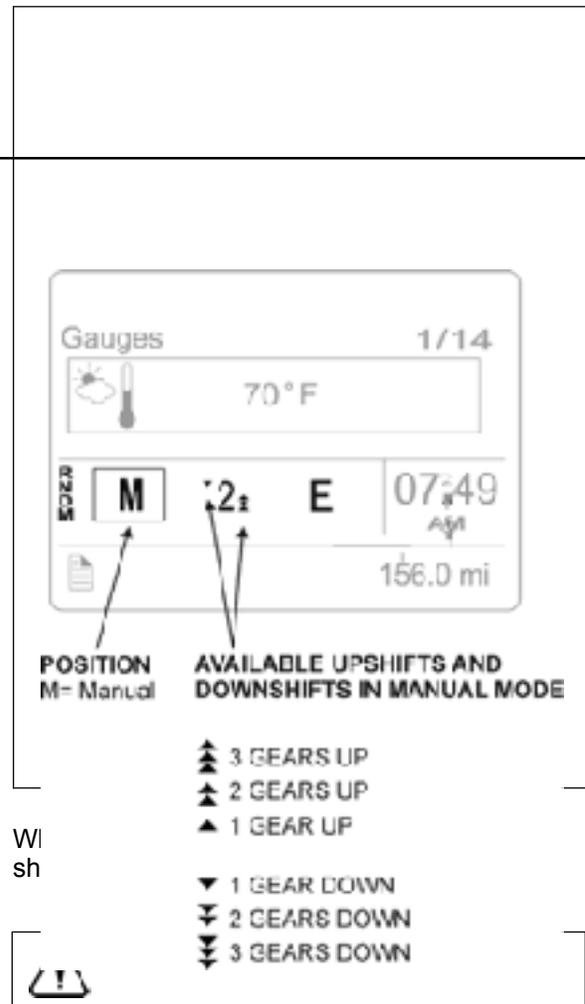
At starting of the vehicle, the gearbox selects between gear 1-6 the most suitable start gear with respect to weight and road's gradient. The driver can select a pulling away gear different than the one selected by using the + and - buttons.

When the vehicle is moving in automatic drive mode, the driver can intervene manually, while maintaining the accelerator pedal depressed, by selecting a higher or lower gear using the + and - buttons. The arrows in the display show how many gears are available to change up or down.

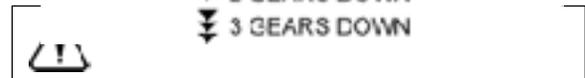
Whenever gear changing is not desired while in automatic drive mode, change the pushbutton shift selector from D to M. No further gear changes will be carried out and the current gear will remain engaged.



CAUTION



Wish

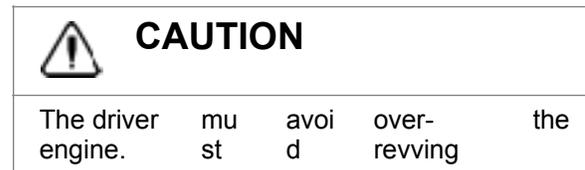


M Position

It is possible to drive the vehicle with full manual gear changing or take over from the automatic gear changing system whenever required. Gear changing is done by first selecting the manual position M.

In manual shift mode, the driver use the + and - buttons to select gears.

The transmission will not automatically change gears as the driving conditions change. The current gear is displayed in the DID along with the up and down arrows. The number of available upshifts and downshifts will change as driving conditions change.



CAUTION

The driver must avoid over-revving the engine.

R Position

The system will select R2 automatically when the pushbutton shift selector is set to R, but if wanted, the driver can select R1 as reverse gear manually using the - button. During reverse, it is possible to shift between gear R1 and R2 using the + and - buttons.

 **CAUTION**
Make sure axle shafts or driveshaft are installed correctly after towing. Tighten axle shaft and driveshaft nuts to the correct torque settings. Do not invert shafts.

When towing the vehicle, the transmission output shaft must not be allowed to spin or turn. If the vehicle is towed with the drive wheels still in contact with the road surface, the vehicle axle shafts or driveline must be removed or disconnected. Do not attempt to push or pull-start the vehicle.

Failure to disconnect the driveshaft, remove the drive axle shafts or lift the drive wheels off

TOWING

 **CAUTION**

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EXHAUST AFTERTREATMENT SYSTEM

The exhaust aftertreatment system consists of two units, the filtration and regeneration unit and the selective catalytic reduction SCR unit.

FILTRATION AND REGENERATION UNIT

The main purpose of the filtration and regeneration unit is to capture and oxidize (regenerate) the particulate matter (soot) in the engine exhaust gas. The exhaust gas first enters the Diesel Oxidation Catalyst (DOC) and then flow through the Diesel Particulate Filter (DPF); together they capture and regenerate the soot on a regular or passive basis. Through constant monitoring of the exhaust gas temperature and the system back pressure, the engine control module is able to manage regeneration.

Passive regeneration

Passive regeneration is the process by which the particulate matter is oxidized due to the heat generated by the engine internal combustion process. During normal highway operation, exhaust temperatures alone are usually high enough to oxidize accumulating soot. In low ambient temperatures, however, or in some stop-and-go applications, the system needs a little help to regenerate, or clean itself. This process is called "active" regeneration.

Active regeneration

Active regeneration is necessary when the engine internal combustion process alone does not generate enough heat. A dosing system injects a mist of diesel fuel into the exhaust system to increase and maintain the aftertreatment system temperature. Exhaust temperature must be above 572°F (300°C) to initiate the oxidation catalyst, which in turn oxidizes the injected diesel fuel molecules to achieve up to 1200°F (650°C) exhaust temperature at the particulate filter. This process of active regeneration takes place during the normal operation cycle of the vehicle without charges in performance or control for the operator. EPA2010 compliant Volvo engines produce less soot, so less active or stationary regeneration will be required.

Stationary (parked) regeneration

In a small number of specific engine duty cycles, engine control module may not be capable of completing an active regeneration. In these situations, the operator will be notified that a stationary or parked regeneration may be required. A DPF telltale light will illuminate indicating the need for user interaction. The lamp gives the operator a grace period to allow this process to take place at a time when most convenient for the operator. This process requires the vehicle to be parked while a driver or maintenance technician initiates the regeneration process using the DID menus. Once initiated, the stationary regeneration process will be complete in about 45 minutes.

The driver will be notified of the need for a stationary regeneration (parked) by illumination of the DPF REGENERATION telltale light.

Diesel particulate filter clogging sequence – Instrument cluster telltale light

<p>LEVEL 1</p>	 solid	<p>REGENERATION NEEDED</p> <p>Diesel particulate filter is becoming full</p> <p>The DPF REGENERATION telltale light illuminates to notify the driver that a stationary regeneration (parked) will be required soon. When this lamp is lit, initiate stationary regeneration process at an appropriate time of day.</p> <p>THERE IS NO URGENCY AT THIS LEVEL.</p>
<p>LEVEL 2</p>	 flashing	<p>REGENERATION REQUIRED</p> <p>Diesel particulate filter full</p> <p>If no DPF regeneration occurs after the initial DPF REGENERATION telltale light illumination, the lamp will begin blinking and a stationary regeneration should be initiated as soon as possible in order to prevent from entering into Level 3.</p>
<p>LEVEL 3</p>	 flashing + 	<p>ATD SERVICE REQUIRED</p> <p>ENGINE DERATE ACTIVE</p> <p>Diesel particulate filter overfull</p> <p>If the flashing DPF REGENERATION telltale light is still ignored, the CHECK telltale light will illuminate. In that situation, engine performance is limited. Perform a parked regeneration IMMEDIATELY to avoid further derate and prevent from entering into Level 4.</p>
<p>LEVEL 4</p>	 flashing +  + 	<p>ATD SERVICE REQUIRED</p> <p>ENGINE SHUTDOWN ACTIVE</p> <p>A serious engine problem has occurred. The DPF may be over its maximum capacity.</p> <p>If a stationary regeneration is still not initiated, a standard Engine Protection Shutdown sequence will occur. All of the following dashboard lamps will be present:</p> <p>Blinking DPF REGENERATION telltale light; Solid CHECK telltale light; Solid STOP telltale light.</p> <p>Once engine derate and/or shutdown sequence is completed, a stationary regeneration must occur to continue vehicle operation. If the driver continues to operate the vehicle without regeneration, additional measures will be taken to protect the engine and ATD from damage, up to and including engine shutdown. Parked regeneration might no longer be possible.</p> <p>If engine protection has been initiated and forces the engine to shutdown, you CAN immediately re-start the engine and perform the necessary steps in order to initiate a stationary regeneration.</p>



WARNING

NOTE
 At starting of the engine, if a stationary regeneration is required, the engine coolant temperature must reach 149°F (60°C) before any stationary regeneration may be initiated at the particular time. Before initiating a stationary regeneration, make sure that the DPF outlet diffuser is clean and free of any soot that no one is working near the DPF outlet diffuser.

During stationary regeneration, the engine temperature may reach 209°F (93°C). Do not touch the engine or any hot parts of the engine until the engine has cooled down. Do not touch the engine until the engine has cooled down.

WARNING



Do not initiate a stationary regeneration in a closed area like a garage. Stationary regenerations must be undertaken outdoors only.

Initiating a Sta

The DPF REGENERATION telltale light illuminates to notify the driver of the need and urgency of a manual stationary regeneration. DPF REGENERATION telltale light

OTHER FEATURES 5.7

If stationary regeneration is not performed, this telltale light will blink, indicating that a stationary regeneration is required immediately. If stationary regeneration is still not performed,



WARNING

Hot surfaces. Keep yourself clear of all hot Aftertreatment Device components, particularly during and after active or stationary regeneration. Hot surfaces can cause serious burns.

“engine power derate and shutdown” sequence may occur as per level 1 to level 4 sequence.

To initiate a stationary regeneration:

5-8 OTHER FEATURES

- Park the vehicle in a clear area, vehicle speed must be 0 mph (0 km/h);
- Engine must be on normal idle and fully warmed up (coolant temperature above 140°F/60°C);
- Apply parking brakes and set the transmission to neutral (N).
- Press the DID ENTER button and then get to the DID Aftertreatment menu. Select sub- menu Request Parked REGEN and press ENTER button to confirm and initiate regeneration.

The regeneration will begin. Turn off the air conditioning to reduce engine load. The engine idling speed will increase to 1600 rpm. Once the regeneration is completed, the engine speed will return to normal idle.

Voluntary Interruption of a Stationary Regeneration

It is possible to interrupt a stationary regeneration at all time. To do so, set the ignition key to the OFF position or get to the DID's Aftertreatment menu, select Cancel REGEN and press ENTER button to confirm. You can stop regeneration simply by releasing the parking brake. Use this procedure in order to move the vehicle in a safe area.

If regeneration is interrupted, it is very important to reinitiate the regeneration as soon as possible.

SELECTIVE CATALYTIC REDUCTION UNIT

Selective Catalytic Reduction (SCR) is a technology that uses Diesel Exhaust Fluid (DEF) and a catalytic converter to reduce nitrogen oxides (NOx) emissions.

SCR is an exhaust aftertreatment system that injects small amount of DEF into the exhaust gas between the DPF and the selective reduction catalytic converter. DEF turns to ammonia and carbon dioxide when heated. The exhaust stream then passes over a catalyst, the ammonia reacts with the NOx to form nitrogen and water vapor.

The basic elements of the SCR system consist of a 15.9 gallons (60 liters) DEF tank complete with pump, lines and heating system, a dosing

injector, a catalytic converter and the control and monitoring system.

Diesel exhaust fluid DEF

CAUTION

When handling DEF solution, it is important that electrical connectors to be connected or well sealed and otherwise (DEF) is a risk that the DEF will cause oxidation (32.15%) and not be removed after 7.5% compressed air will not help, since DEF that quickly oxidizes certain metals at a disengaged connector comes into contact with the DEF. If you handle DEF as compressed immediately, it is prevent the DEF solution from creeping especially to the copper wiring, which takes place at a speed of about 2.4 in (60 mm) per hour. When detaching hoses and components, do not spill DEF on disconnected or unsealed connectors. If DEF is spilled on a disconnected or unsealed connector, the connector must be removed immediately and replaced.

Things to know about spilt diesel exhaust fluid (DEF):

- If urea solution comes into contact with the skin, rinse with plenty of water and remove contaminated clothing.
- If urea solution comes into contact with the eyes rinse for several minutes and call for medical help if necessary.
- If inhaled breathe fresh air and call for medical help if necessary.
- Do not allow the DEF solution to come into contact with other chemicals.
- The DEF solution is not flammable. If the DEF solution is exposed to high temperatures, it breaks down into ammonia and carbon dioxide.
- The DEF solution is highly corrosive to certain metals, including copper and aluminum.
- If the DEF solution is spilled onto the vehicle, wipe off the excess and rinse with water. Spilled DEF solution can form concentrated white crystals on the vehicle. Rinse off these crystals with water.



WARNING

DEF spilt onto hot components will quickly vaporize. Turn your face away!

Diesel Exhaust Fluid (DEF) Consumption

DEF consumption is related to fuel consumption. In order to meet EPA requirements, DEF tanks are sized so one refill will be necessary every two refill of the fuel tank.

Selective catalytic reduction – Driver warning and inducement

SCR system components must not be removed, altered or modified in any way. In order to protect the SCR system from tampering, inducement measures will occur if the following states are detected:

- Disconnection of DEF tank level sensor
- Blocked DEF line or dosing valve
- Disconnection of DEF dosing valve
- Disconnection of DEF pump
- Disconnection of SCR wiring harness
- Disconnection of NOx sensor
- Disconnected exhaust temperature sensor
- Disconnected DEF temperature sensor
- Disconnected DEF quality sensor

5-10 OTHER FEATURES

DEF TANK LEVEL DRIVER WARNING AND INDUCEMENT				
Conditions / Triggers		DEF Tank LOW LEVEL Indicator, DID Message and audible warning		Inducement
1	<p>Normal</p> <p>DEF tank level sensor reads between 100% and 12%</p>		<p>None</p>	None
2	<p>Low DEF tank warning</p> <p>DEF tank level sensor reads between 12% and 0.1%</p>		 solid  3 beeps	Warning message
3	<p>DEF tank near empty</p> <p>DEF tank level sensor reads less than 0.1%</p>		 blinki ng  3 beeps	Engine torque reduction of 25%
4	<p>DEF tank empty and one (1) hour of operation in engine derate mode</p>		 blinki ng  3 beeps	Engine torque reduction of 40%
5	<p>DEF tank empty and either</p> <ol style="list-style-type: none"> Diesel fuel refueling done with a fuel level sensor reading increase of 15%, or more Vehicle stationary (speed=0) for 20 minutes with engine off or at idle 		 blinki ng  constant tone	<p>Vehicle road speed limited to (RSL) 5 mph (8 km/h)</p> <p><i>Note: The vehicle has to be stationary before 5 mph (8 km/h) road speed limit becomes active</i></p>

DEF QUALITY DRIVER WARNING AND INDUCEMENT				
Conditions / Triggers		Amber Warning Light & Did Message And Audible Warning		Inducement
1	Good DEF quality	None		None
2	Poor DEF quality detected		POOR DEF QUALITY DETECTED	Warning message
3	Poor DEF quality detected	 solid	POOR DEF QUALITY DETECTED ENGINE WILL DERATE IN < XXX MINS  3 beeps	Warning message
4	Poor DEF quality detected and one (1) hour of operation with active diagnostic troubleshooting code	 solid	POOR DEF QUALITY DETECTED ENGINE IN DERATE 5 MPH (8KM/H) LIMIT IN <XXX MINS  3 beeps	Engine torque reduction of 25%
5	Poor DEF quality detected and four (4) hours of operation with active diagnostic troubleshooting code	 solid	SERVICE DEF 5 MPH (8KM/H) LIMIT NEXT VEHICLE STOP  3 beeps	Engine torque reduction of 40%
6	Diesel fuel refueling done with a fuel level sensor increase of 15% or more and Vehicle stationary (speed=0) for 20 minutes with engine off or at idle	 solid	SERVICE DEF VEHICLE SPEED LIMITED TO 5 MPH (8 KM/H)  constant tone	Vehicle road speed limited (RSL) to 5 mph (8 km/h) <i>Note: The vehicle has to be stationary before 5 mph (8 km/h) road speed limit becomes active</i>

5-10 OTHER FEATURES

SCR SYSTEM TAMPERING DRIVER WARNING AND INDUCEMENT				
Conditions / Triggers		Amber Warning Light, Did Message And Audible Warning		Inducement
1	Normal No diagnostic troubleshooting code active	None		None
2	SCR system tampering diagnostic troubleshooting code confirmed	 solid	SCR SYSTEM FAULT ENGINE WILL DERATE IN < XXX MINS  constant tone	Warning message
3	Reached one (1) hour of operation with active SCR system tampering diagnostic troubleshooting code confirmed	 solid	SCR SYSTEM FAULT ENGINE IN DERATE 5 MPH (8KM/H) LIMIT IN <XXX MINS  constant tone	Engine torque reduction of 25%
4	Reached four (4) hours of operation with active SCR system tampering diagnostic troubleshooting code confirmed	 solid	SCR SYSTEM FAULT REPAIR NEEDED 5 MPH (8KM/H) LIMIT NEXT VEHICLE STOP  constant tone	Engine torque reduction of 40%
5	Diesel fuel refueling done with a fuel level sensor increase of 15% or more	 solid	SCR SYSTEM FAULT VEHICLE SPEED LIMITED TO 5 MPH (8 KM/H)  constant tone	Vehicle road speed limited (RSL) to 5 mph (8 km/h)

DRIVER INFORMATION DISPLAY (DID) MENUS

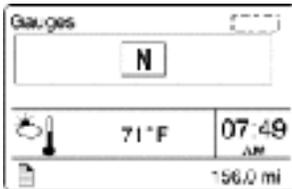
There are Driving and Non-Driving menus. Several sub-menus are password-protected while the vehicle is parked. The Non-Driving menu is accessible only when the vehicle is parked.

DRIVING MODE MENUS	NON-DRIVING/STATIONARY MODE MENUS
<p>Gauges</p> <ol style="list-style-type: none"> 1. Current Gear Position (I-Shift) 2. Outside Temperature 3. Engine Oil Temperature 4. Transmission Fluid Temperature 5. Prevost Liaison Compass 6. Accessories Air Pressure 7. A/C Compressor Pressure 8. Battery Voltage 9. Allison Transmission Oil Life 10. Battery State Of Charge 	<p>Display Settings</p> <ol style="list-style-type: none"> 1. Language 2. Units 3. Time/Date 4. Favorite Display Setting 5. Display Light 6. Change Password
<p>Fuel Data</p> <ol style="list-style-type: none"> 1. Fuel Flow / ECO % 2. Trip Fuel Used 3. Distance to Empty 	<p>Diagnostics</p> <ol style="list-style-type: none"> 1. View Active Faults 2. View Inactive Faults 3. Cluster Self Test 4. Part Number 5. Reset Inactive Faults 6. Vehicle Tests
<p>Time-Distance</p> <ol style="list-style-type: none"> 1. Time and Date 2. Alarm Clock 3. Trip Odometer 1 and 2 4. Average Trip Speed 5. Estimated Time of Arrival (ETA) 	<p>Pre-Trip Assistance</p> <ol style="list-style-type: none"> 1. Exterior Light Inspection 2. Air Leakage Monitor
<p>Prevost Liaison</p> <ol style="list-style-type: none"> 1. Read Message 2. Send Message 3. Other Info 	<p>Datalog</p> <ol style="list-style-type: none"> 1. Vehicle ID 2. Total Data 3. Trip Data 4. Reset Trip Data
<p>Vehicle Messages</p>	<p>Aftertreatment</p> <ol style="list-style-type: none"> 1. Request Parked REGEN 2. ATS Status 3. Cancel REGEN
<p>Reset Trip Data</p>	<p>Password</p> <ol style="list-style-type: none"> 1. Enter Password

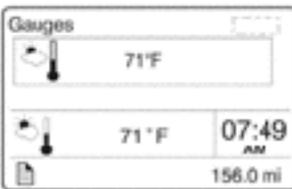
5-12 OTHER FEATURES

« GAUGES » MENU

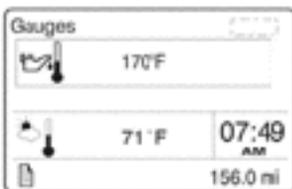
There are several gauges in this menu. The gauges are used to view current status of important functions in the vehicle.



- 1. Current Gear Position (I-Shift transmission only)**
Indicates the current gear position selected on the I-Shift transmission.
D= drive
N= neutral
R= reverse
M= manual



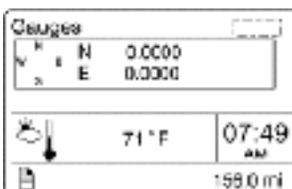
- 2. Outside Temperature**



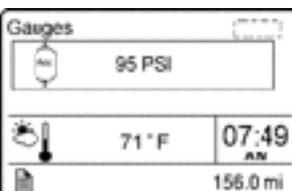
- 3. Engine Oil Temperature**
Selecting this gauge will display the engine oil temperature.



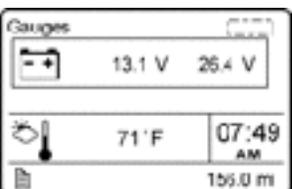
- 4. Transmission Fluid Temperature**



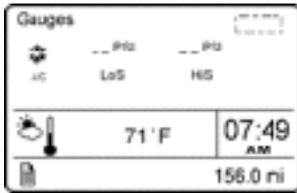
- 5. Prevost Liaison Compass**



- 6. Accessories Air Pressure**



- 7. Battery Voltage**
Displays current 12-volts and 24-volts system voltage.



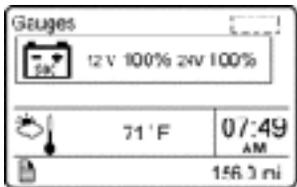
8. A/C Compressor Pressure

Displays the A/C compressor suction pressure value (LoS=low side) and discharge pressure value (HiS=high side).



9. Allison Transmission Oil Life

Displays the percentage of the calculated remaining life of the transmission oil. New oil is displayed as 99%. Refer to Appendix C for more details.

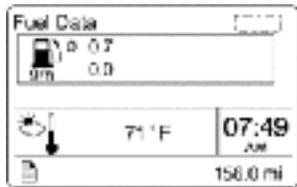


10. Battery State Of Charge

When equipped with PRIME option, displays the state of charge of the 12-volt and 24-volt battery banks.

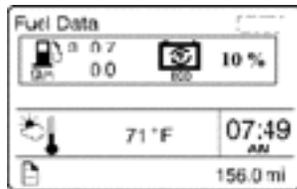
« FUEL DATA » MENU

The Fuel Data menu provides information on the fuel consumption of the vehicle in various situations. For example, how much fuel has been used, how much fuel is remaining before refueling the vehicle.

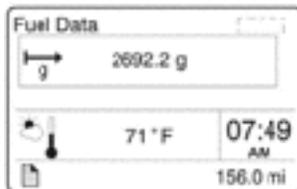


1. Fuel Flow (gph)

The lower numerical value indicates the instantaneous fuel consumption. In this menu, you can reset the upper numerical value which is the average fuel consumption. To reset, hold ENTER button for 1 second.



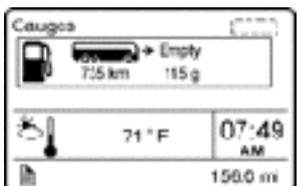
When equipped with PRIME option, the percentage of trip made on regenerated electricity is also displayed.



2. Trip Fuel Used

Indicates the total fuel consumption (gallons/liters) since the last reset. Note: You should use Reset function before each new trip.

You can reset the fuel consumption value in this menu. To reset, hold ENTER button for 1 second.



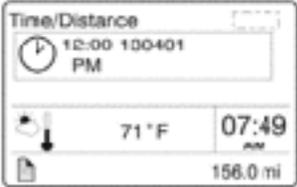
3. Distance to Empty

The left numerical value indicates the distance that can be traveled with the quantity of fuel that remains in the tank as indicated by the right numerical value.

5-14 OTHER FEATURES

« TIME/DISTANCE » MENU

The time and date can be set in the Time/Distance menu. The alarm clock can also be set from this menu. Following the alarm clock menu is the Trip Odometer 1 and 2 selection, which allows the operator to see the distance travelled since the last reset. Average trip speed is also shown. By specifying the distance to your destination, the vehicle can calculate the estimated time of arrival (ETA).



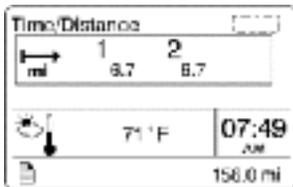
1. Time And Date

Adjust time and date with this menu. The instrument cluster has its own internal battery, so the date and date setting is keep in memory even if the vehicle's battery is disconnected.



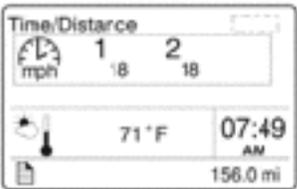
2. Alarm Clock

Use this function to program and activate an alarm on the instrument cluster clock. When the alarm clock goes off, a warning signal is sounded. The alarm shuts off after 60 seconds or if the ESCAPE button is depressed.



3. Trip Odometer 1 and 2

Allows the operator to see the distance travelled since the last reset. You can reset the trip odometer 1 or 2 in this menu. To reset, depress ENTER button, use UP/DOWN button to select between odometer 1 or 2 and then hold ENTER button for 1 second.



4. Average Trip Speed

This function displays the average speed for the current travel. The average trip speed is calculated as the distance traveled divided by the time the engine has been running (since the last reset). Two average trip speeds can be measured, corresponding to leg 1 and leg 2. Use Reset function before each new travel to start new measurements.

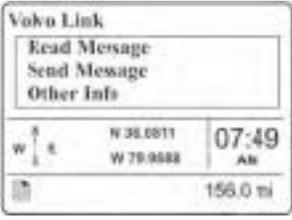


5. Estimated Time of Arrival (ETA)

This function will display the estimated time of arrival if the distance to be traveled is entered first, in this menu. To set distance to be traveled, press ENTER and enter the distance left to drive in mile or km using ENTER and UP/DOWN buttons.

« PREVOST LIAISON (option) » MENU

The Prevost Liaison system provides cellular communication between the driver and the fleet operator. The driver can send and receive short text messages, which are visible through the Driver Information Display.



The following menus are available:

1. **Read Message**
 - Quick Response (only available if there is a message available)
2. **Send Message**
 - Driver & Equipment
 - Dispatch Messages
 - Free Text

5. **URES**

3. Other Info

- Comm Liaison Info
- Mailbox Info
- GPS Info
- INI Info
- Configuration Info

« VEHICLE MESSAGES » MENU

Use this function to consult the vehicle active messages that were previously displayed as pop-up messages and then acknowledged. When consulting a message, the corresponding STOP, CHECK or INFORMATION warning light will illuminate. Scroll through the messages using the up/down button. Press ESC button to return to main menu.

« RESET TRIP DATA » MENU

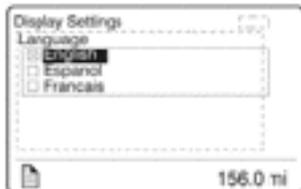
When the Reset Trip Data menu is open, pressing and holding down the Enter button for 1 second resets the functions listed below. This function will permit to the system to calculate new value from the point of resetting.

- Fuel Flow
- Trip Fuel Used
- Average Trip Speed

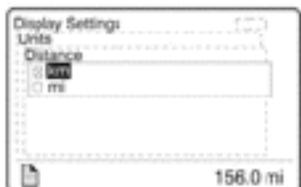


« DISPLAY SETTINGS » MENU

The Display Settings menu is used to change languages and units. The password, time and date can also be changed. The backlight and contrast of the display screen can be adjusted.



1. Language

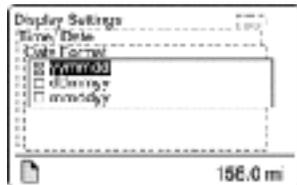


2. Units

Use this function to select desired unit formats for:

- Distance (miles or km);
- Fuel consumption (km/l, l/100km, mpg US or IMP);
- Temperature (°C or °F).

5-16 OTHER FEATURES



3. Time/Date

Select the time and date format (am, pm, 24h) using this function.



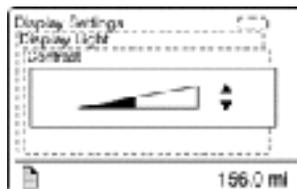
4. Favorite Display Setting

Use this menu to select your favorite display gauges 1, 2 and 3 and replace the default gauges. On vehicles provided with the I-Shift transmission, Favorite Display Gauge 3 cannot be edited as it is kept for display of the transmission status.

Example: You wish to display the engine oil temperature at the Gauge 1 position.

1. Use UP/DOWN button until Gauge 1 position is selected.
2. Press ENTER button to confirm.

Use UP/DOWN button to scroll through the available gauges. When the engine oil temperature gauge is displayed, press ENTER button to confirm (repeat steps 1-3 to change Gauge 2 and Gauge 3 if needed).



5. Display Light

The Display Light menu has three sub-menus:

- Contrast

Adjust the contrast with the UP/DOWN button and press ENTER button to confirm.

- Backlight

In this menu, the display lighting can be adjusted relative to other instrument lighting with the UP/DOWN button.

- Night/Day

Use the Night/Day menu to choose a dark background with light text and images or a light background with dark text and images. Press ENTER button to toggle between Night and Day.



6. Change Password

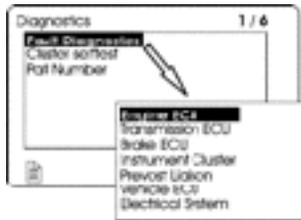
Use this menu to change the current password. This menu is only accessible if the correct password is entered. The default password is 0000.

1. Mark which password is to be changed with the display UP/DOWN button.
2. Confirm with ENTER button.
3. Set the first digit with the UP/DOWN button.
4. Step to the next digit using ENTER button.
5. Step backwards with ESC button.

The Diagnostics menu enables fault tracing on the control units in the vehicle to check for faults.

5-18 OTHER FEATURES

Instrument tests are available to check the telltales, gauges, display and speaker. The part number of a control unit can be identified in the part number menu.



1. View Active Fault

A list of the control units on the vehicle is displayed. Use this function to check for active faults on specific control units.

2. View Inactive Fault

Use this function to check for inactive faults on specific control units.

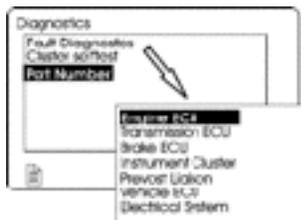
3. Cluster Selftest

Use this menu to check proper functioning of the following components:

- Telltale lights
- Analog gauges
- Display
- Speakers

The following table describes the available tests. To cancel a test, press the ESC button).

Telltale lights test	Telltale lights illuminate for approximately five seconds. Press the Esc button to cancel the test.
Analog gauges	The indicators move forwards and backwards between the end positions. They do not show any particular value. This is just a check to confirm that the indicators move, and to make sure the operators are working. Press the Esc button to cancel the test.
Display test	The entire display lights up until the Esc button is pressed.
Speaker Test	A sound is emitted through the speakers. Press the Esc button to cancel the test.



4. Part Number

A list of the control units on the vehicle with their part numbers is displayed in the Part Number menu.

5. Reset Inactive Faults

Use this menu to delete an inactive fault for a particular control unit. Note: it is not possible to delete inactive faults of the Engine ECU.

6. Vehicle Test

Use this menu to perform tests on several components and systems:

- dashboard switches (Mux Input Test)
- electric motors, valve and pump contactors (Motor Test Sequence)



In case of overheating of the engine due to a malfunction of the radiator fan clutch control, you can force activation of the fan clutch using ACTIVATE RADIATOR FAN SPEED 1, SPEED 2.

The DID status line will show TEST to confirm that one of the test modes is active. To cancel an active test, turn the ignition switch to the OFF position or press ESCAPE button, select STOP TEST submenu and then press ENTER

button twice. "TEST" will disappear from the DID status line.

For further information concerning these functions, refer to section 06: Electrical, under "Troubleshooting And Testing The Multiplex Vehicles" paragraph of the Maintenance Manual.

« PRE-TRIP ASSISTANCE (option) » MENU

The Pre-Trip Assistance option is a tool to assist the driver in completing the pre-trip inspection of the vehicle. This option is not a substitute for a complete pre-trip inspection. If any system of the vehicle does not pass inspection, the error must be corrected before operating the vehicle. The available pre-trip tests include the Exterior Light Inspection check, and the Air Leakage check.



1. Exterior Light Inspection

The Exterior Light Inspection function turns on all the exterior lights simultaneously. This allows the operator to start the test, exit the vehicle and do a visual check that all exterior lights function properly. Press ESCAPE button to end the test and turn off all the exterior lights.

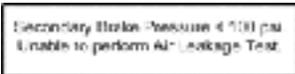
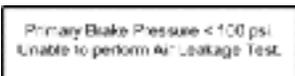


2. Air leakage Monitor

The Air Leakage check allows the driver to accurately measure the amount of air pressure drop in the front and rear brake air systems. After selecting this test from the DID, you are prompted to apply the service brake for 60 seconds. After applying and holding the service brake for 60 seconds, the DID will display the amount of pressure drop in the brake system.

Before starting the test through the DID, complete the following:

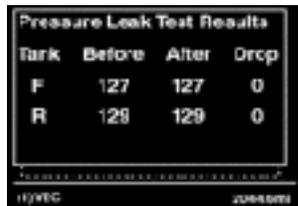
- a. Start the engine and check that the brake systems air pressure is greater than 100 psi.
- b. Turn engine off.
- c. Release the brakes and allow the system to settle (air gauge needle stops moving).
- d. Press the ENTER button to start the test.
- e. If the air tanks pressure is too low to perform the test (pressure must be greater than 100 psi), the following messages will appear.



5-19 OTHER FEATURES

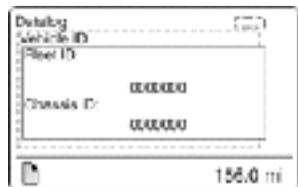


f. You must press and hold brake pedal for 60 seconds, as instructed.

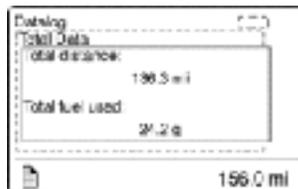


g. Once the brake pressure test is completed the pressure leak test results are displayed.

« DATA LOG » MENU



1. Vehicle ID



2. Total Data

Total Data menu indicates the accumulated engine values that have been logged during the lifetime of the engine ECU.

Available information:

- Total distance traveled
- Total fuel used
- Total engine hours
- Total idle time
- Total PTO hours
- total engine revolutions



3. Trip Data

This menu displays the trip information listed below. This function must be reset before each measurement (before each new trip or leg) using the Reset Trip Data menu.

Available information for the trip or leg is:

- Trip distance (miles or km)
- Trip fuel average (mpg, liter/100km; km/liter)
- Trip fuel used (gallons or liters)
- Trip duration on cruise control (hours)
- Trip duration with engine rpm greater than economy rpm (hours)
- Trip duration while engine rpm is greater than the desire maximum rpm RPM Limit set in Fleet Limits sub-menu (hours)
- Trip fuel used with engine rpm greater than the economy rpm (gallons/ liters)
- Trip average speed (mph, km/h)
- Trip duration with speed greater than the maximum desired speed as set in Fleet Limits sub-menu (hours)
- Trip engine hours

- Trip duration on engine idle (hours)
- Trip fuel used while in engine idle (gallons, liters)



4. Reset Trip Data

This menu can only be accessed if the correct password has been entered. Use this function to reset measurements of the Trip Data menu before each new trip or leg.

« AFTERTREATMENT » MENU

This menu permits to the driver to initiate a stationary regeneration, to check the status of the aftertreatment system and to interrupt regeneration.



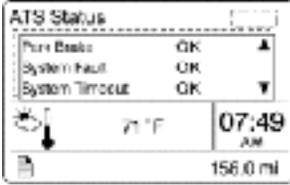
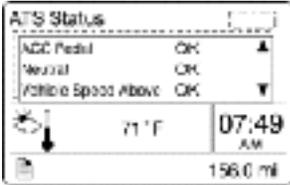
1. Request Parked REGEN

Use this function to initiate a stationary (parked) regeneration.



2. ATS Status

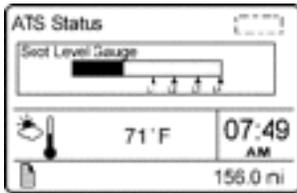
The Aftertreatment status sub-menus provide information about the conditions required for performing regeneration. The status can be OK (regeneration allowed), CHECK (regeneration not allowed) or N/A (not applicable). When ATS Status is selected, the following sub-menus are available.



ATS Status	
Temporary Lockout	OK ▲
Permanent Lockout	OK
Engine Temp	OK ▼
	71°F
	07:49 AM
	159.0 mi

5

URES



Soot Level Gauge

From the ATS Status sub-menu, you can view the soot level for the Aftertreatment system. When the soot level is high, regeneration is necessary. L1, L2, L3 and L4 under the scale correspond to Level 1 up to Level 4 (see Diesel particulate filter clogging sequence – Engine indicator lamp).



3. Cancel REGEN

From the Aftertreatment main menu, you can cancel a REGEN cycle.

« PASSWORD » MENU

Certain functions are password-protected. These passwords give the user access to all password-protected functions. The default password is 0000.

1. Password

The following menus are password-protected and marked with a key symbol in the menus:

- Change Password
- Fleet ID
- Reset Trip Data
- Fault Diagnostics
- Inactive Faults

TRANSMISSION RETARDER

The transmission retarder is an optional device that helps to reduce the speed of a vehicle. It improves vehicle control, increases driving safety and permits more economical operation. The retarder provides slowing power when it is most needed, such as when descending mountain roads, in stop-and-go traffic and on crowded freeways.

The transmission retarder is a vehicle-slowng device, not a vehicle-stopping device. It is not a substitute for the service braking system. The service brake must be used to bring the vehicle to a complete stop.

The retarder is provided with control buttons on the steering wheel and a lever on the steering column (refer to Section 4 *Controls and instruments*).

NOTE

Extended use will raise the temperature of the transmission fluid.

The retarder helps reduce speed on grades without using the vehicle's conventional service braking system. This virtually eliminates brake overheating and reduces the risk of a runaway vehicle. A retarder greatly increases the service life of brake pads and discs, resulting in reduced brake maintenance costs.



WARNING

Do not use the retarder during inclement weather or slippery road conditions.

NOTE

The stoplights automatically illuminate when the vehicle is slowing down after application of the transmission retarder.

For vehicles equipped with the Antilock Braking System (ABS), as the wheels start to lock up on slippery roads, the output retarder automatically deactivates until the wheels roll freely.



WARNING

A vehicle speed retarding device (such as engine brake) is not intended to replace the service brake systems on your vehicle nor

intended to bring your vehicle to a stop. A vehicle speed retarding device is only intended to reduce the speed of your vehicle under certain conditions.

OTHER FEATURES 5-23

Several types of engine brake can be installed or are standard on certain engines. All are used to reduce wear on the vehicle brake linings.



WARNING

When descending significant grades, use the service brake as little as possible. If the engine does not slow the vehicle to a safe speed, apply service brake and shift to a lower range. Let the engine (and engine brake) slow the vehicle. Keep brakes cool and ready for emergency stopping.

VOLVO ENGINE BRAKE (VEB)

On vehicles equipped with the Volvo Engine Brake (VEB), the engine brake mode is by default, set to the AUTO mode  at vehicle start-up.

When running in AUTO  mode, the engine brake is gradually applied to 100% of the braking power when the driver *pushes the brake pedal*. Since AUTO  mode will not reduce vehicle momentum unless the brakes are applied, it will have no impact on fuel consumption.

The driver can also choose two other modes using the steering wheel switches; Engine brake LOW  and engine brake HIGH .

When set to the engine brake LOW  mode, 50% of the engine brake power will be applied when the driver *releases the accelerator pedal*. Using engine brake HIGH  will apply 100% of the braking power.

It must be noted that since engine brake LOW  and engine brake HIGH  will reduce vehicle speed upon release of the throttle pedal, they may negatively impact fuel consumption if used for extended periods of time.

On vehicles equipped with an engine brake switch, it is possible to deactivate the engine brake (OFF mode). To do so, the driver must press the engine brake switch located on the left side of the dashboard.

5-24 OTHER FEATURES



Engine Brake Switch

NOTE

Engine brake is safe to use in any road conditions including adverse conditions.

CRUISE CONTROL AND ENGINE BRAKE

NOTE

When using engine brake LOW or HIGH mode, pressing the steering switch OFF button will switch back to the default AUTO mode.

When cruise control is enabled by the driver, the engine brake mode is forced to AUTO mode and the engine brake will progressively engage up to 100% if the selected cruise speed is exceeded by approximately 2 Km/h (1.25 mph). Manually switching to engine brake LOW or HIGH using the steering switches will deactivate the cruise control.

CRUISE CONTROL & SPEED	ENGINE BRAKE MODE	ENGINE BRAKE FORCE
		0%
		UP TO 100%
+ CRUISE SPEED SET + 2 Km/h		N/A
		N/A

DRIVER PEDALS	ENGINE BRAKE MODE	ENGINE BRAKE FORCE
ANY POSITION		0%

<p>ACCELERAT OR PEDAL RELEASED</p> 		<p>0%</p>
<p>BRAKE PEDAL PUSHED</p> 		<p>100 %</p>
<p>ACCELERAT OR PEDAL RELEASED</p> 		<p>50%</p>
		<p>100 %</p>

ENGINE BRAKE FORCE APPLIED WITH CRUISE CONTROL

NOTE

On vehicles equipped with the Allison transmission, if cruise control is enabled, the current engine brake mode is saved in the vehicle computer (MCM) memory and the engine brake mode is set to Auto mode . When the cruise control is disabled, the engine brake mode changes back to the mode saved in the MCM memory.

ENGINE BRAKE FORCE APPLIED ACCORDING TO
SELECTED MODE AND DRIVER PEDAL POSITION.

ANTILOCK BRAKING SYSTEM (ABS), TRACTION CONTROL SYSTEM (TCS) & ELECTRONIC STABILITY CONTROL (ESC)

TCS system will reduce engine throttle to improve traction at all of the drive wheels.

ANTILOCK BRAKING SYSTEM (ABS)

The purpose of the Antilock Braking System (ABS) is to maintain vehicle stability and control during braking and to minimize the stopping distance in any road condition.

On slippery roads and more generally in emergency situations, over-braking frequently induces wheel locking. Wheel locking greatly increases braking distance on any road surface. Locked wheels also impede directional control and cause severe tire abrasion. An antilock braking system provides maximum braking performance while maintaining adequate control on slippery roads.

The basis of ABS is constant monitoring of wheel parameters during braking. Sensors on each wheel of the front and drive axles constantly measure wheel speed during braking. This information is transmitted to a four-channel electronic processor which senses when any wheel is about to lock. Modulating valves quickly adjust brake pressure (up to 5 times every second) to prevent wheel lock. Each wheel is therefore controlled according to the available grip.



WARNING

Vehicles following ABS-equipped vehicles may not be able to brake as fast on slippery roads.

In this way, the vehicle is brought to a stop in the shortest possible time while remaining stable and under the driver's control.

TRACTION CONTROL SYSTEM (TCS)

TCS controls wheel spin during vehicle acceleration to improve traction.

- The TCS system will intervene automatically and apply braking pressure to a spinning wheel transferring engine power to the other drive wheel that have better traction. This feature is active only at speeds below 25 mph (40 km/h).
- If all of the drive wheels begin to spin, the

If drive wheels begin to lose traction during acceleration, TCS will engage automatically to assist the driver in accelerating the vehicle. The TCS/ESC lamp will flash rapidly to let you know whenever TCS is actively functioning.

ELECTRONIC STABILITY CONTROL (ESC)

The ESC stability system is an optional feature for ABS-equipped vehicles that reduces the risk of rollovers and loss of control. The ESC system features include the RSP Roll Stability Program and Yaw Control.

The RSP system counteracts the tendency of a vehicle to tip over while changing direction (typically, while turning).

To reduce the risk of rollover, the RSP system detects potential rollover conditions and slows the vehicle both by reducing engine throttle (and hence, engine torque) and by applying service brakes as needed at the appropriate wheels.



WARNING

During an RSP system intervention, the vehicle **automatically decelerates**. The RSP system can slow the vehicle with or **without you applying the brake pedal, and even when you are applying the throttle**.

During an RSP system intervention, you can always use your service brake pedal to increase the braking pressure that will be applied. However, if you were to apply less braking pressure than needed or even if you release the brake pedal entirely during an intervention, the RSP system will continue to apply the necessary amount of braking pressure automatically to the appropriate wheels to mitigate a potential rollover.

Yaw Control is a feature that reduces the risk of loss of control. If a vehicle's tires start to slide during a turn, Yaw Control counteracts the tendency of that vehicle to spin (or yaw), thereby reducing the risk of loss of control. Many factors, including road conditions, load distribution and driving behavior, can contribute to the development of a spin.



WARNING

In the case where a vehicle equipped with the ESC system pulls a trailer, the latter must be equipped with ABS.

LOCKING THE DCDL

NOTE
*For further details, consult “
Bendix ABS Operator’s Manual”.*

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

DCDL DRIVER CONTROLLED DIFFERENTIAL LOCK (OPTIONAL)

By actuating the dashboard switch, the driver can lock or unlock differential action.

The purpose of the DCDL is to provide maximum vehicle traction and control on bad road surface conditions. When the DCDL is actuated, a clutch collar completely locks the differential case, gearing, and axle shafts together. This feature maximizes traction to both wheels. The lock position will also protect against spinout damage to the differential. The DCDL should not be actuated when good road conditions exist.

OPERATION TIPS

1. The DCDL can be locked or unlocked if the vehicle is standing still or moving at a constant low speed when the wheels are not spinning, slipping, or losing traction.
2. When the DCDL is locked, operate the vehicle at low speeds. DCDL will not engage and will disengage in speed higher than 5 MPH (8 km/h).
3. When the DCDL is locked, the vehicle’s turning radius will increase. This condition is called “understeer.” The driver must use caution, good judgment and drive at low speeds when operating the vehicle with the DCDL locked.
4. Always unlock the DCDL as soon as the need for maximum traction has passed and the vehicle is traveling on a good road.
5. Do not lock the DCDL when the wheels are slipping or losing traction, or damage to the axle can result.
6. Do not lock the DCDL when the vehicle is traveling down steep grades, or potential loss of vehicle stability could occur.

When encountering poor road conditions where maximum traction is needed, follow the recommended procedures: Without the wheels spinning, slipping or losing traction, flip the DCDL control switch to the “LOCK” position while maintaining a constant vehicle speed.

1. Let up momentarily on the accelerator to relieve torque on the gearing, allowing the DCDL to lock.
2. When the DCDL is fully locked, the vehicle will have an “understeer” condition when making turns. Proceed cautiously over poor road conditions.

UNLOCKING THE DCDL

When the vehicle can safely operate and driving conditions have improved, disengage the DCDL following the recommended procedures:

1. Flip the control switch to the “UNLOCK” position, when the vehicle is stopped or when traveling at low speed while the wheels are not spinning, slipping or losing traction.
2. Let up momentarily on the accelerator to relieve torque on the gearing, allowing the DCDL to unlock.
3. Resume driving at normal speed using good driving judgment.

KNEELING SYSTEM

This system lowers the front end, enabling passengers to get on and off the coach without any difficulty.

To operate:

- Stop the coach ;
- Set the transmission to neutral(N) ;
- Apply the parking brakes ;
- Momentarily press the rocker switch downwards to lower the front end of the coach 4 inches (100 mm). (Refer to Section 4 *Controls and Instruments*).

NOTE

The parking brakes must be applied to allow

A pictogram will appear in the DID status line indicating that the coach is being lowered.

5-30 OTHER FEATURES

the use of the kneeling.

NOTE

Kneeling is disabled when the entrance door is open.

To raise the front of the coach to normal height;

- Momentarily press the rocker switch upwards. The front end will rapidly rise up;
- Release the parking brakes ;
- Shift the transmission to the desired range.



CAUTION

Avoid parking the coach too close to the sidewalk or to other obstacles which could damage the coach during kneeling.

HI-BUOY

The coach may be equipped with the optional front Hi-Buoy or full Hi-Buoy. The front Hi-Buoy system has the same functions as front kneeling. In addition it enables passengers to get on or off the coach easily by raising the front end about 4 inches (100 mm), which may prove useful when the dock is higher than usual. The front Hi-Buoy is combined with front kneeling to increase flexibility of the system. Refer to Section 4 *Controls And Instruments*.

The full Hi-Buoy system raises the whole coach about 4 inches (100 mm). It can be used to enable passengers to get on or off the coach easily, and to safely travel roads with high obstacles. Refer to Section 4 *Controls and Instruments*.

NOTE

The Hi-Buoy system does not operate when the coach is traveling over 5 mph (8 km/h). Consequently, the driver cannot inadvertently operate the Hi-Buoy system at higher speeds.

LOW-BUOY

This system lowers the coach about 4 inches (100 mm). It enables the coach to drive through underpasses where the height is less than 12 feet (3.7 m).

Low-buoy operation is controlled by a valve located on the lateral console. Toggle the low-buoy control lever rearward to lower the coach. Toggle the control level forward to return the coach to normal ride height. A pictogram appears in the Driver Information Display if the coach speed exceeds 12 mph (20 km/h) when lowered. Refer to Section 4 *Controls and Instruments*.



CAUTION

Avoid parking too close to the curb or other obstacles that could damage the coach during low-buoy operation.



WARNING

Use only below 5 mph (8 km/h).

NOTE

The Low-Buoy cannot be activated when the coach is traveling over 5 mph (8 km/h). Consequently, the driver cannot inadvertently operate the Low-Buoy system at higher speeds.

RETRACTABLE TAG AXLE

Tag axle retraction is controlled by a valve located on the right lateral console. The valve can be switched to either the wheels up or wheels down position. The axle will be automatically raised or lowered by air pressure according to the valve position. Refer to Section 4 *Controls and Instruments*.

The tag axle service brakes operate only when the tag axle is in the wheels down position. Never lower the tag axle while the coach is moving. A pictogram appears in the Driver Information Display if the vehicle speed exceeds 12 mph (20 km/h) with tag axle raised. The tag axle can be raised in tight maneuvering areas like in a parking lot or to make it easier to turn a short corner. The tag axle shortens the wheelbase and allows tighter turning. Raising the tag axle transfers extra weight and additional traction to the drive wheels providing improved control on slippery roads.

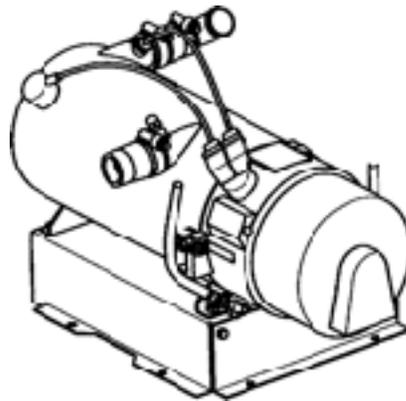


CAUTION

Do not use tag axle in raised position for an extended period. Raising tag axle increases load on the drive axle, suspension and tires.

Do not drive vehicle with tag axle raised when speed is exceeding 12 mph (20 km/h).

In order to prevent damage to the suspension, always raise the tag axle before lifting the coach.



IN-STATION LIGHTING

The in-station lighting system circuit is linked with the optional battery charger: When the charger is connected to an external power source, the in-station lighting circuit can be energized without depleting the batteries. The receptacle used for the battery charger is located on the engine R.H. side access door.

The coolant heating system uses the same fuel as the engine. Do not operate in a closed building or while refueling. Operate only in a well ventilated area.

The coolant heater is located in a compartment in the lower part of the rear electrical compartment. To access the coolant heater, remove the panel in the rear electrical compartment.

COOLANT HEATER

This optional auxiliary heating system is used for preheating and retaining the heat of water-cooled engines. It can be used before startup to ease starting and to provide rapid operation of the interior heating system. It can also be used with the engine running to maintain coolant heat and interior temperature.

The heater operates independently of the engine. It is connected to the cooling system, heating circuits and to the vehicle's fuel and electrical system.



WARNING

SWITCHING THE HEATER ON

The timer light illuminates when the heater is switched on. Air is forced in to flush out the combustion chamber of residual gases and the water circulation pump begins operating. The fuel metering pump delivers fuel in precise amounts to the combustion chamber, where fuel and combustion air form a combustible mixture which is ignited by the ignition unit.

Once the flame sensor has signaled to the control unit that combustion has taken place, the ignition unit is switched off.

Hot combustion gases are diverted at the end of the flame pipe and are then forced through the indirect heating surfaces of the heat exchanger. The heat exchanger transfers the heat to the coolant water passing through the heat exchanger.

The heater is thermostatically controlled and operates intermittently (i.e., the switched-on time of the burner varies depending on the heat requirement). The water temperature is controlled by the built-in water thermostat.

The water circulation pump remains in operation as long as the heater is operating, even during the regulated intervals and during the delayed cut-out of the heater. The pump can also be operated independently of the heater by means of an appropriate circuit. The heater can be switched *ON* at any time (i.e., during the delayed cut-out period). Ignition takes place after the delayed cut-out time expires.

SWITCHING THE HEATER OFF

The fuel supply is interrupted when the heater is switched *OFF*. This causes the flame to go out and a delayed cut-out of 2.5 minutes begins.

The circulating combustion air flushes the remaining combustion gases out of the chamber and cools off the heated parts on the exhaust side of the heat exchanger. The water circulation pump continues to transfer the latent heat present in the heat exchanger, thus preventing hot spots. Once the delayed cut-out time expires, both the combustion air blower and the water circulation pump switch OFF automatically. A cut-out will automatically take place in case of heater failure. Refer to Section 9 *Technical information* for additional information.

COOLANT HEATER TIMER

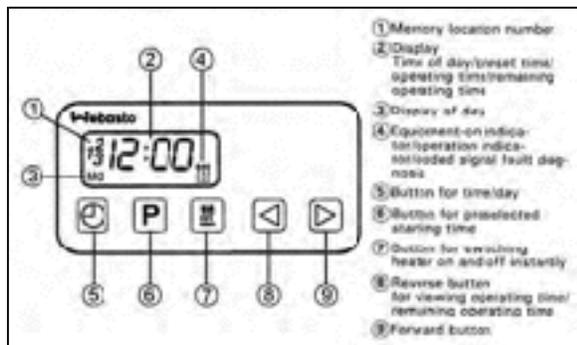
The timer, located on L.H. lateral console is used to program the starting and stopping time of the preheating system and to give Fault Codes. The system indicator light, located on the timer, illuminates when the system is functional.

	CAUTION
<p>The preheating system should not operate for more than one hour before starting engine as this could discharge batteries.</p>	

	WARNING
<p>Preheating system must not operate when vehicle is parked inside or during fuel fill stops.</p>	

NOTE
<p><i>Preheating system uses the same fuel as the engine.</i></p>

Timer operating instructions (Spheros)



SPHEROS

22223

These instructions refer to the Spheros timer illustrated above.

Remaining Operating Time

The remaining operating time refers to the period of time the heater still continues to remain in operation. It may be changed while the heater is in operation.

Setting the Digital Timer

After the power has been connected, all symbols on the digital display are flashing. The time of the day and the day of the week must be set.

All flashing symbols of the timer can be set by means of the Forward (9) or Reverse (8) buttons.

When buttons (8) and (9) are pressed for more than 2 seconds, the quick digit advance mode is activated.

Setting the Time and Day of the Week

1. Press button (5) for more than 2 seconds (time display flashes).
2. Press (8) or (9) button to set the time of day.
3. Wait 5 seconds. The time of day is stored (day of week flashes).
4. Press (8) or (9) button to set the correct day of week.
5. Wait 5 seconds. The day of week is stored.

Viewing the Time (Ignition ON)

Continuous display of current time and day of the week.

Viewing the Time (Ignition OFF)

Briefly press button (5) to display current time and day for 5 seconds.

Switching Heater ON (Instant Heating) With Ignition ON:

Press button (7). Heater is switched on (continuous operation) and continues to operate until button (7) is pressed again or ignition is switched off.

NOTE
<p><i>If the ignition is switched off while heater is in operation, the remaining operating time of 15 minutes flashes on the display and the heater will continue to operate for this period of time.</i></p>

Switching Heater ON (Instant Heating) With Ignition OFF:

Press button (7). Heater is switched on for preset operating time (the factory-set heater operating duration is 60 minutes)

Switching Heater OFF

Press button (7). The heater starts its after-run cycle and switches off thereafter.

Presetting Starting Time

1. Press button (6). Memory location number flashes.

NOTE

By repeatedly pressing button (6), starting time 2 or 3 can be preset.

2. Press button (8) or (9) until correct startup time is set.
3. Wait 5 seconds. Preset starting time is stored and day of week flashes.
4. Press button (8) or (9) to select the correct startup day of week.
5. Wait 5 seconds. The startup day of week is stored.

The number of memory location remains on the display. The timer is now in the programmed mode and will switch the heater on at the preset time.

NOTE

We recommend that memory locations 1 and 2 be used for presetting times within 24 hours of setting the timer. Memory location 3 can be used for a starting time within the next 7 days of setting the timer.

Recalling Preset Times

Press (6) repeatedly until the desired memory location number and preset time are displayed.

Canceling Preset Time



CAUTION

Press button (6) repeatedly until no more memory location number is visible on the display.

Setting Operating Time

1. With heater off, press button (8). Operating time flashes.
2. Press button (8) or (9) to set the operating time (between 1 and 120 minutes)
3. Wait 5 seconds. Operating time is stored.

The heater remains in operation for the preset time (except for continuous operation).

Setting the Remaining Operating Time

1. With heater in operation, press button (8). Remaining operating time flashes.
2. Set remaining time with button (8) or (9).
3. Wait 5 seconds. Remaining operating time is stored.

Fault Diagnosis by Coded Light Signals

On heaters equipped with a fault diagnosis system using coded light signals, the equipment-on indicator/operation indicator flashes. Please consult appendix D for the Fault Diagnosis and Code list.

TROUBLESHOOTING AND MAINTENANCE

The diagnostic code system in Spheros timers is standard. Refer to Appendix D at the end of this manual, to the Maintenance Manual or to Spheros manual for more information.

NOTE

If there are no heater faults, the heater will go through a normal start cycle and regulate based on thermostat setting.

NOTE

Switch on the preheating system briefly about once a month, even during the warm season.



CAUTION

When welding on the vehicle, disconnect the preheater module connector in order to protect this system from voltage surges.

Whenever the wheelchair lift activation switch is in the ON position, an interlock system prevents releasing of the parking

NOTE

To avoid running down the batteries, do not turn on the preheating system for more than one hour before starting the engine.



WARNING

The preheating system uses the same fuel as the engine. Do not operate in a building or while refueling. Operate only in a well-ventilated area.

WHEELCHAIR LIFT

Read and understand the RICON Owner's Manual before attempting to use the wheelchair lift. The instructions below are a quick reference and serve to complement the information provided by the lift manufacturer.



WARNING

To operate the optional wheelchair lift, the coach must be parked on a flat and level surface, with the parking brake applied.

Supply power to the wheelchair lift system first by depressing the wheelchair lift activation switch located on the dashboard.



WHEELCHAIR LIFT ACTIVATION SWITCH

WHEELCHAIR LIFT AND ACCESS DOORS

Open the access door until fully opened, then open the lift mechanism baggage door and swing open until locked open.

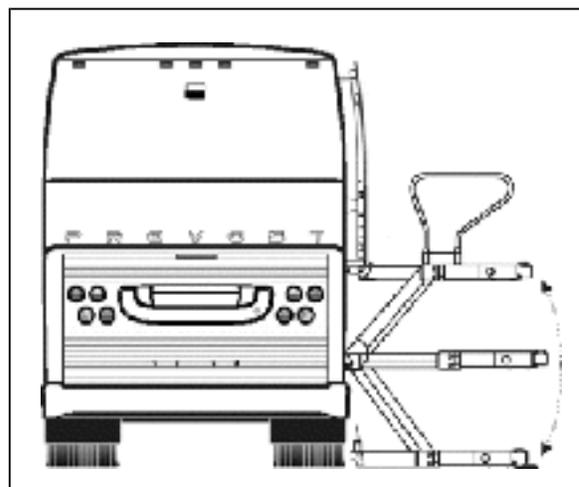
A light inside the vehicle illuminates the doorway when the wheelchair access door is open.

A pictogram will appear in the DID when the lift mechanism door or the wheelchair access door is open. Refer to Section 4 *Controls and Instruments*.

brake and a transmission inhibit feature prevents gear selection when either the lift mechanism access door or the wheelchair access door is open.

If in motion and the access door opens, a pictogram will show and an audible alert will sound.

To close the door, pull the door handle to unlock from the open position, and then slam the door shut.



RICON WHEELCHAIR LIFT

23365

OPERATING THE WHEELCHAIR LIFT



WARNING

Inspect the lift before each use as described in the RICON Owner's manual. If any unsafe condition exists, or if unusual noises or movements are noticed, DO NOT use and contact an authorized RICON dealer for repair.



WARNING

Read and comply with all warning labels and symbols affixed to the wheelchair lift.



WARNING

Do not operate with a load in excess of 660 lbs (300 Kg).

The coach must be parked at least 10 feet (3 meters) away from other vehicles or large objects. Turn on the POWER ENABLE switch and then control each lift motion by pressing an

5-36 OTHER FEATURES

appropriate but switch provides thereby enables power switch and operating the lift doesn't bind with

Using the handh lift by pressing or lift begins to dep action of one o Once deployed, vertical position.



POWER ENABLE e pendant and turned on, the illuminate. When the control wire ism.

pendant, deploy the button. When the to hear a clutch ould be heard. ls until locked in aint belt.

Use the UP and DOWN switch to raise or lower the platform. Upon reaching the top or the bottom of its stroke, the appropriate rollstop will lower.

NOTE

The restraint belt acts as a safety device and it prevents raising or lowering the lift when not buckled.

Roll the wheelchair onto the platform with the wheelchair facing outwards because the front rollstop is not designed to keep the large rear wheels of a wheelchair from rolling off the platform.

lift electrical circuit is activated by the switch on the dashboard).

To stow the platform, detach the restraint belt and fold the left handrail, then fold the right handrail (lift the slam lock handles to fold handrails). Re-fasten restraint belt. Press down and hold the STOW button until the lift is fully stowed.

THRESHOLD WARNING SYSTEM (TWS) ADJUSTMENT

There are three verifications to perform; 1) Adjust Aiming of Acoustic Sensor Beam, 2) Test Aim of Acoustic Sensor Beam, and 3) Adjust Acoustic Sensor Timing.

Adjustment of the sensor timing is done at the factory and should not need to be repeated in the field. Readjustment should only be considered if the sensor aiming could not be adjusted to ignore both the wheelchair in the aisle and the platform during its normal movement.

Adjust Aiming of Acoustic Sensor Beam

1. Place wheelchair with passenger in center aisle of coach, pointed at doorway where Threshold Warning System (TWS) is installed. The TWS should not detect a wheelchair and passenger when they are located this far from doorway.
2. Turn power to lift on (LED on TWS module will light steady) and indicator light on the control device illuminates. If wheelchair and passenger are detected by acoustic sensors the LED will flash, the buzzer will sound and the module red light will flash. If this occurs it is necessary to adjust aiming of sensors.
3. Turn sensor angle adjustment screw clockwise to move direction of beam away from center aisle and towards doorway. Stop adjustment when LED ceases to flash.



WARNING

Use extreme care when rolling on or off the platform and lock the wheelchair brakes while stationary on the platform. Make sure the wheelchair fits safely on the platform. Keep arms and legs away from moving parts.

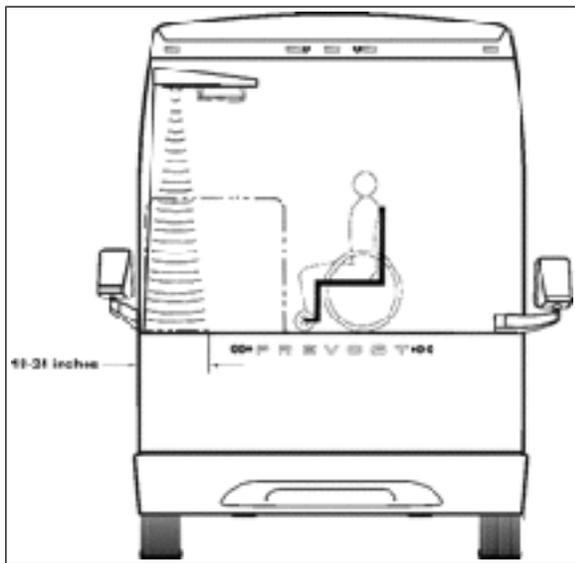
NOTE

Only in rare instances will adjustment be needed in the counterclockwise direction.

NOTE

The indicator light on the control device illuminates when power is supplied (when the

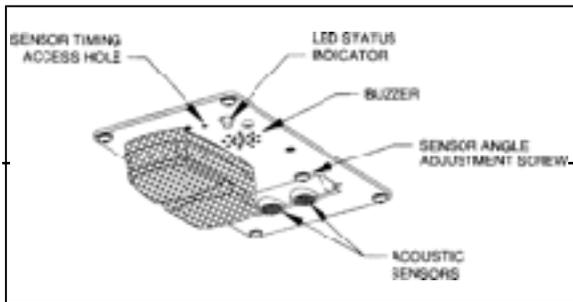
5-38 OTHER FEATURES



NOTE

If an adjustment is made, repeat the previous step where wheelchair is between 18 and 24 inches from doorway.

4. Move centerline of small wheels of wheelchair (with passenger) to within 24 inches of doorway and repeat aiming



TWS MODULE DETAIL

Test Aim of Acoustic Sensor Beam

1. Move wheelchair and passenger slowly towards doorway. TWS should detect wheelchair and passenger (LED will flash, buzzer will sound and the module red light will flash) when centerline of front wheels is between 18 and 24 inches from doorway.
2. Open vehicle access door above lift. Lower platform to ground and place wheelchair and passenger at rear of platform. Rollstop (rear barrier) should be up. Raise platform to floor level.

This normal platform motion with wheelchair and passenger aboard should not actuate TWS. If LED does flash (buzzer will also sound and module red light will flash), turn sensor adjustment screw slightly counterclockwise.

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Adjust Acoustic Sensor Timing

1. Support a flat sheet of cardboard or similar material, directly beneath TWS module at a distance of 4½ feet below module. Sheet must be facing sensors.

NOTE

Before proceeding, visually inspect sensors to verify that they are pointing directly at floor, or nearly, and are not pointing off at an extreme angle.

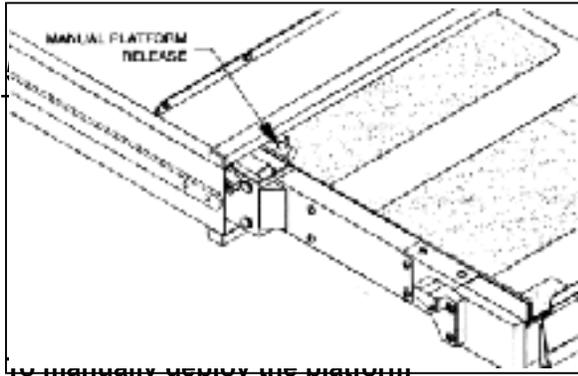
2. Note the sensor timing access hole. This hole provides access to a plunger-actuated switch that sets the sensor timing. Insert a 1/16-inch diameter wire-like object into the access hole and press the plunger inward. The LED will flash momentarily while the module establishes the distance and then remain on steady. Release the plunger when the LED ceases to flash.

NOTE

It is important that objects, such as your body, tools, seats, etc, do not interfere with the beam while the adjustment is being made.

EMERGENCY OPERATION

In the event of electrical power loss, manual operation of the lift is possible as explained below.



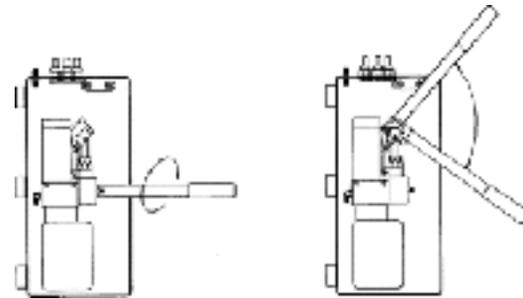
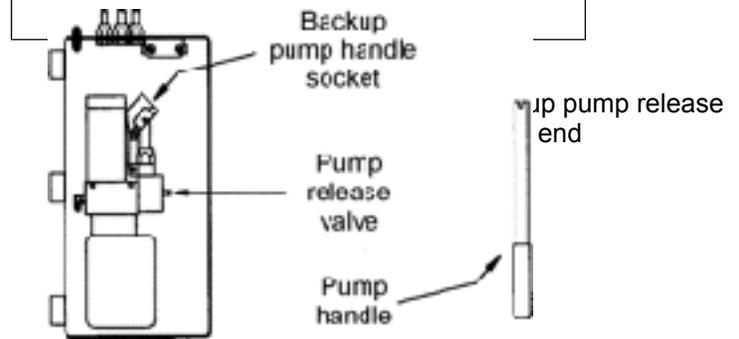
To manually deploy the platform

Allow enough space for lift operation and passenger boarding. If a break down situation exists and the vehicle cannot be moved so that the lift system can be operated safely, the operator must summon emergency assistance to move the vehicle before operating the lift.

Fully open wheelchair access and lift doors. Ensure that there are no obstacles in the path of the lift.

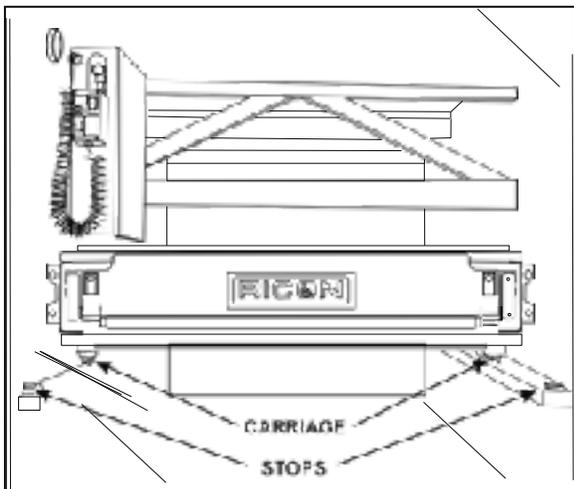
Remove the pump handle from inside the cover of the lift mechanism box.

Turn one of the manual platform release shafts using pump handle extension.



MANUAL PLATFORM RELEASE SHAFT

Grasp the platform and pull firmly until the lift is all the way out against the carriage stops.



WHEELCHAIR LIFT MANUAL OPERATION

23265

To manually raise the platform

Remove the pump handle from inside the cover of the lift mechanism box.

of the handle are fully engaged by the release valve pin. Twist the handle clockwise until lightly- snug and remove.

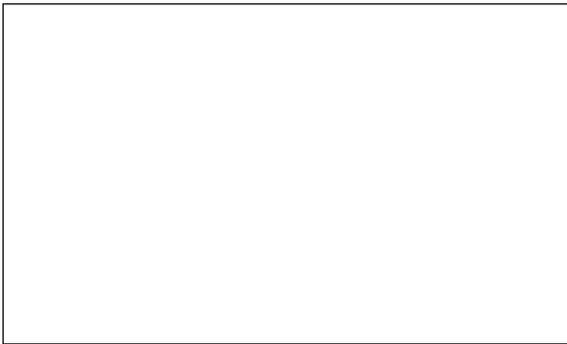


CAUTION

During manual rising of the lift, do not raise the platform more than 1-1/2 inches above the vehicle floor level. Any excessive travel will make it difficult to enter the platform and/or damage the lift bridge plate actuator. The outer edge of the bridge plate must rest squarely on the vehicle floor.

WHEELCHAIR LIFT MANUAL HYDRAULIC PUMP 23268

Insert handle extension into manual backup pump handle socket and pump to raise the platform to the vehicle floor level.



PLATFORM MANUAL RAISING 23267

The lift passenger and attendant must follow the instructions to ENTER or EXIT the vehicle, as previously described.

To manually lower the platform

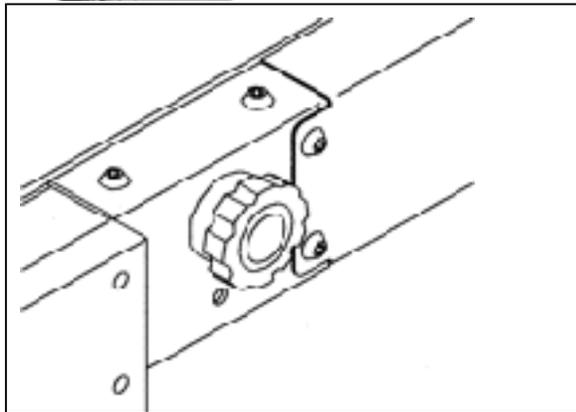
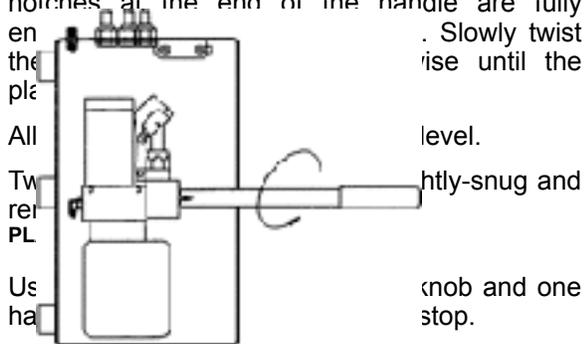


CAUTION

Do not turn pump release valve more than 1/4- turn counterclockwise. The valve is totally removable which will disable all automatic and manual UP/DOWN functions.

5-42 OTHER FEATURES

Insert the pump handle extension onto manual backup pump release valve. Make sure the notches at the end of the handle are fully engaged. Slowly twist the handle until the platform is level.



ROLLSTOP MANUAL CONTROL KNOB

23275

The attendant and lift passenger should follow the instructions to ENTER or EXIT the vehicle, as described previously.

To manually stow the platform

Raise or lower the platform to the deploy/stow position; the platform frame must be parallel to the side of the lift enclosure. If the exact position cannot be obtained, slightly low is preferred to slightly high.

Using the rollstop manual control knob and one hand on the rollstop, close the rollstop until it latches.

Use one person on each side of the lift to prevent mechanical binding.

With fingers up and palms forward, push the platform forcefully to start the lift moving inward. As the lift begins to move inward, maintain a constant pushing motion until the lift comes to rest completely inside the lift enclosure.

Push firmly at the end and make sure that the platform manual release shafts have turned to lock the platform.

To manually stow the lift from ground level

In the unlikely event of a hydraulic system failure and the manual backup pump is inoperative, the lift may be stowed as follows by **two or more able-bodied people**:

Raise or lower the platform to the deploy/stow position; the platform frame must be parallel to the side of the lift enclosure. If the exact position cannot be obtained, slightly low is preferred to slightly high.

Using the rollstop manual control knob and one hand on the rollstop, close the rollstop until it latches.



WARNING

The platform is heavy and should be lifted using caution and proper lifting technique: Always lift with legs and not the back when attempting to lift heavy objects.

Use one person on each side of the lift to prevent mechanical binding.

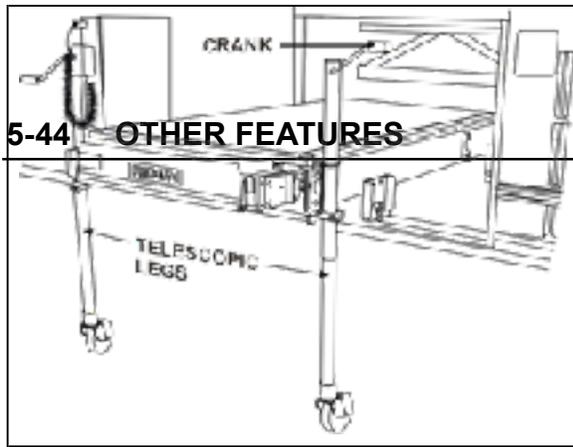
With fingers up and palms forward, push the platform forcefully to start the lift moving inward. As the lift begins to move inward, maintain a constant pushing motion until the lift comes to rest completely inside the lift enclosure.

Push firmly and make sure that the platform manual release shafts have turned to lock the platform.

WHEELCHAIR LIFT REMOVAL FOR STORING OR MAINTENANCE PURPOSES

Disconnect connector located at compartment ceiling.

Remove 4 fixing bolts located inside compartment, on each side of platform.



Grasp the platform and pull firmly, sustaining a constant pull so that the platform slides onto the rails until the carriage come in contact with the stops.

Secure the first two telescopic legs onto the platform.

NOTE

There are two telescopic legs for each platform side. The proper side is indicated onto the telescopic leg.

INSTALLATION OF TELESCOPIC LEGS

Turn telescopic leg crank to raise the carriage to be able to clear the stops.

Pull the platform until the rear carriage hit against the stops.

Secure the two rear telescopic legs onto the platform then turn telescopic leg crank to be able to clear the stops.

Remove platform completely.

Lower the platform to minimum height using the telescopic leg cranks before moving it.



WARNING

For better stability, keep the platform at minimum height when moving.



WARNING

Never deploy the platform from enclosure while standing on the telescopic legs.



WARNING

Telescopic legs were designed to support and move the platform only, do not use as a work table.



WARNING

Before moving platform, make sure that floor is level and free of obstacles.

WHEELCHAIR LIFT INSTALLATION

Raise the platform to proper level.

Insert the platform so that the rear carriage clears the stops.

Turn telescopic leg crank until the carriage clears the stops.

Remove the two rear telescopic legs from the platform.

Insert the platform until the front carriage clears the stops.

Lower the front of the platform.

Remove the two front telescopic legs from the platform.

Push firmly and make sure that the platform manual release shafts have turned to lock the platform.

Secure the 4 fixing bolts located inside compartment, on each side of platform. **Apply a torque of 60 ft-lbs.**

Reconnect connector located at compartment ceiling.

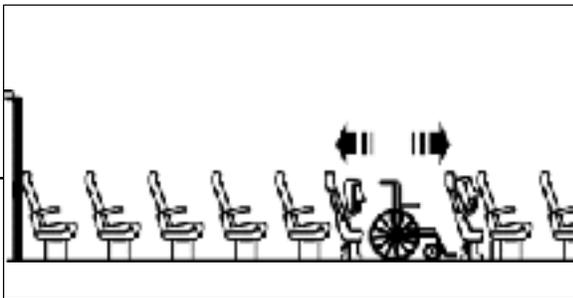


WARNING

When re-inserting platform into compartment, make sure that carriage wheels are properly aligned over the L. H. side triangular rail before removing telescopic legs.

INTERIOR APPOINTMENTS

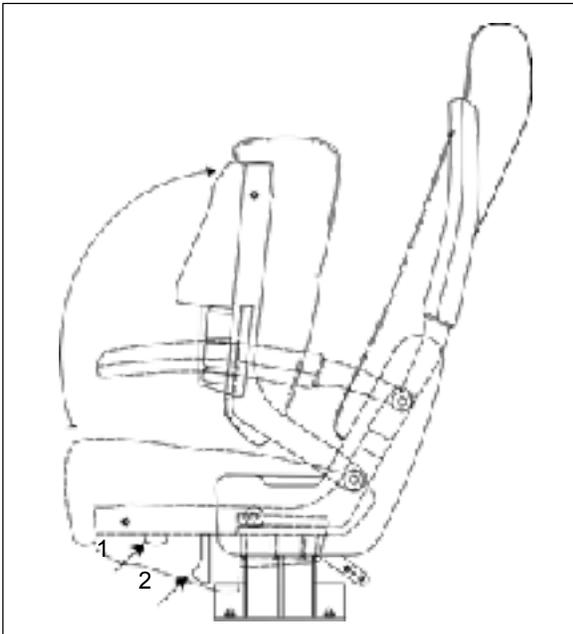
To accommodate a wheelchair, two rows of regular seats on one side of the coach must be folded and slid away. Seats may be folded on both sides of the coach to make room for a second wheelchair.



POSSIBLE SEATING ARRANGEMENTS

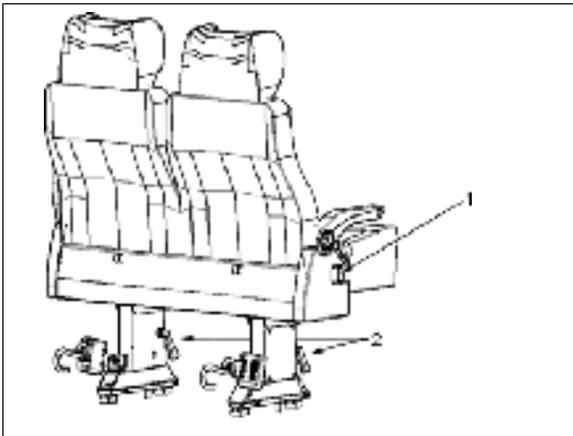
23259

An electrical wheelchair or tri-wheeler may require sliding back seats from both sides of the coach to allow enough turnaround space.



FOLDING SEATS

18430



FOLDING AND SLIDING SEATS

floor tracks. Pull the lever 2 while sliding the seat along the track.

The wheelchair occupants have a hostess/stop chime and a reading light switch at their disposal on the window sill of the coach, within easy reach.

WHEELCHAIR RESTRAINT SYSTEMS

Two types of wheelchair restraint systems may be found, depending on the type of seats:

1. 4-point wheelchair and occupant securement with floor anchorage.
2. 4-point wheelchair and occupant securement with anchorage to passengers seat pedestals.

Refer to Q'Straint publications included in the wheelchair restraint plastic pouches for further details.

4-POINT SECUREMENT WITH FLOOR ANCHORAGE

This securement system includes:

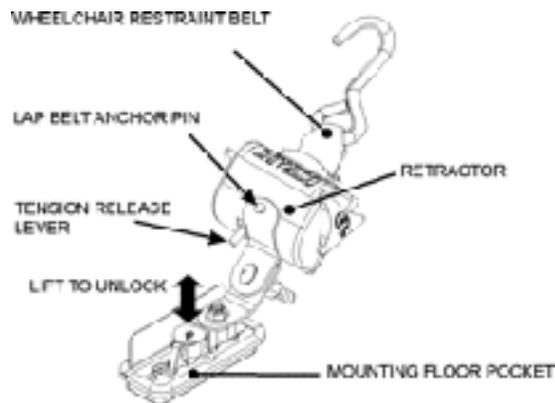
- 4 wheelchair tiedown retractors to secure wheelchair to vehicle floor.
- Occupant securements: lap and shoulder belts that integrate to the rear wheelchair restraints.
- Floor anchorages; installed on the vehicle floor.

Two complete sets of wheelchair restraints are kept in plastic pouches and stowed in an overhead compartment. To secure each wheelchair, four tiedown retractors must be used (at all four corners).

Two of the four tiedown retractors have attaching pins to secure the occupant's lap belt. They must be placed at the rear of the wheelchair. Each tiedown retractor slots into a mounting floor pocket.

To fold a set of seats, raise the seat back then lift up the seat cushion (pull on lever 1). To slide a row of seats, remove the black covers from the

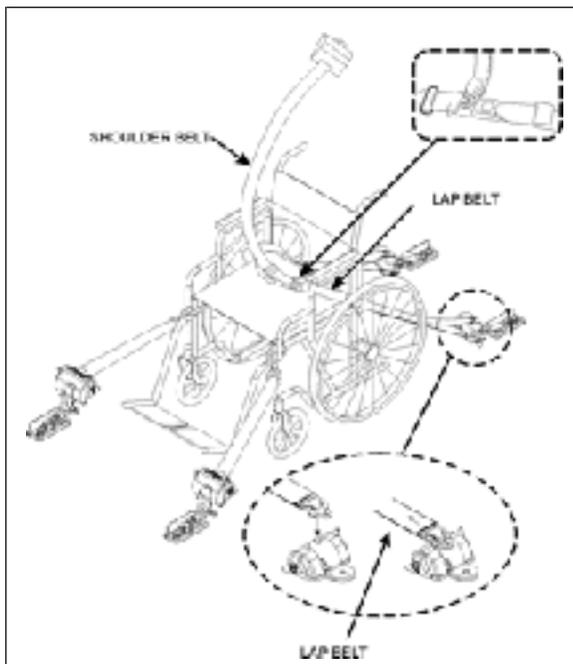
5-46 OTHER FEATURES



WHEELCHAIR ANCHORAGE SYSTEMS

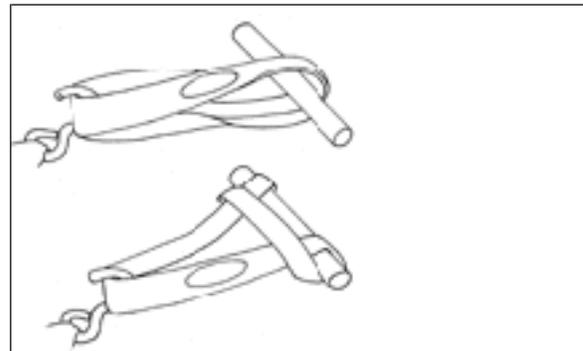
23266

To anchor the retractors, lift the floor pocket cover, push in the retractor anchor then slide it until it locks in place. Hook one wheelchair restraint belt to each corner of the wheelchair frame (**not the wheels**) and allow the retractors to tension the belts.



WHEELCHAIR RESTRAINTS AND ACCESSORIES

Use the blue webbing loops whenever the wheelchair restraint belt hook cannot reach a stiff member of the wheelchair chassis.



TYPICAL USE OF THE BLUE WEBBING LOOPS

To remove the restraint belts, release tension in the locking mechanism by tightening the belt slightly more with the retractor knob before pushing down the tension release lever found on the retractor. Unhook the wheelchair and allow the belts to retract. Guide the belts in, making sure they remain untwisted as they retract.

Release the anchor by lifting the lock pin then sliding out and up the anchor from the floor pocket. Close the lid to prevent dirt from entering the pocket cavity.



WARNING

Do not let restraint belts or occupant safety belts rub against sharp edges. Do not bleach or dry clean.

Wheelchair Occupant Restraint

Secure the wheelchair occupant in the following manner:



WARNING

A snug fit with the lap belt positioned low on the hips is necessary to maximize safety. The belt should not be worn or twisted. Avoid pinching the belt and/or hardware. Do not wear over rigid or breakable objects such as eyeglasses, pens or keys as these may cause injuries.

Fix the lap belt to the pins on the retractors of the rear restraint belts. Adjust the lap belt so it sits snug across the hips. Make sure that you place the lap belt buckle on the center aisle side. Fasten the shoulder belt to the pin on the lap belt buckle. A retractor adjusts shoulder belt length automatically.

**CAUTION**

The safety belt buckle provided with the red release button must always be located on the center aisle side.

**WARNING**

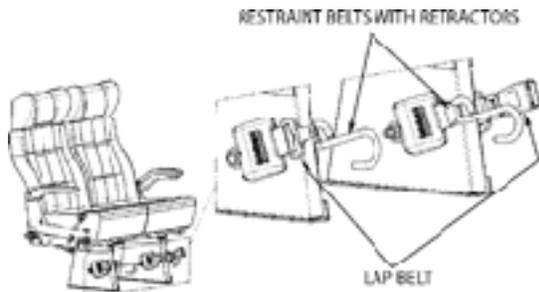
A snug fit with the lap belt positioned low on the hips is necessary to maximize safety. The belt should not be worn or twisted. Avoid pinching the belt and/or hardware. Do not wear over rigid or breakable objects such as eyeglasses, pens or keys as these may cause injuries.

To release the belts, unfasten the shoulder belt then press the red release button found on the lap belt buckle.

4-POINT SECUREMENT WITH ANCHORAGE TO PASSENGERS SEAT PEDESTALS

This securement system includes:

- 4 wheelchair restraint belts and retractors with anchorage to passengers seat pedestals.
- Occupant securements: lap and shoulder belt.

**WHEELCHAIR AND OCCUPANT RESTRAINT SYSTEM**

To secure the wheelchair, four restraint belts must be used (at all four corners). Hook one wheelchair restraint belt to each corner of the wheelchair frame (**not the wheels**) and allow the retractors to tension the belts.

To remove the restraint belts, push down on the tension release lever found on the retractor. Unhook the wheelchair and allow the belts to retract. Guide the belts in, making sure they remain untwisted as they retract.

Wheelchair Occupant Restraint

Secure the wheelchair occupant in the following manner:

Fasten and adjust the lap belts so it sits snug across the hips. Make sure that you place the lap belt buckle on the center aisle side. Fasten the shoulder belt by inserting the lap belt tab into the shoulder belt buckle. A retractor adjusts shoulder belt length automatically.

5-48 OTHER FEATURES



CAUTION

The safety belt buckle provided with the red release button must always be located on the center aisle side.

To unfasten the belts, press the red release button on the shoulder belt buckle first and then unfasten the lap belt by pressing the red release button on the lap belt buckle.

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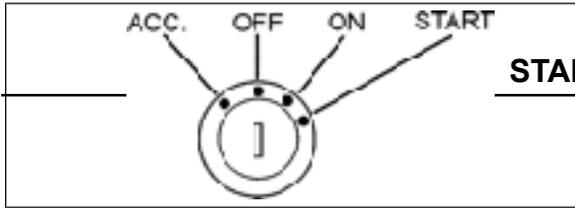
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IGNITION SWITCH

Coaches may be equipped with an ignition lever instead of an ignition key.

IGNITION SWITCH POSITIONS

06354

The ignition switch is located on the lower left side of the dashboard. It has four positions:

OFF - In the off position, ignition cannot take place. The key can be removed when in this position.

The electrical circuits are not activated when the switch is in this position. Only the accessories connected directly to the batteries can be activated. These are:

- The preheater, the preheater timer and the water pump
- The battery master switch
- The entrance door
- The baggage compartments central locking system
- The battery equalizer
- The engine and transmission control unit
- The fire detection and suppression system

Maintain the switch in this position when parked overnight or for an extended period.



CAUTION

When the vehicle is parked overnight or for an extended period of time, the battery master switch should be set to the OFF position.

NOTE

The battery master switch is ON when the hazard flashers are activated, even if the key is in the OFF position.

ACCESSORIES - To operate the accessories only, turn the ignition key counterclockwise to the ACC position. The key cannot be removed in this position.

The electrical circuits are activated when the switch is in this position or when the hazard flashers are activated.

The features enabled when the key is in the ACC position are all those linked directly to the battery plus the exterior temperature display, the radio or entertainment system, exterior and interior lighting.

ON - Set the ignition switch to on by turning the key clockwise to the first position. The key cannot be removed in this position.

The electrical circuits activated when the switch is in the ACC position plus the transmission, engine and accessories, ABS system, wipers, dashboard cluster gauges and buzzers, air horn and air dryer heater are activated when the key is in this position. Do not leave the key in this position unless the engine is running.

NOTE

To prevent discharge of the batteries when the engine is not running, some functions are automatically switched off if the batteries voltage drops below 24.0 volts for more than 30 seconds. A pictogram and a message will appear in the DID while this protection mode is active. Set the ignition key to the OFF position and then turn the ignition key to the ON position to reactivate the functions for a period of 30 seconds before they switch off again. If a prolonged use of the functions with the engine not running is necessary, connect the battery to a charger.

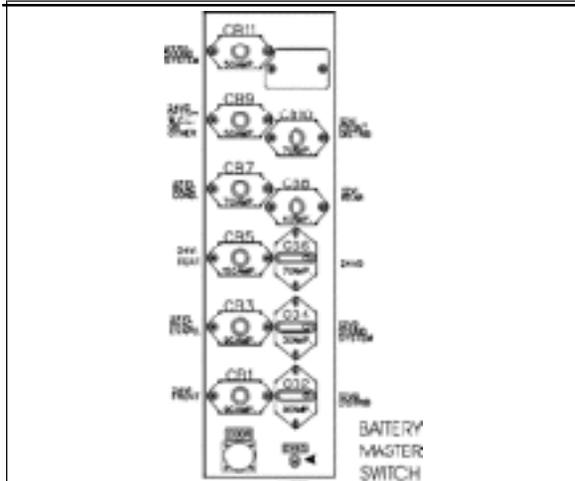
START – Use this position to crank the engine. The ignition switch is equipped with a starter protection which inhibits turning the lever to the START position if the lever has not previously been turned to the OFF position.

The features activated when the engine is running are all those described above plus the HVAC system and daytime running lights.

STARTING THE ENGINE

In normal circumstances, the engine should be started from the driver’s seat. However, a rear-start panel in the engine compartment permits starting of the engine from that location, mainly for maintenance purposes.

6-3 STARTING AND STOPPING PROCEDURES



STARTING FROM THE DRIVER'S SEAT

1. Make sure the rear start selector switch located in the engine compartment is set to the NORMAL position and that the battery master switch located in the main power compartment is set to the ON position;

INSIDE MAIN POWER COMPARTMENT

2. Make sure the parking brake is applied, if not, apply the parking brake by pulling the parking brake control button all the way up;
3. Turn ignition switch to ON and wait a few second;

NOTE

When the ignition is turned to ON, the M32QR ABS Pressure Modulator Valve solenoids are briefly energized. This can be audibly detected by a rapid cycling of the PMVs. If the air system is fully charged and the service brake pedal is depressed when ignition is turned to ON, the modulator valves create a sharp audible "chuff" of air pressure.

4. The transmission control system automatically selects neutral (N) when the ignition switch is turned to ON;
5. With your foot off the accelerator pedal, turn ignition switch to START position, release the ignition switch after the engine starts. If the engine did not start, return the ignition switch to the OFF position before trying to restart the engine;
6. Brake pedal must be applied when selecting Drive (D) otherwise the transmission will stay in neutral (N).



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 let starter cool for one minute before attempting to restart.



CAUTION

Do not press the accelerator pedal before starting. This could result in an electronic control unit fault and degrade the fuel system control.



CAUTION

Special precautions are necessary with turbocharged engines to avoid possible turbine damage. After starting, run the engine at normal idle for two minutes to allow lubricating oil to reach the turbocharger. Then run the engine at fast idle. Let oil pressure reach normal operating range before driving.

NOTE

If engine does not start, return key to OFF position before attempting to restart.

NOTE

If the accelerator pedal is depressed before starting, release and wait 30 seconds before attempting to restart.



WARNING

Do not use ether or other combustible starting aid fluid on any engine equipped with an intake air preheater. If the engine is equipped with a preheater, introduction of ether or similar starting aids could cause a fire or explosion resulting in severe property damage, serious personal injury or death.

Stopping the Engine

1. Apply parking brake and place transmission in neutral (N);
2. Shut off all electrical loads;
3. Allow engine to idle for at least two minutes

before shutting down the engine.
This

6-5 STARTING AND STOPPING PROCEDURES

insures that the turbine speed drops and allows time for the engine exhaust gas temperature to drop to about 300°F (150°C);

4. Turn the ignition key to the OFF position.



CAUTION

Do not shut off the engine when running above normal idle.



CAUTION

Set the Safety switch to the OFF position after parking and when left unattended for an extended period of time.

STARTING FROM THE ENGINE COMPARTMENT

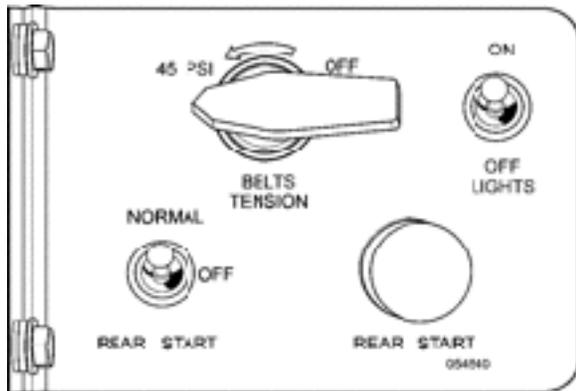
Switches to start and stop the engine from inside the engine compartment are mounted on a small panel.



WARNING

Apply parking brake before starting engine from inside the engine compartment.

1. Set the battery master switch to the ON position;
2. Set the starter selector switch to the REAR START position;
3. Press the REAR START push-button switch. Release the push-button after the engine starts.



REAR START PANEL

01044



WARNING

Do not wear loose clothing when working near engine. Stand clear of rotating components.



CAUTION

Refer to cautions in “Starting from the driver’s seat” and “Stopping the engine” in this section.

Stopping the Engine

To stop the engine, set the starter selector switch to the OFF position.



CAUTION

Do not stop engine by any other method.

COLD WEATHER STARTING

When starting a cold engine, the intake air will be warmed up with the intake air preheater. Turn the ignition switch to the ON position. The intake air preheater will not engage at coolant temperature above 54°F (12°C). If the coolant temperature is below 54°F (12°C), the intake air preheater will engage and will light the preheater telltale between 0 and 50 seconds, depending on the engine coolant temperature. Wait before the preheater telltale has turned off before starting the engine.

If necessary, once the engine has started, the preheater will reengage (post heating) for the same length of time as the preheat time.



WARNING

Do not use ether or other combustible starting aid fluid on any engine equipped with an intake air preheater. If the engine is equipped with a preheater, introduction of ether or similar starting aids could cause a fire or explosion resulting in severe property damage, serious personal injury or death.

Engines not equipped with an intake air preheater may, depending on coolant temperature, take longer to start. If this should happen, DO NOT release the ignition key until the engine has started (while still observing the 15 second maximum cranking time).

STARTING

JUMP STARTING

In order to avoid damage to solid-state electrical components, it is important that jumper (booster) cables be used correctly and only in emergencies. To jump start, use another 24 volt DC, negative grounded, power source. Use only jumper cables rated at 500 cranking amperes.



WARNING

Injury, explosion, battery acid damage or charging system overload may result if these jump starting procedures are not precisely followed.



WARNING

Wear eye protection and remove rings, metal jewelry and watches with metal bands.



WARNING

The battery could rupture or explode if jump started when the run-down battery fluid is frozen or if the battery fluid level is low. Check condition of run-down battery before attempting to jump start.



WARNING

The gases given off by batteries while starting are explosive. Do not smoke near batteries.



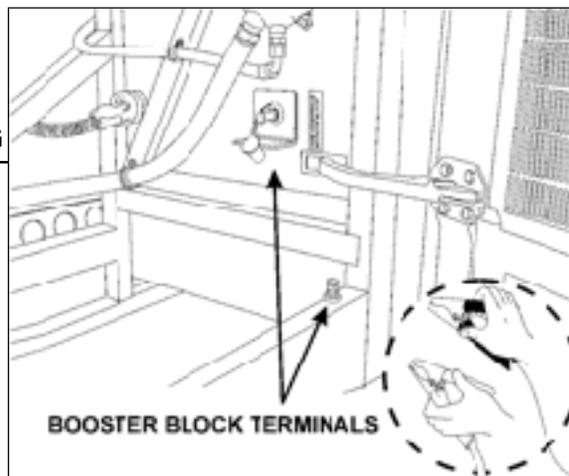
CAUTION

Do not let the two vehicles touch. Keep a walk-through distance between the two vehicles. Make sure positive (red) and negative (black) jumper cable clamps do not touch.



CAUTION

Never connect the jumper cable to the negative terminal post of the run-down battery.



CAUTION

Do not jump start if a maintenance-free battery has a yellow test indicator. Have the battery replaced.



CAUTION

Before attempting to jump start, make sure the parking brake is applied and the transmission is in neutral (N). Turn off all lights, heaters and other electrical accessories.



CAUTION

Choose a booster vehicle which produces comparable amperage as your vehicle.



CAUTION

Off-board battery charger with a start boost facility must not be used to jump start the vehicle. This could damage the electrical system.

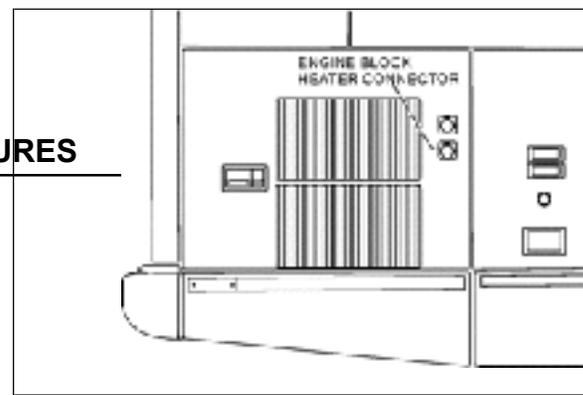
BOOSTER BLOCK TERMINALS

18645

To jump start, proceed as follows:

1. Remove the protective caps from the booster block terminals located in compartment at the right of the engine;
2. Connect one end of the red jumper cable to the positive (+) post of the booster power source. If the good battery is in another vehicle, that vehicle's engine must be shut OFF before connecting;

6-7 STARTING AND STOPPING PROCEDURES



3. Connect the other end of the same red jumper cable to the positive (+) terminal on the booster block;
4. Connect one end of the black jumper cable to the negative (-) post on the booster power source;
5. Connect the other end of the same black jumper cable to the negative (-) terminal on the booster block; If the good battery is in another vehicle, start that vehicle's engine;
6. Let the engine run for a few minutes, then start the vehicle with the run-down battery;
7. Disconnect the jumper cables in reverse order given in steps 2 through 5;
8. Install protective caps on the booster block terminals.

Pressing the fuel pedal will prevent engine shutdown and restart countdown.

NOTE

Jumper cables must be rated at 500 cranking amperes. If jumper cable length is 20 feet (6 m) or less, use 2/0 (AWG) gauge wires. If cable length is between 20 to 30 feet (6 to 9 m), use 3/0 (AWG) gauge wires.

IDLE SHUTDOWN TIMER

The idle shutdown timer (optional) is programmed to shut down the engine after a specific engine idling time. The idling time cannot be changed by the driver but can be changed with the use of a laptop computer and Premium Tech Tool. In this case, the engine idling time can be set from 30 seconds up to 1 hour.

The engine will shut down at the set time under the following conditions:

- Vehicle speed is 0;
- Engine is running at normal idle speed;
- Engine coolant temperature above 120°F (49°C);
- Temperature inside vehicle is between 59°F (15°C) and 81°F (27°C);
- Parking brake applied;
- Transmission into neutral (N);
- Wheelchair lift system not in use;

ENGINE BLOCK HEATER

The vehicle is equipped with an engine immersion-type electric block heater to assist cold weather starting. A connector is located on the engine compartment curbside door. Using an extension cord, connect to a 120 VAC outlet.



CAUTION

Connect only to a 120 VAC power source. Use only grounded (three prongs) extension cords with a minimum rated capacity of 15 A. Disconnect the extension cord before starting. Before driving, make sure the extension cord is disconnected.

120 VOLTS CONNECTOR

18443

ENGINE WARM-UP

After starting the engine, keep the parking brake applied and let the engine run at normal idle for two minutes to allow lubricating oil to reach the turbocharger. Increase engine speed to fast idle, using the fast idle switch located on the dashboard for five minutes, without loading the engine. Monitor the gauges and indicator lights to make sure all conditions are normal. If an abnormal condition is observed, stop the engine immediately and have the condition corrected.

NOTE

The engine will reach normal operating temperature shortly after driving. Avoid driving at full throttle until engine coolant temperature reaches 140°F (60°C).

6-9 STARTING AND STOPPING PROCEDURES



WARNING

Never let the engine run in an enclosed, non-ventilated area. Engine exhaust fumes contain dangerous gases which can be fatal if inhaled. Before warming up the engine, open the door(s) or move the vehicle outside.

ALLISON TRANSMISSION WARM-UP

With an automatic transmission, when the temperature falls below -20°F (-29°C), the CHECK telltale light illuminates after the engine is started, and a reminder tone will sound. In this case, the transmission will be locked in neutral (N) until the transmission temperature rises above -20°F (-29°C) and the CHECK telltale light goes out. The transmission will only operate in first or reverse gears until it reaches normal operating temperature.

I-SHIFT TRANSMISSION – STARTING THE VEHICLE AT LOW TEMPERATURES

FOR OUTSIDE TEMPERATURES BETWEEN -4°F (-20°C) AND -22°F (-30°C)

The transmission will require a warming up phase once the engine is started. The engine must be operated for at least 10 minutes with the vehicle at a standstill until the transmission oil has warmed up.

FOR OUTSIDE TEMPERATURES BELOW -22°F (-30°C)

Warm air must be used to heat the transmission up to a temperature above -22°F (-30°C) before the engine is started.

SECTION 7 SAFETY FEATURES AND EQUIPMENT

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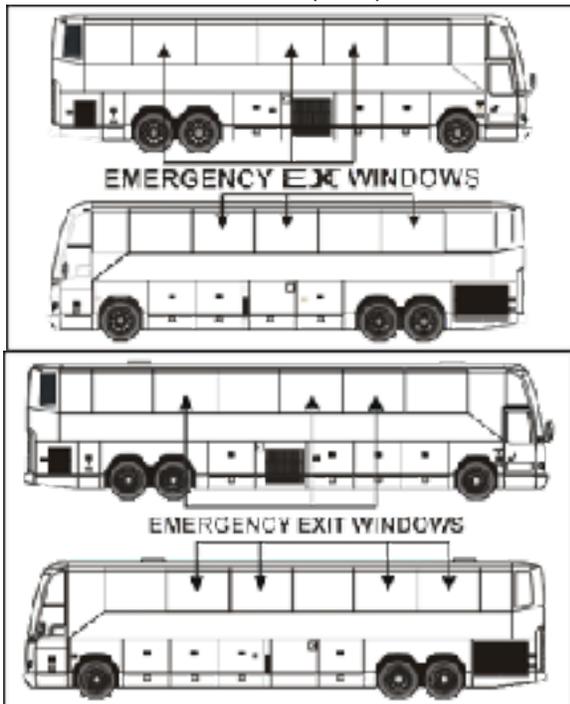
EMERGENCY EXITS

Locate and learn how to use all possible emergency exits. It is good practice to inform passengers of the location of exits and how to use them in case of an emergency.

SIDE WINDOWS

Some side windows can be open from the inside for emergency exit. A decal located on the bottom of each passenger window indicates the location of the nearest emergency exit. Also, blue lights close to the wall in the overhead storage compartments illuminate the emergency exit decals. These lights illuminate when the general lighting switch is on.

EMERGENCY EXIT WINDOWS (H3-41) 18520



EMERGENCY EXIT WINDOWS (H3-45) 18519

To open a side window emergency exit, tilt up the release bar and push the bottom of the window outwards, as illustrated below. The window is hinged from the top and will not fall out.

A telltale light on the dashboard illuminates when a window is opened. Refer to Section 4 *Controls and instruments* for more information.

To close the window, tilt up the release bar and pull the window back. Push down the release bar to lock shut.

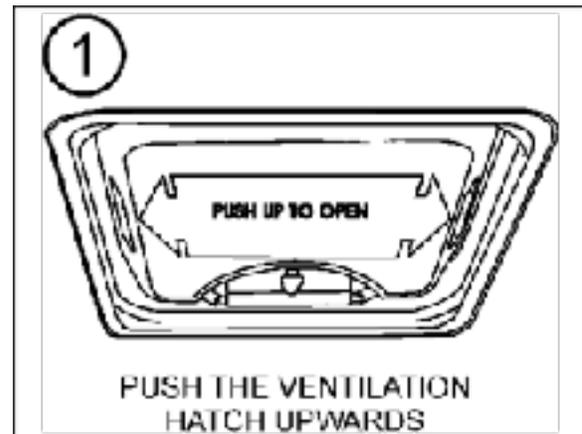


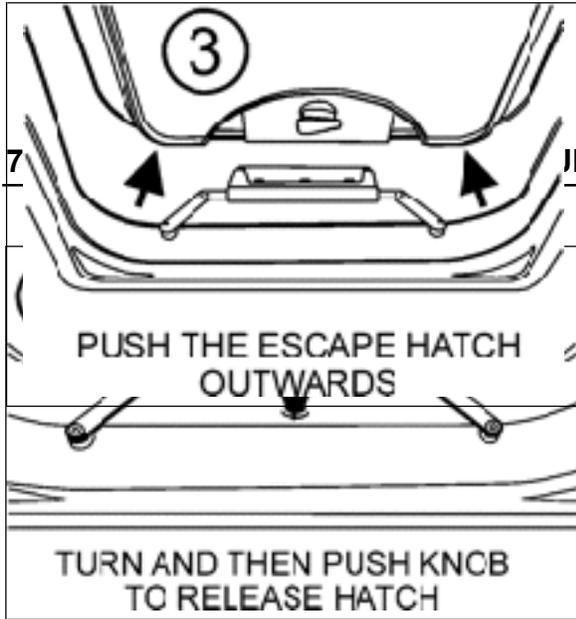
SIDE WINDOW EMERGENCY EXIT

18391

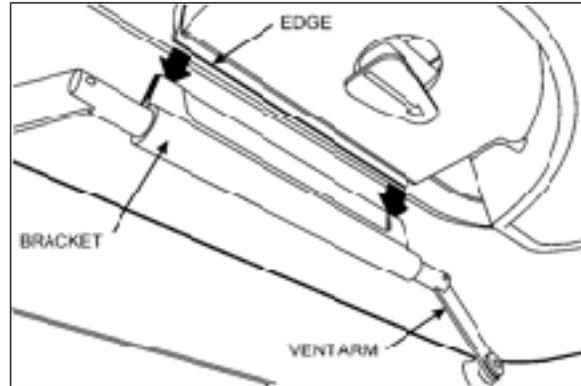
ROOF HATCH

A roof ventilation hatch, designed to be opened by occupants may be installed in the roof at the rear of the vehicle. Another optional roof hatch may be located in the front of the vehicle. The hatches can serve as emergency exits. In case of an emergency, push the ventilation hatch upwards (1). Turn knob ¼ turn (arrow pointing "TO EXIT") and then push knob to release the hatch (2). Push the escape hatch outwards (3). A decal with operating instructions is located on the hatch.





COMPONENT



ROOF ESCAPE LATCHING

EMERGENCY ROOF ESCAPE OPENING

NOTE

In the event of ventilation blower motor failure, the roof hatch may be used to aid ventilation by pushing the hatch upwards.



CAUTION

Be aware of reduced vehicle overhead clearance when driving under overpasses with the roof hatch open.

To latch escape hatch after use, vent arms must be pushed upright in FULL OPEN VENT position. Insert edge firmly between the two sections of the bracket and then return knob to original position (arrow pointing "LATCHED") to lock the hatch. Finally, pull the hatch in to closed position, one side at a time.

EMERGENCY ENTRANCE DOOR OPENING

An unlatch air valve located on the front wall, close to the entrance door allows emergency depletion of the door and locking cylinders. Another unlatch valve is located in the front service compartment and allows emergency opening from outside the cabin. To open the door in an emergency situation, first turn the unlatch valve in the direction of the arrows and push (or pull) the door open. To close the door after emergency opening, return the valve to its initial position, open the door using the door operating switch, then close the door normally.

NOTE

To be able to open the entrance door in an emergency situation, the entrance door must first be unlock using the key or lock lever before unlatching the door from the outside or the inside.

NOTE

The **Manual Activation Switch** is used when immediate discharge of the fire extinguisher and engine shutdown is desired.

NOTE

The **Protection Panel** continuously monitors system integrity and displays the information via the "SYSTEM OK" and fire "TROUBLE" indicators.

FRONT SERVICE COMPARTMENT

12189

EMERGENCY EQUIPMENT

The coach is equipped with numerous safety features and equipment. Verify the equipment regularly and keep on-hand and in good condition at all times. Following is the enumeration and description of safety equipment found on board.

AUTOMATIC FIRE DETECTION AND SUPPRESSION SYSTEM (AFSS) (OPTIONAL)

The coach may be equipped with the optional Automatic Fire Detection and Suppression System (AFSS).

System operation

When a fire is detected inside the engine compartment, the system sends a fire alarm signal to the **Protection Panel** located in the Driver's area near the lateral control panel. The **Protection Panel** immediately turns on the fire "ALARM" lamp and sounds the audio alarm. After a 15-second time delay the engine is automatically shut down. The fire extinguisher is discharged simultaneously with engine shutdown.

Operational sequence (fire)

1. A fire detector or liner thermal detector detects a fire in the engine compartment and sends a signal to the **Protection Panel** in the driver's area.
2. The fire "ALARM" lamp on the **Protection Panel** will illuminate solid red and an audible alarm will sound.
3. The operator shall bring the vehicle to a safe stop.
4. The system automatically shuts down the vehicle engine and discharges the extinguisher into the engine compartment 15 seconds after the fire alarm starts unless advanced or delayed by the operator.
 - If the operator presses the **Manual Activation Switch**, all delays will terminate and the engine shutdown and extinguisher discharge will occur immediately.
 - If the operator presses and releases the **Delay Engine Stop** switch once, the engine shutdown and extinguisher discharge will be delayed by an additional 15 seconds.

**WARNING**

The engine will stop 15 seconds after the fire alarm starts. The operator must be prepared to bring the vehicle to a safe stop as soon as the alarm sounds. Steering may become difficult after engine shutdown. If more time is required, the "DELAY ENGINE STOP" switch may be pressed and released for an additional 15 second delay.

7-5 SAFETY FEATURES AND EQUIPMENT



WARNING

The extinguisher discharge may cause an obscuring cloud behind and near the vehicle.

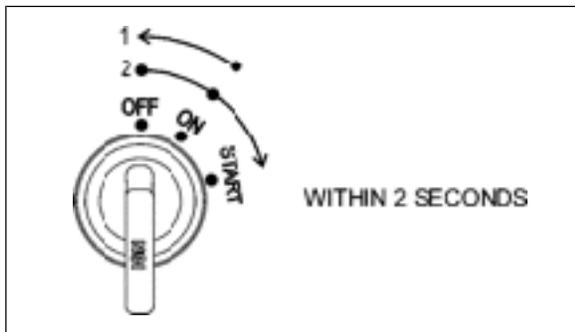
5. The red fire “ALARM” lamp and audible alarm will stay on. The yellow fire “TROUBLE” lamp will also be on indicating a discharged extinguisher.
6. The system must be reset and the fire extinguisher removed and replaced in accordance with the System Reset portion of the Kidde Dual Spectrum Operation & Maintenance Manual.

Starting the Vehicle after Triggering Of a Fire Alarm

The vehicle may be started after a fire alarm without resetting the system. Refer to ignition switch sequence below. This will not reset the system, rather it will instruct the vehicle's multiplex system to ignore vehicle interface outputs from the protection panel. This feature is intended to be used only in emergency situations that require the vehicle to be restarted and moved a short distance prior to system reset. It should not be performed if the cause of the fire has not been clearly identified and corrected.

To start the vehicle, perform this ignition switch (key) sequence within 2 seconds:

1. From the on position, turn to **OFF**
2. Return to ON and START.



TIRE PRESSURE MONITORING SYSTEM (TPMS) (OPTIONAL)

The coach may be equipped with the optional Tire Pressure Monitoring System (TPMS).

Description

System includes the following elements:

- Special tire valves;
- RF sensor inside each tire, fixed to the valve;
- 3 antennas to receive the sensors RF signal (one in the front spare tire compartment, one above the L.H. side rear wheels and one above the R.H. side rear wheels);
- A TPMS receiver connected to the antennas and located in the front electrical compartment, above the CECM;
- A TPMS display built in the L.H. dashboard panel;
- A “FLAT TIRE” telltale panel indicator.

The section of the special tire valves located inside the tire is dome-shaped to allow fixing the sensor.

Sensors provide continuous tire pressure and temperature reading.

The normal sensor battery lifespan is 5 years. The remaining lifespan is displayed as a percentage in the TPMS display.

NOTE

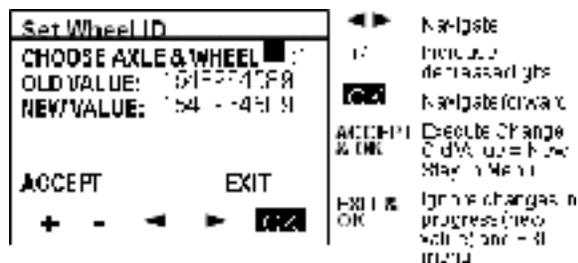
It is recommended to check the remaining battery lifespan when changing the tires in order to replace the sensors at the same time if they are due for replacement before the next change.

The screw fixing the sensor to the valve can only be used once because the threads are powder-coated to lock the sensor in place and prevent unfastening.

The telltale panel indicator illuminates for 3 seconds when the ignition switch is turned ON to check the display operation and the communication between the display and the vehicle multiplex system. This confirms the communication between the TPMS display and CECM.

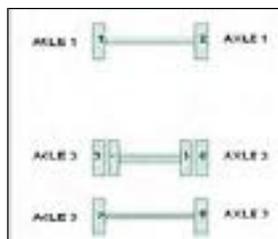
Settings Menu

- Set Wheel ID



required, this sensor ID is assigned to the selected tire location.

Once a wheel ID has been assigned, the display increments the number of Wheels done and it moves the axle/wheel to the next one in the sequence waiting for another sensor to come up with a pressure change. Within one learning session, the display remembers which sensor has been assigned and it will not assign it twice.



- Learn Wheel ID

This menu allows learning new wheel sensors ID. The user can learn only one wheel, several wheels or all wheels of the vehicle. The sequence automatically jumps to the next wheel such that a user can initiate all wheels without having to come back to the display between each wheel.

The display uses a pressure change as the criteria to recognize which wheel sensor the operator wants to get assigned to a given location. The amount of pressure change required is established at 2 PSI.

A pressure change of about 3 PSI is needed to wake up a sensor and then an extra amount of pressure change of 2 PSI is needed to trigger the display. The operator has to create a pressure change by at least 6 PSI and then wait for the display to recognize the pressure change. The wait time correspond to the sensor sampling rate.

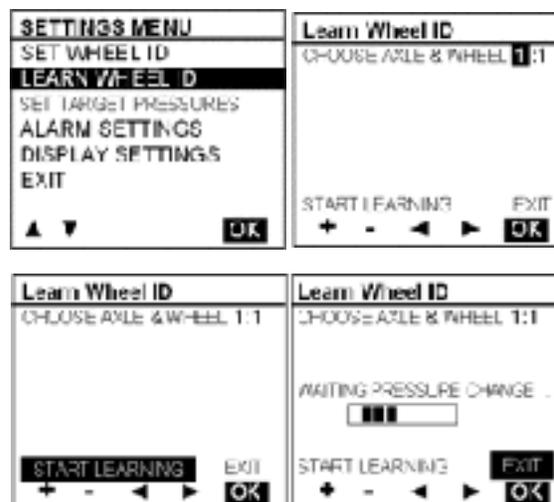
When entering the menu, the axle 1, wheel 1 is selected by default as a starting point for the learning. The user can select another axle with +/- , move the cursor to the wheel number with the right arrow and select another wheel with the +/- or move the cursor down to the start learning button.

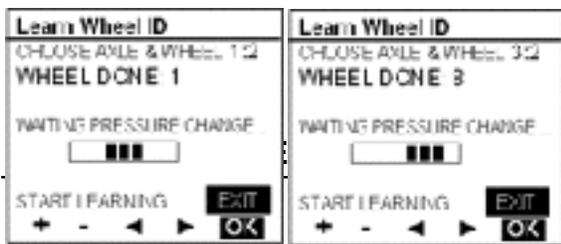
After the start learning button is selected, the display stores the first transmission it gets from each sensor ID into the "initial pressure" for that sensor ID. Then it compares each subsequent pressures received for that sensor ID with the initial one and when the comparison shows a delta pressure exceeding the defined level

The sequence increments to the next wheel on the same axle counting wheels from left to right and then moves to the next axle counting axles from front to rear.

The display activates the next wheel parameter each time a wheel is done. This parameter is use by the vehicle electronic to activate an audible signal on the vehicle thus providing a feedback to the user that he can move to the next wheel.

The spare Tire can be done by selecting the axle/wheel "spare" which is internally encoded to 15:1.





EQUIPMENT

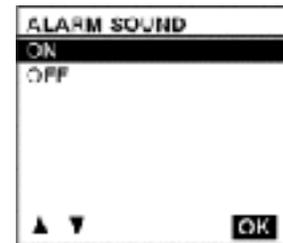
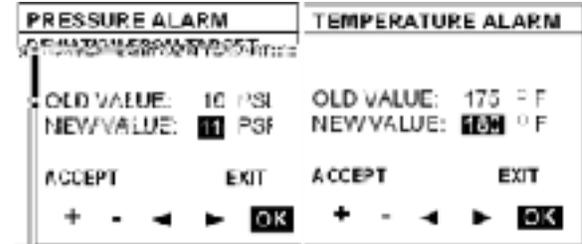
OK with “ACCEPT” highlighted applies the change and exits to the previous menu. Pressing OK when “EXIT” is highlighted exits without changes.

- Set Target Pressures

This menu allows the end user fine tuning the target pressure setting to account for the specific operating conditions (cold weather operation or unloaded operation). The end user can readjust the target pressure within +30% and -20% of the factory set target pressure but not outside this range.

The factory set target pressure is always kept in permanent memory into the TPMS display and cannot be edited by the end user.

When the user enters a new target value, the user cannot select values outside the valid range.

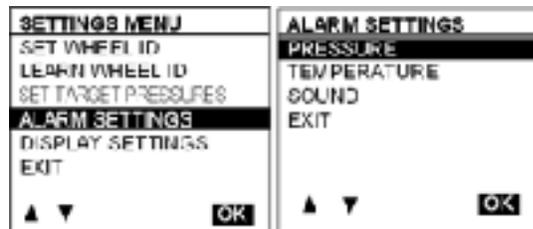


- Display Settings



- Alarm Settings

When selecting the Alarm Settings Menu, a sub

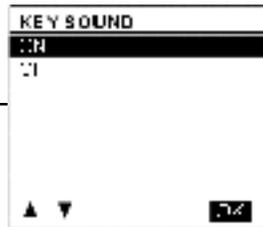


Units



Languages





menu containing Pressure Alarm and Temperature Alarm appears. When selecting Pressure Alarm the screen pressure alarm shown below appears. A similar screen is defined for temperature settings. The cursor can be moved to highlight the number beside "new value", "ACCEPT" or "EXIT". +/- allows increasing or decreasing the numbers. Pressure alarms changes are allowed in steps of 1 PSI in the range from 5 to 20 PSI. Temperature alarms in steps of 5°F (2°C) in the range from 150 to 180 °F (64 to 82 °C). Pressing

7-9 SAFETY FEATURES AND EQUIPMENT



WARNING

If a fire extinguisher is located in the **driver's personal compartment**, the compartment should remain unlocked whenever the vehicle is in operation.



A DECAL INDICATES THAT A FIRE EXTINGUISHER

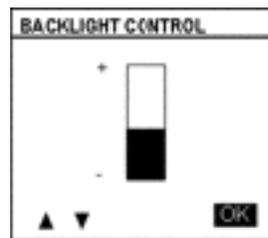
Refer to *Appendix E* for Troubleshooting Guide on TPMS system.

FIRE EXTINGUISHERS



WARNING

Read the location of fire extinguishers. Instructions for use are found on the extinguishers. Make sure you know how to operate the fire extinguishers in case of an emergency.



turns key press sound ON/OFF

Tire / Axle Configuration



Pressing the up down arrow when the number of tires is highlighted allows flipping the number to 2 or 4 which are the only valid choices.

(OPTION) IS LOCATED IN THE DRIVER'S PERSONNAL COMPARTMENT

23141



A DECAL INDICATES THAT A FIRE EXTINGUISHER (OPTION) IS LOCATED IN THIS OVERHEAD COMPARTMENT

FIRST-AID KIT

The optional first-aid kit is stored in the first curb- side overhead storage compartment. A white cross over red

background decal identifies the kit.

SAFETY FEATURES AND EQUIPMENT 7-10

FIRE EXTINGUISHER UNDER FIRST ROW SEAT 23136

An optional fire extinguisher may be located in the driver's personal compartment located on the L.H. side of the entrance step well or inside one of the first overhead compartments. A decal on the compartment door confirms the presence of a fire extinguisher.

FIRST CURB-SIDE OVERHEAD COMPARTMENT 23141

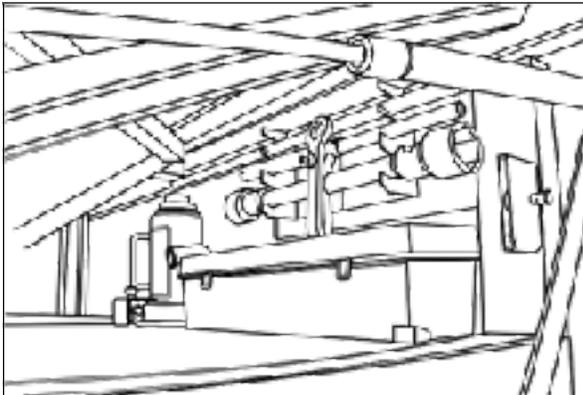
7-11 SAFETY FEATURES AND EQUIPMENT

FIRE HATCHET

An optional fire hatchet may be installed in the first curb-side overhead storage compartment.

WARNING REFLECTORS

A box containing three triangular reflectors is provided to warn other drivers on the road in case of a breakdown. The box is located with the jack and tools kit in the first curb-side baggage bay. The reflectors provide visible warning of an emergency situation. The three reflectors should be placed as indicated on the box cover. These reflectors comply with FMVSS 125 (Federal Motor Vehicle Safety Standards).



REFLECTOR BOX, JACK AND TOOLS

13015

JACK AND TOOLS

A kit for jacking up the vehicle and changing wheels is stored in the first curb-side baggage bay.

The kit includes:

One 12 ton bottle jack;

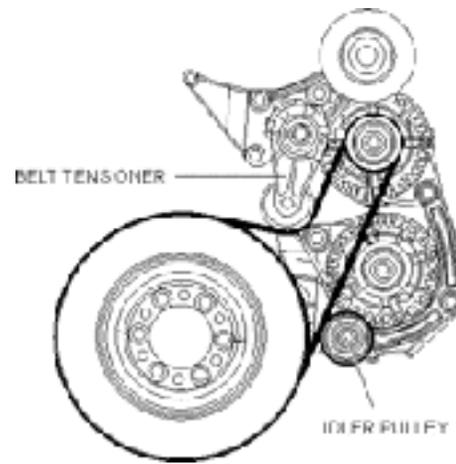
A wheel nut wrench and lever;

SPARE PARTS KIT

The vehicle may be equipped with a spare parts kit (optional). The kit contains parts such as bulbs, circuit breakers, belts, etc. The spare parts kit is stored in the first baggage bay.

LIMP-HOME BELT

In case of malfunction of the lower alternator, install the limp-home belt on the upper alternator. The installation of the belt allows the coach to be driven to a repair facility after only minor manipulations.



Lower alternator failure:

1. Raise the belt tensioner. Use a breaker bar with a $\frac{3}{4}$ inch drive to rotate the tensioner pulley upward and relieve alternator belt tension. Remove belt;
2. Install the limp-home drive belt on the drive and top alternator pulleys first;
3. Complete installation of the limp-home belt as shown;
4. Slide the belt on the idler pulley.
5. Gently release the belt tensioner.

NOTE

To prevent the batteries from discharging the HVAC system is turned OFF when running on a single alternator.

LIMP-HOME BELT ON TOP ALTERNATOR

01194

SPARE WHEEL AND TIRE

The spare wheel and tire is located in a compartment behind the reclining front bumper.

In case of a flat tire, turn ON the hazard flashers and bring the coach to a stop on the side of the road. Apply the parking brake. Make sure the coach is parked safely away from traffic. Set up the triangular reflectors in accordance with applicable highway regulations.

CHANGING A WHEEL

To access the spare wheel compartment, lower the front bumper. To do so, pull on the release handle located in the front electrical and service compartment.

7-13 SAFETY FEATURES AND EQUIPMENT

NOTE

The jack and tools are located in the first baggage compartment.

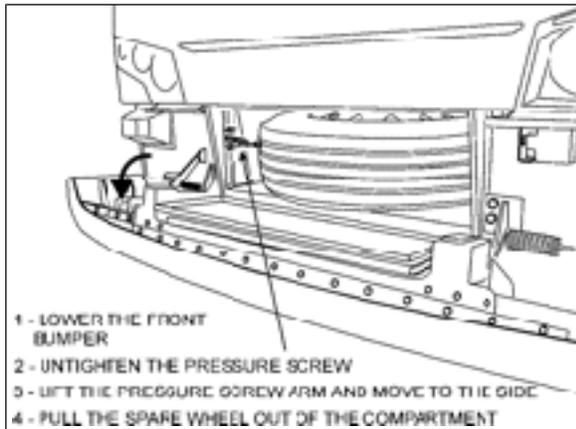
The bumper will lower gradually. When closing the compartment, be sure the bumper is firmly in place.

Removing the spare wheel from the compartment

To remove the spare wheel, untighten the pressure screw holding the tire in place. Lift the pressure screw arm and move to the side. Pull the spare wheel out of the compartment.

NOTE

The pressure screw arm must return to its initial position otherwise, the bumper cannot be latched in upper position.



REMOVING THE SPARE WHEEL

13038

1. Loosen the wheel nuts about one turn;
2. Raise the vehicle by the closest jacking point (See "Jacking points" in this section);
3. Remove the wheel nuts and remove the wheel;
4. Mount the spare wheel over the studs, being careful not to damage the stud threads;
5. Screw in the wheel nuts according to the sequence shown in the following figure and tighten slightly more and repeat the sequence a few times to position the wheel correctly. Once tightening induces wheel spin, lower the coach for final tightening;
6. Tighten the nuts progressively in the sequence shown. Final tightening should be done using a torque wrench. Dry tightening

torque is 450 – 500 lbf-ft (610 – 680 Nm) for steel as well as for aluminum wheels.



TIGHTENING SEQUENCE

13018

NOTE

The jack and tools are located in the first baggage compartment.

NOTE

Periodically check the spare tire inflation pressure. Tire pressure should be the maximum pressure specified in the chart.

NOTE

Periodically check that the spare is securely fastened in its compartment.



CAUTION

Before driving, be sure the flat tire, track, jack and tools are securely reinstalled in their respective compartments.



CAUTION

Check that the bumper is securely closed shut before driving.

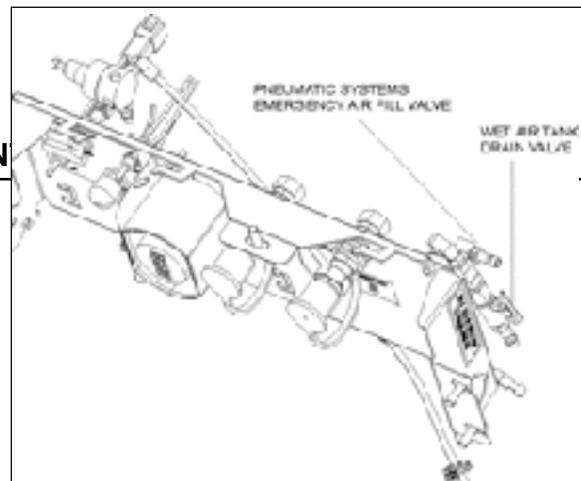
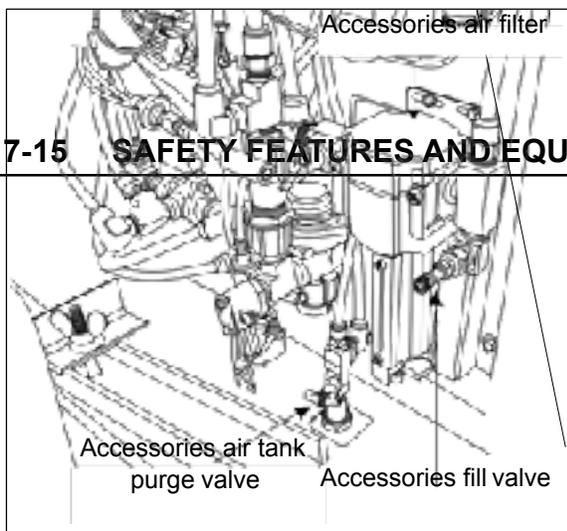
SUPER SINGLE TIRE REPLACEMENT

Increase tire pressure to 125 lbs/in² (862 kPa) if you are using the supplied 365/70 R 22.5 spare tire to replace a super single tire on the drive axle.

In this particular configuration, spare wheel is to be used for emergency situation only and for temporary use.

- Do not exceed 50 mph (80 km/h).
- Repair and re-install original super single wheel and tire as soon as possible.

7-15 SAFETY FEATURES AND EQUIPMENT



Adapt your driving while riding with spare tire.

EMERGENCY AIR-FILL VALVES

The vehicle is equipped with two air system emergency fill valves to supplement the air system when air pressure is low and the engine cannot be operated. One valve is located inside the front service compartment. The other valve is located inside the engine compartment.

NOTE

Only use the parking brake to supplement the service brake to stop the vehicle in emergency conditions. The stopping distance will be considerably longer than when using normal service brake.

Both air system emergency fill valves are fitted with standard tire valve stems. The air systems can be filled using any standard external air supply line. The fill valve located in the engine compartment supplies air for all systems (brakes, suspension and accessories). The fill valve located in the front service compartment supplies air for accessories only.



CAUTION

Air filled through the two emergency fill valves will pass through the standard air filtering- drying system. Do not fill air at any other location. Do not exceed 120 psi (827 kPa).

FRONT SERVICE COMPARTMENT

12130

FILL VALVE IN ENGINE COMPARTMENT

12219_4

EMERGENCY AND PARKING BRAKES

During normal operation, if air pressure in any brake circuit drops below 40 psi (276 kPa), spring-loaded emergency brake will be immediately applied at full capacity to the drive axle wheels to stop the vehicle.

Spring-loaded parking brake is applied by pulling up the control valve knob located on the L.H. lateral console.

Parking brake is not designed to be used as a service brake. For normal driving conditions, the control valve knob must remain in the down position.

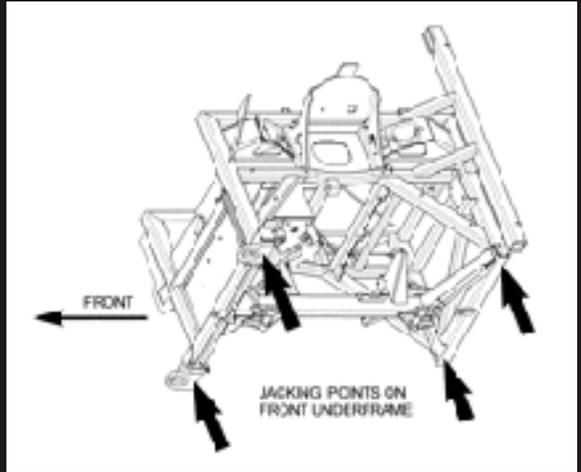
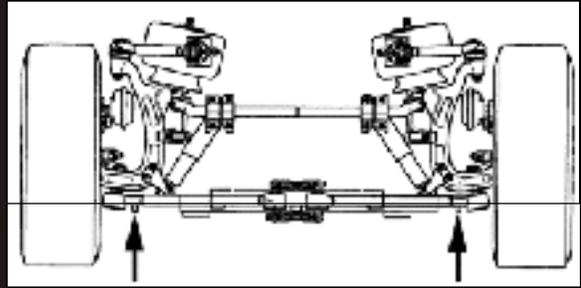
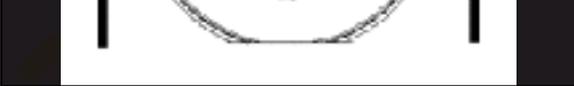


WARNING

Always apply the parking brake before leaving the driver's seat.

NOTE

Before releasing the parking brake by pushing down the control valve knob, check the pressure gauges to make sure that the brake system air pressure is greater than or equal to 95 psi (6.55 MPa).



JACKING POINTS ON FRONT UNDERFRAME – IFS 16182

JACKING POINTS ON REAR FRAME

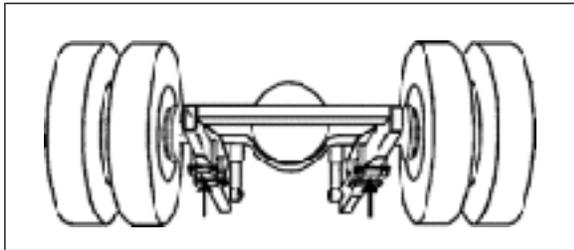


WARNING

The suspension of the vehicle must be in the normal ride position before jacking.

JACKING POINTS ON FRONT AXLE – I BEAM AXLE 10000

JACKING POINTS ON FRONT AXLE - IFS

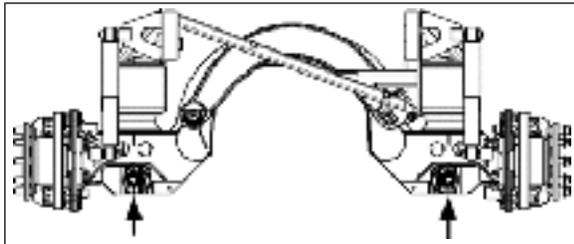


JACKING POINTS ON DRIVE AXLE

11005

**WARNING**

Always unload or retract the tag axle before jacking the vehicle from the front and drive axle jacking points to prevent damage to suspension components.



JACKING POINTS ON TAG AXLE

11029

**WARNING**

The jacking points on the tag axle must be used for raising the tag axle only.

Several kinds of hydraulic jacks can be used. Only jack at the specified jacking points. Jack must support the following weight:

Front axle: 20,000 lbs. (9 100 kg);

Drive axle: 40,000 lbs. (18 200 kg).

**WARNING**

Do not jack vehicle with passengers inside. Coach weight depends on equipment and cargo within. Check before jacking.

HYDRAULIC JACK

To raise: turn release valve clockwise. Insert handle in socket and raise by pumping.

To lower: remove handle and turn the release valve slowly counterclockwise.

Always keep ram and extension screw retracted when jack is not in use.

Service: Check oil level when jack fails to raise to full height. Lower ram completely with release valve open and jack in upright position, remove filler plug and refill to level of filler hole with hydraulic jack oil. Never use brake fluid.

**WARNING**

Jack is intended for lifting only. Do not get under the vehicle or load for any reason unless it is properly supported with safety stands and securely blocked.

**WARNING**

Do not load jack above rated capacity. Prevent "side loading"; make sure load is centered on ram. Do not push or tilt load off jack.

TOWING THE VEHICLE

The vehicle can be transported on a low bed semi-trailer of adequate gross axle weight capacity. When transporting a vehicle in this manner, apply parking brake and shut down the engine. Block all wheels and secure vehicle with tie-downs. Check that overall height will clear obstacles on the route to follow, and obtain required permits.

The vehicle can also be towed by lifting the front axle or by towing from the front with all wheels on the ground. These two methods are described below under their respective headings. Whatever the method used, the vehicle should be towed by truck operators authorized and experienced in towing highway coaches.

Observe normal precautions including, but not limited to, the ones listed below when towing the vehicle:

- Make sure the parking brake is released before towing.
- Do not allow passengers to ride onboard the towed vehicle.
- Tow the vehicle at a safe speed as dictated by road and weather conditions.
- Accelerate and decelerate slowly and cautiously.



CAUTION

SAFETY

Never tow the vehicle from the rear, as this will cause serious damage to the chassis and engine cradle. In case of damage to the drive train components, use a low bed semi-trailer to support the rear end.

LIFTING AND TOWING The towed vehicle must be lifted from the front end only. The tow truck must be equipped with the proper lifting equipment to reach under the front axle or the front tow eyes since no other lifting points are recommended. Lifting and towing from any other point are unauthorized as it may cause serious damage to the structure. Do not unload or raise the tag axle when lifting and towing to prevent overloading the drive axle.

1. Remove both drive axle shafts to prevent damage to the transmission. Plug axle tube to prevent oil loss. Refer to Rockwell's "Maintenance manual no.5" annexed at the end of Section 11: Rear Axle of the maintenance manual.



CAUTION

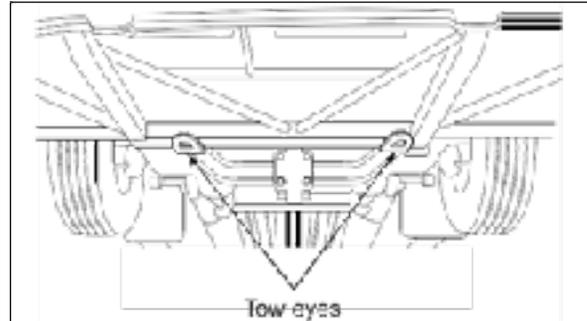
Transmission lubrication is inadequate when towing. With automatic, semi-automatic or manual transmission, the axle shafts or driveshaft must be disconnected to avoid serious damage to the transmission. Do not attempt to push or pull-start the coach.

2. If required, raise the front of the coach then install wooden blocks underneath front tires to allow lifting equipment to reach under the front axle.



Tow eyes as lifting point

- a) Use the tow eyes fixed to the vehicle frame between the front axle and the front bumper.



TOW EYES UNDER VEHICLE

18401

- b) Install axle forks onto tow bar, position axle forks around beam and into tow eyes.

ADEQUATELY SECURE THE TOW EYES TO THE TOW TRUCK LIFTING ATTACHMENT WITH CHAINS



WARNING

Do not carry passengers while the coach is being towed.



AXLE FORK

7-16 SAFETY FEATURES AND EQUIPMENT

Front axle as lifting point

- a) Use axle forks and lift the vehicle from under the front axle, and adequately secure the axle onto the tow truck lifting attachment with chains.



LIFTING FROM UNDER THE FRONT AXLE



CAUTION

Make sure axle shafts or driveshaft are installed correctly after towing. Tighten axle shaft and driveshaft nuts to the correct torque settings. Do not invert shafts.

3. Operate the engine when towing to maintain brake system air pressure. If the engine cannot be operated, connect an external air pressure line from the tow truck to the emergency fill valve in the engine R.H. side compartment. The emergency fill valve in the front service compartment does not supply air pressure to the brake system. The air pressure must be a minimum of 75 psi (520 kPa), and the line should be attached to the air line with a clip-on chuck.



CAUTION

Do not tow the vehicle without external air pressure applied to the emergency fill valve if the engine does not operate. Without brake system air pressure, the brakes may apply automatically if system air drops below 40 psi (275 kPa). If failure prevents releasing the parking brakes with air pressure, disengage the parking brakes mechanically.

- 4.



CAUTION

Make sure a safe distance is kept between the front of the coach and the tow truck. This space ensures that coach does not suffer damages when being towed.

Observe safety precautions when towing.

TOWING WITHOUT LIFTING



CAUTION

When towing vehicle without lifting, use only a tow truck with a solid link tow bar and related equipment. All other means of towing are unauthorized. Tow only from the front of the vehicle.

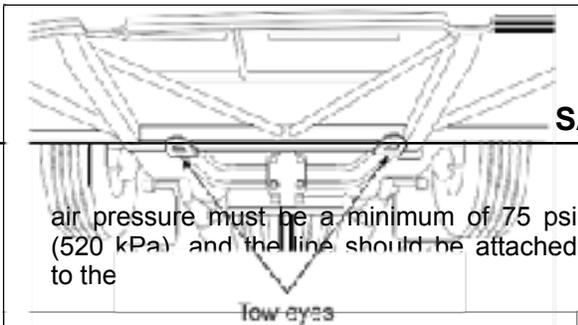
1. Remove both drive axle shafts to prevent damage to the transmission. Plug axle tube to prevent oil loss. Refer to Rockwell's "Maintenance manual no.5" annexed at the end of Section 11: Rear Axle of the maintenance manual.



CAUTION

Transmission lubrication is inadequate when towing. With automatic, semi-automatic or manual transmission, the axle shafts or driveshaft must be disconnected to avoid serious damage to the transmission. Do not attempt to push or pull-start the coach.

2. Operate the engine when towing to maintain brake system air pressure. If the engine cannot be operated, connect an external air pressure line from the tow truck to the emergency fill valve in the engine R.H. side compartment. The emergency fill valve in the front service compartment does not supply air pressure to the brake system. The



air pressure must be a minimum of 75 psi (520 kPa) and the line should be attached to the



CAUTION

Do not tow the vehicle without external air pressure applied to the emergency fill valve if the engine does not operate. Without brake system air pressure, the brakes may apply automatically if system air drops below 40 psi (275 kPa). If failure prevents releasing the parking brakes with air pressure, disengage the parking brakes mechanically.

3. Position the tow truck so that the tow bar contacts the front bumper of the vehicle.
4. Attach the tow truck chains only in the tow eyes of the vehicle and take up all the slack.
5. Use a safety chain as applicable.
6. Observe safety precautions when towing.

or damage to the gearbox will occur.



CAUTION

This procedure should not be used in replacement of the standard towing procedure.

This procedure does not have any indicator, therefore, if any of the steps below are not fulfilled, transmission damage may occur.

Applying the procedure will allow tow mode to be activated and vehicle to be towed without the removal of the driveshaft for whatever distance the vehicle needs to be towed.

Towing gear **3 HR** will be engaged if conditions below are fulfilled in the following sequence:

1. Ignition key must be in the "ON" position.
2. Engine not running.
3. Adequate air pressure to the gearbox/
Vehicle must have electrical power.
4. Shift pad must be in neutral.
5. Vehicle must be towed FORWARD only.

TOW EYES UNDER VEHICLE

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CAUTION

Make sure axle shafts or driveshaft are installed correctly after towing. Tighten axle shaft and driveshaft nuts to the correct torque settings. Do not invert shafts.

DAYTIME RUNNING LIGHTS

The daytime running lights system provide added safety by making the front of the vehicle more visible to other drivers during the day.

The daytime running lights system turns the headlights on when:

- Engine is running;
- Parking brake is released;

VOLVO I-SHIFT ALTERNATE TOWING MODE

If the standard towing procedure can't be followed due to road condition or local road regulations (tunnels, bridges, etc), follow the alternate procedure described below.



WARNING

Do not drive with only the daytime running lights at night because the taillights and the side marker lights are not turned on in that situation and the high beam can blind other drivers. For night driving, turn *ON* the headlights by depressing the headlights and exterior lighting rocker switch to the second position.

The exterior lighting switch is set to the OFF position or depressed to the first position.



CAUTION

This procedure applies only to coaches with **D series** Volvo **I-Shift** transmissions (**AMT-D**) provided with alternate towing mode software.

7-18 SAFETY FEATURES AND EQUIPMENT

~~Forward towing only! Reverse towing (backing-up) is not allowed with this procedure~~

FOG LIGHTS

Fog lights provide better visibility in fog and precipitation. They improve visibility immediately in front of the vehicle. They also provide added safety.

NOTE

Some states or provinces may restrict the use of fog lights. Verify local state or provincial regulations before using.

COMPARTMENT LIGHTING

Baggage bays, front and rear service compartments and main power compartment lights are automatically turned ON when the corresponding compartment door is opened. A telltale light on the dashboard illuminates when a baggage bay door is open.

MUD FLAPS AND SPLASH GUARDS

Mud flaps are installed behind each front wheel and the tag axles. Mud flaps minimize dirt on the lower panels of the vehicle and prevent stones and debris from being thrown at vehicles travelling behind the vehicle. Splash guards may be installed behind each dual wheel of the drive axle to prevent stone projectiles from being thrown at the tag axle wheels.

BACK UP CAMERA

An optional back up camera is available which provides the driver with visual assistance when backing-up.

The TV monitor is mounted on the left side pillar. It switches ON automatically when the transmission is in the reverse (R) range.

BACK UP ALARM

The back up alarm alerts pedestrians and other drivers when the vehicle is being backed-up. Take extra precautions whenever backing-up. If necessary, use a guide to provide directions when backing-up. Both the alarm and optional camera are automatically activated when the transmission is put in the reverse (R) range.

ESSENTIAL FUNCTIONS TO OPERATE THE VEHICLE (BASIC LIMP-HOME FUNCTIONS)

Even with a defective CECM (Chassis Electronic Control Module) or a CAN network problem, essential base functions are maintained to rear start the vehicle from the engine compartment and drive in a secure manner.

AVAILABLE FUNCTIONS

- Startup: Turn on the ignition in the driver's area and rear start the vehicle from the engine compartment,
- Opening the door: Functions normally,
- Closing the door: Manually pull on the door and it will lock automatically,
- Windshield wipers: Wipers functions at 1st speed only,
- Windshield washer fluid: Lower windshield washer only,
- Headlights: Low beams only,
- Directional signals: Rear and front only,
- Stoplights: 2 upper stoplights + high-mounted stoplight are functional,
- HVAC: Functional with set point fixed at 70°F (22°C), evaporator and condenser fixed at speed 1, defroster fixed at speed 4.



CAUTION

The following directives must be followed.

- Never connect a battery charger when the ignition is at the ON position on a vehicle with a CAN defective or certain functions will start up by themselves,
- Disconnect the charger before starting the vehicle, if not the default functions will not activate,
- If the default mode does not activate, try to turn the ignition OFF while ensuring that no charger is connected and then restart the vehicle.

ENGINE PROTECTION SYSTEM

The engine protection will automatically derate or stop the engine when certain engine conditions reach a critical stage.

In the event of a serious fault, the red STOP telltale light comes on and an audible alarm will sound if the engine is running.



An illuminated STOP telltale light indicates a serious problem has been detected, and the driver must respond immediately to the problem. The vehicle must be safely pulled off the road and stopped. In some instances, the engine must be switched off immediately.

AUTOMATIC ENGINE SHUTDOWN

Prior to an actual automatic shutdown, the engine will automatically derate, go to idle, and then stop as the vehicle speed gets below 2 mph (3 km/h).

The engine shutdown protection will automatically derate and stop the engine when one or more of the conditions listed below reaches a critical point:

- High engine coolant temperature
- High engine oil temperature
- Low engine oil pressure
- High crankcase pressure (rate of change)

After the automatic engine shutdown sequence, the engine may be restarted. To do so, turn the ignition switch to the OFF position during 7 seconds and then turn it back to ON. However, it will only operate for 30 seconds unless the problem is resolved.

Use this function sparingly and in order to move the vehicle to a safe parking place only. Excessive use may result in severe engine damage.



WARNING

Failure to take necessary action when the STOP telltale light is on can ultimately result in automatic engine derate and shutdown.

SECTION 8 CARE AND MAINTENANCE

8-2 CARE AND MAINTENANCE

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CLEANING

The cleaning information provided in this section is regarded as recommended cleaning practices. Cleaning results may vary depending on the condition of the stain. Always clean stains promptly for best results.

NOTE

Use only approved cleaning products such as Prevost A.P.C., all purpose cleaner (Prevost # 683664). Never use stain protection products on new fabrics. To prevent permanent staining of fabrics, clean stains soon after they occur. Incorrect treatment of stains can worsen them. Get help from a cleaning specialist to remove stubborn stains.

**CAUTION**

Custom fabrics and materials may require different cleaning and maintenance practices. Consult your converter.

SEAT UPHOLSTERY

Firmly beat the fabric with a blunt object, such as a wooden paddle, to release dust and dirt. Vacuum the seat fabric in the direction of the stitching using an upholstery nozzle.

NOTE

The abrasive nature of dirt and grit will reduce upholstery life expectancy. Vacuum regularly.

Removal Of Stains And Marks

Depending on the nature of the stain, apply one of the two methods explained below to remove stains and marks on wool plush.

Method One:

1. Apply a nonflammable solvent to stained area with a clean, white absorbent rag;
2. Clean stain by starting at the outer edges of the stain and working in toward the center;
3. Blot affected area frequently with a clean, dry absorbent cloth to prevent stain rings caused by excess solvent.

**WARNING**

Use solvents in a well ventilated area. Open all windows and doors.

Method Two

1. Wet the stain with a solution of household detergent and lukewarm water. Do not soak the stain;
2. Rub the stain with a damp cloth;
3. Rinse cloth after each application.

**CAUTION**

Do not use soap, soap powder, ammonia, soda, bleach or cleaning products containing any of these compounds.

Beverage Stains

Remove beverage stains by following method one. If stain persists, repeat method one using methylated spirits instead of solvent.

Alcoholic Beverage Stains

Remove alcoholic beverage stains by wetting the stain with water, then cleaning following method two.

Burns

Scrape burnt area using a knife or razor blade then clean following method two. Consult an upholstery specialist when dealing with extensive burns.

Cosmetic Stains

Remove stains left by cosmetics by following method one then method two.

Ink Stains

Remove ink stains following method two. If stain persists, apply a warm oxalic acid solution. Rinse with water.

Blood, Urine Or Vomit Stains

Remove such stains by following method two.

8-4 CARE AND MAINTENANCE

Copying Ink - Ball-Point Pen Ink

Treat with methylated spirits, blotting frequently to avoid spreading stain, followed by method two.

Marking Ink (Felt-tip Pens)

Treat with Methyl-Ethyl-Ketone (MEK) followed by method two.

Oil, Grease And Paint

Remove excess using a knife. Treat with method one followed by method two. If stain persists, repeat procedure.

Rust Stains

Remove rust stains by following method two. Apply a warm oxalic acid solution to stained area. Rinse with water.

Tar

Soften tar with benzene, then treat using method one followed by method two.

Chewing Gum

Soften gum with cyclohexane. Carefully scrape off stains using a sharp knife or razor blade.

PLASTIC AND VINYL

Clean plastic and vinyl trim using a clean damp cloth or sponge. For vinyl trim marks, use a lukewarm all purpose cleaner or a mild saddle soap. Remove water spots and soap traces using a clean damp cloth or sponge. Dry with a clean soft cloth.

Remove grease, tar or oil stains with a clean cloth or sponge and an all purpose or solvent-type vinyl cleaner.

Apply a colorless vinyl or leather protective product to maintain the luster and pliability of the plastic or vinyl surface.

WINDOWS

Clean the inside of the windows with a solution of one part vinegar to ten parts water.

WINDSHIELD

To prevent windshield wiper streaking, keep silicone sprays away from windshield. Remove road film and wax build-up from windows with lukewarm soap and water or with an alcohol-based cleaning agent. If a chamois is used to dry and polish glass, use it exclusively for that purpose.

Wiper Blades

To avoid tearing frozen wiper blades, loosen them before removing. Remove and clean wiper blades periodically with an alcohol-based cleaning solution. Clean wiper blades using a sponge or soft cloth.

STAINLESS STEEL

Use a stainless steel cleaner and follow the manufacturer's instructions. Stainless steel cleaning solution may be ordered from Prevost quoting part number 68-0356.

FORMICA

Remove stains on Formica surfaces with a household detergent, methylated spirits or mineral turps. Clean with a mild abrasive and water solution if stain persists.

CARPET

Vacuum carpets regularly to prolong carpet life.

RUBBER COMPONENTS

Use only pure water or glycerin to clean stains on rubber components.



CAUTION

Never use solvents on rubber components.

FLOOR CLEANING

To keep its original appearance, wash the floor regularly. Clean vinyl floors with a quality nonionic detergent cleaner or a household all purpose cleaner. Follow the manufacturer's recommendations for cleaning. Remove incrustated rubber or oil stains with thinner.

Remove any excess detergent solution using a wet/dry vacuum or mop. Rinse floor with a

solution of one part Clorox to ten parts warm water.

Polish dry floor using a high-speed buffer and a smooth red 3-M polishing pad.

Mop floor periodically with a solution of 5 per cent Clorox in warm water.

NOTE
For custom or special floor covering materials, consult the manufacturer or your converter for information on how to clean and maintain these types of floors.

 **CAUTION**
 Using a water hose to clean the floor is prohibited since it could cause electrical shorts or damage the electrical system.

EXTERIOR SURFACES

Frequent washing and waxing of the vehicle exterior will help protect the finish and luster. The paint finish is attacked by the abrasive effects of airborne particles and corrosive pollutants.

Before washing the exterior of the vehicle, close the fresh air dampers using the "REC" button located on HVAC control panel. Install keyhole protectors to prevent water from penetrating. Rinse vehicle with water to remove all loose dirt. Wash vehicle using quality brand car wash soap. Follow manufacturer's recommendations for cleaning. Rinse well with water.

The vehicle exterior should be cleaned, waxed and buffed when water droplets no longer form on the painted surfaces.

 **CAUTION**
 Hot water can damage paint. Keep water cool or lukewarm.

 **CAUTION**
 Make sure cleaning solutions are not harmful to painted surfaces. Read the manufacturer's instructions before using.

 **CAUTION**
 Do not spray water jet directly into fresh air inlet dampers.

 **CAUTION**
 Do not aim high pressure water jet at radiator or condenser doors. This could damage the fins.

To prevent corrosion, remove caked-on dirt and road salt from the vehicle underbody using a high pressure water jet. Clean wheel housings, bumpers, muffler, tailpipe and brackets.

Carry out corrosion prevention cleaning at least twice a year. Spray underneath of the vehicle and let soak before cleaning. Let engine and exhaust system cool down before cleaning.

Tar Or Oil

Remove tar or oil as soon as possible with an approved automotive tar and oil remover or turpentine. Thoroughly clean area with car wash soap and water. Let dry, then wax.

Insects

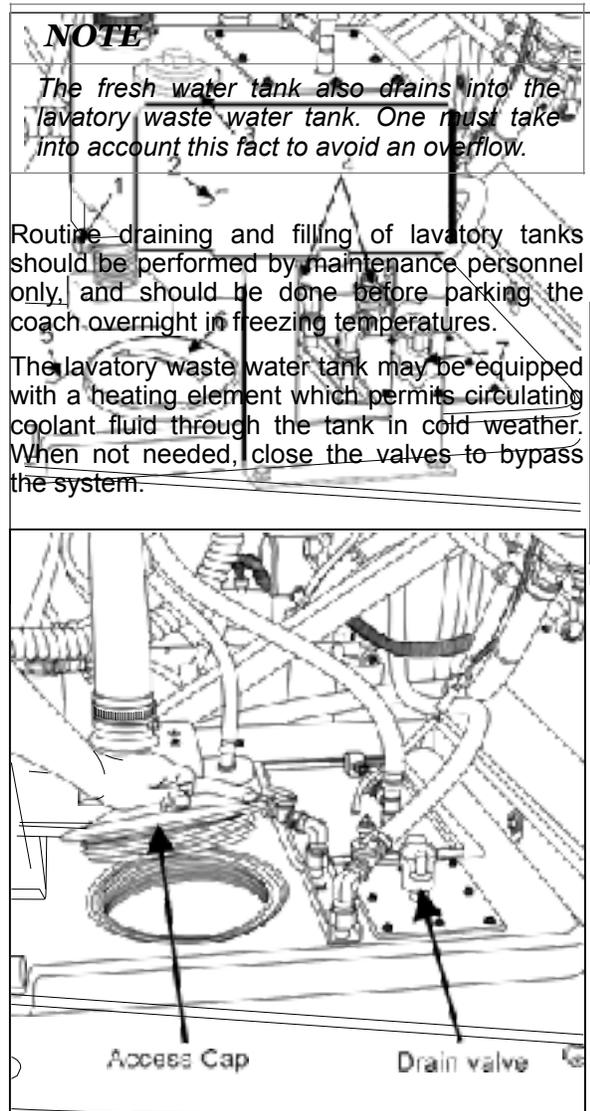
Remove insect stains as soon as possible with lukewarm soap and water or insect remover.

Tree Sap

Remove tree sap or bird droppings with lukewarm soap and water. Do not allow to harden.

LAVATORY MAINTENANCE

Flush water in the lavatory is recirculated from the lavatory waste water tank (if two lavatory waste water tanks are installed, the top tank is the main tank and the bottom one becomes the auxiliary lavatory waste water tank). When the main lavatory waste water tank is too soiled to be recirculated, the driver can dump it into the optional auxiliary lavatory waste water tank until a suitable dump location can be reached. The main lavatory waste water tank is then filled with clean water and the process continues.



SINGLE LAVATORY WASTE WATER TANK OPTION 23294A

- 3 Access cap
- 4 Heating element valves
- 5 Auxiliary waste water tank
- 6 Access cap
- 7 Drain valve

DUAL LAVATORY WASTE WATER TANK OPTION 23295

FILLING THE LAVATORY WASTE WATER TANK

Fill the lavatory waste water tank through the access hole and throw in a packet of commercial toilet deodorant (Prevost part #900329).

DRAINING THE LAVATORY WASTE WATER TANK

When recirculating water in the toilet is soiled, drain the lavatory waste water tank. If equipped with the optional auxiliary lavatory waste water tank, drain the main lavatory waste water tank contents into the auxiliary tank by opening the knife gate valve under the tank. Perform the filling procedure of the main tank.

DRAINING THE LARGE LAVATORY WASTE WATER TANK

To drain the large lavatory waste water tank contents, remove the cap located underneath the tank then turn the drain valve lever counterclockwise about eight or nine turns and pull the lever up. Remove the access cap and flush tank with clean water. To close, push the valve down on its seat then turn the drain valve lever several turns clockwise until the rubber bladder seals the drain hole. Reinstall both caps.

- 1 Drain valve
- 2 Main waste water tank

CAUTION

Lavatory tanks should be serviced only at suitably equipped stations.

NOTE

It is unlawful to dump lavatory waste water tank contents in any location other than those designated as such.

When a complete tank draining is required, clean main tank by repeating the draining and filling operations while leaving the auxiliary lavatory waste water tank drain valve opened. Close valves and drop in a packet of commercial toilet deodorant (Prevost part #900329) in toilet before starting final filling of the main tank.

8-8 CARE AND MAINTENANCE



WARNING

The toilet deodorant contains compounds which can be very irritating to skin. Use rubber gloves when handling and then clean toilet seat.



CAUTION

When cold weather is expected, both lavatory waste water tanks must be drained if the coach is parked overnight or for an extended period of time.

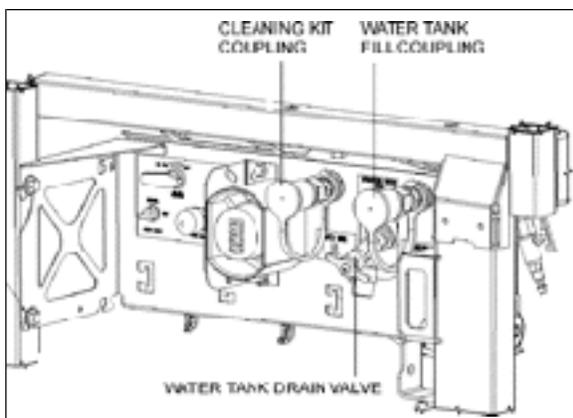
NOTE

Due to the heat it produces, there is less risk of freezing in the tanks when the engine is operating.

NOTE

New coaches are delivered with the sump and fresh water tanks empty. Fill with water before putting the coach in service.

FRESH WATER RESERVOIR



ENGINE COMPARTMENT

12219_3

Water from the fresh water reservoir supplies the washbasin in the lavatory.



WARNING

Do not drink water from the fresh water reservoir.

Filling The Fresh Water Reservoir

Connect the fresh water supply hose to the fresh water reservoir fill connection located in the curb-

side engine compartment. The fresh water tank contains about 17 gallons (66 liters). Fill the reservoir until the overflow tube leaks, signaling that the reservoir is full.



WARNING

Never put antifreeze in fresh water reservoir; antifreeze is toxic.



WARNING

If reservoir has not been drained for an extended period of time, draining and filling operations must be repeated three (3) times in order to clean reservoir and eliminate contaminated water.

Draining The Fresh Water Reservoir

The fresh water reservoir can be drained by simply opening the drain cock. Don't forget to close the cock when draining is complete.

NOTE

The fresh water reservoir may be equipped with an optional thermal valve which is set to open at about 35°F, thereby automatically draining the reservoir in near-freezing temperatures.

CLEANING CABINET

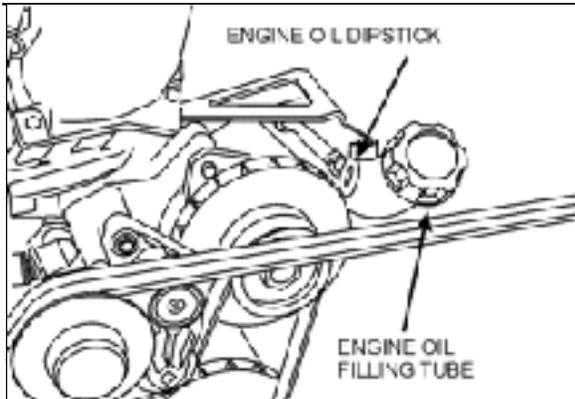
A hose connection and valve is located behind a small door in the top curbside corner of the rear lavatory wall. It can be used to attach a garden hose for lavatory cleaning. To use, connect a fresh water supply to the connection in the engine compartment, identified as "Cleaning Kit", located next to the fresh water reservoir fill coupling.

To prevent freezing during cold weather, drain the hose after every use.

FLUID LEVEL VERIFICATION

Periodic inspection of oil and fluid levels is the most economical and easiest way to help your vehicle perform at its best. Rigorous oil level inspection and replacement will greatly help minimize expensive and unscheduled repairs.

8-10 CARE AND MAINTENANCE



Check the engine oil level with vehicle parked on a level surface and with the parking brake engaged.

Do not let the oil level fall below the marking on the dipstick. **Do not** overfill so the level is above the upper marking on the dipstick. Add oil through the oil filler pipe as required in order to maintain level within the safe range



CAUTION

Do not mix fluid types or brands because of possible incompatibility.



CAUTION

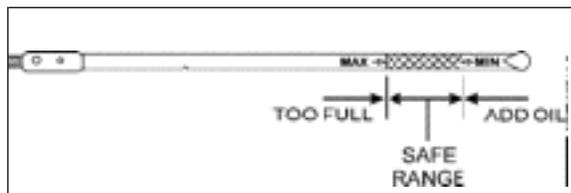
Use clean fluid and containers when filling transmission. Never use containers that have contained water or anti-freeze (Glycol).

ALLISON TRANSMISSION FLUID LEVEL

The transmission fluid level can be checked with the dipstick or with the use of the shift selector display. For more information on how to use the shift selector display to check the transmission oil level, refer to Appendix C under "Allison transmission oil level check using the pushbutton shift selector" in this manual.

ENGINE OIL DIPSTICK

01192



VOLVO D13 ENGINE OIL LEVEL DIPSTICK

01195

TRANSMISSION FLUID LEVEL



WARNING

To prevent personal injury, do not service transmission wearing loose clothing. Stand clear of the engine and rotating components while checking the oil level.

TRANSMISSION FLUID DIPSTICK

01195

The transmission fluid level dipstick is accessible through the engine compartment rear door and is located on the left side of the engine.

To check the transmission fluid level, a "cold check" and a "hot check" must be performed. A cold check must be made when the transmission fluid is between 60°F and 120°F (16°C and 50°C).

NOTE

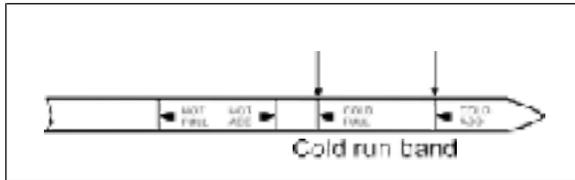
Perform the cold check first to verify the transmission fluid level before performing the hot check.

To prevent dirt and foreign matter from entering the transmission, clean the end of the oil fill tube before removing dipstick. To remove dipstick,

unscrew filler cap approximately three turns and pull out dipstick.

Cold Check

Run the engine until the transmission fluid temperature is between 60°F and 120°F (16°C and 50°C). With the engine idling, make sure the parking brake is applied and the transmission is in neutral (N). Remove and wipe the dipstick with a clean cloth. Check oil level. If the oil level is within the COLD RUN band, the oil level is correct and a hot check can be performed. If the oil level is on or below the lower line of the COLD RUN band, add oil until the level lies within the COLD RUN band. If the oil level is above the COLD RUN band, drain oil until the level is within the band.



TRANSMISSION FLUID LEVEL DIPSTICK 07006

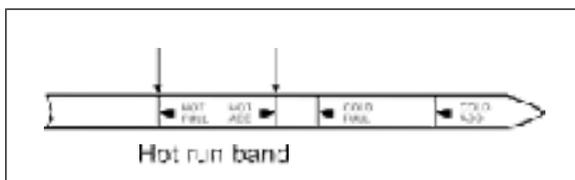


CAUTION

The oil level rises as oil temperature rises. Do not add oil above the "cold run" band before the transmission reaches 180°F to 220°F (82°C to 104°C).

Hot Check

Make sure the transmission fluid temperature is between 180°F and 220°F (82°C and 104°C) before performing the hot check. Run the engine between 1,000 and 1,200 RPM for approximately one minute to purge air from the system. With the engine idling and the parking brake applied, shift transmission from forward (D) to reverse (R) and back into neutral (N) to fill clutch cavities with oil. Remove and clean dipstick, then check oil level. If the oil level is on or under the lower HOT RUN line, add just enough oil to bring up the level to the middle of the HOT RUN band.



TRANSMISSION FLUID LEVEL DIPSTICK 07006

Replace dipstick and tighten the filler tube cap until the rubber seal is correctly seated.

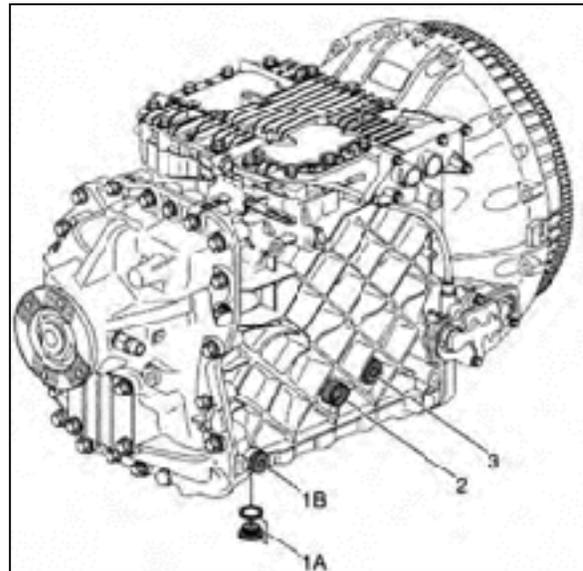


CAUTION

Do not overfill transmission fluid reservoir. Severe damage may result.

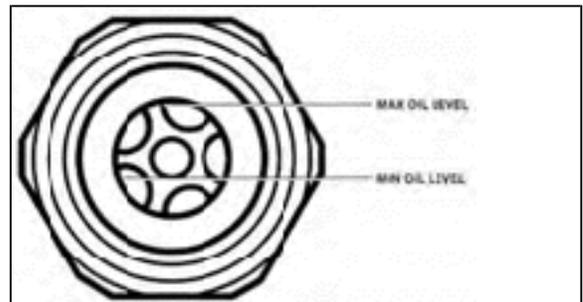
I-SHIFT TRANSMISSION FLUID LEVEL

1. Vehicle should be on horizontal ground when oil is changed;
2. Do not check oil level straight after a journey (incorrect measurement). Undertake the check once the transmission oil has cooled down (lower than 104°F or 40°C);



I-SHIFT TRANSMISSION OIL LEVEL CHECK 07111

3. Check oil level using transmission sight glass (item 2) ;



SIGHT GLASS FOR CHECKING OIL LEVEL

4. Add oil through the oil filling point if necessary (item 3) ;
5. Only use VOLVO-approved synthetic transmission oil in the I-Shift transmission.

8-12 CARE AND MAINTENANCE

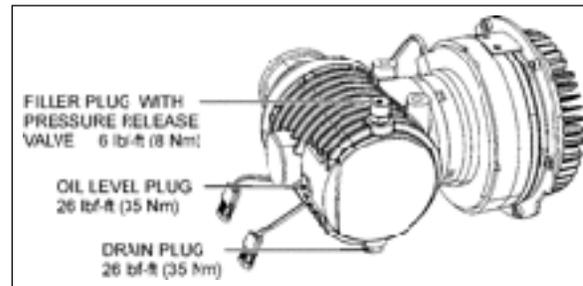
Refer to section 24 of the Maintenance Manual for more information about oils approved by Volvo;

6. Torque tighten fill plug to 26±4 Lb-Ft (35±5 N·m)

POWER STEERING FLUID LEVEL

The coach is equipped with a power steering system. The hydraulic fluid tank is located in the engine compartment.

1. Stop engine, open engine compartment door and place engine rear start switch to OFF position;
2. Remove side oil filler plug;
3. Add oil through the oil filling point if the oil level has fallen below the oil filling point;
4. The oil level is correct once the top of the oil has reached the bottom of the filling point or once oil has already started to escape from the filling point;
5. Replace the seal and screw the side filler plug back in;
6. Place engine rear start switch to NORMAL position. Close engine compartment door.



RIGHT ANGLE GEARBOX OIL LEVEL CHECK

05118

ENGINE COMPARTMENT

14043

Check fluid level as follows:

1. Stop engine, open engine compartment and place rear start switch to OFF position;
2. Unscrew and remove the dipstick located on top of the fluid tank and wipe with a clean rag;
3. Replace dipstick in tank, then remove to check fluid level;
4. Add hydraulic fluid until it reaches the FULL mark on the dipstick;
5. Replace and tighten dipstick;
6. Place engine rear start switch to NORMAL position. Close engine compartment door.

COOLING FAN RIGHT ANGLE GEARBOX OIL LEVEL

Check cooling fan right angle gearbox oil level as follows:

DRIVE AXLE WHEEL BEARING OIL LEVEL

Drive axle wheel bearings are lubricated by the differential oil. Maintain differential oil at correct level to ensure adequate lubrication of drive axle wheel bearings at all times.

FRONT AND TAG AXLE WHEEL HUBS

The unitized hub bearings used on the NDS range of axles, are non-serviceable items. Bearings are pre-adjusted, lubricated and have seals fitted as part of the manufacturing process. The bearings are greased for life and there is no need or facility for re-lubrication.

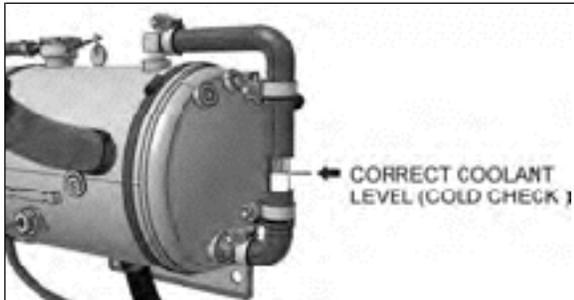
COOLANT FLUID LEVEL

Coolant level is correct when coolant reaches the middle of the surge tank sight glass when cold (ambient temperature). Fill the tank as necessary with the same 50/50 water-antifreeze mixture normally used. **Do not** mix two different types of coolant. Refer to the Maintenance Manual for proper coolant type specifications or see the label affixed near the coolant surge tank on the vehicle.



CAUTION

On Volvo D13 engine, use **only** Extended Life Coolant (ELC). **Do not** add supplemental coolant additives (SCA) to extended life coolant. **Do not** use a coolant filter containing Supplemental Coolant Additives (SCA).



SURGE TANK IN ENGINE COMPARTMENT

05114_3

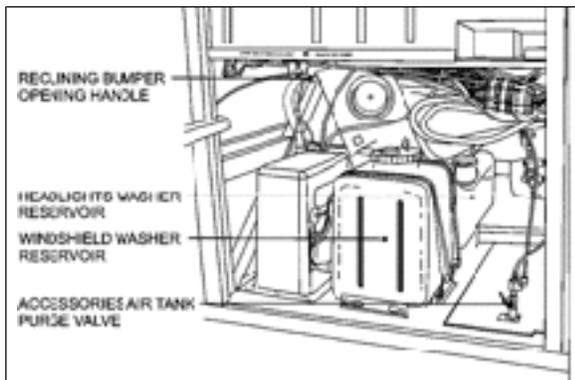


WARNING

Hot engine coolant is under high pressure. Allow engine to cool down before adding coolant.

WINDSHIELD WASHER & HEADLIGHTS WASHER RESERVOIRS

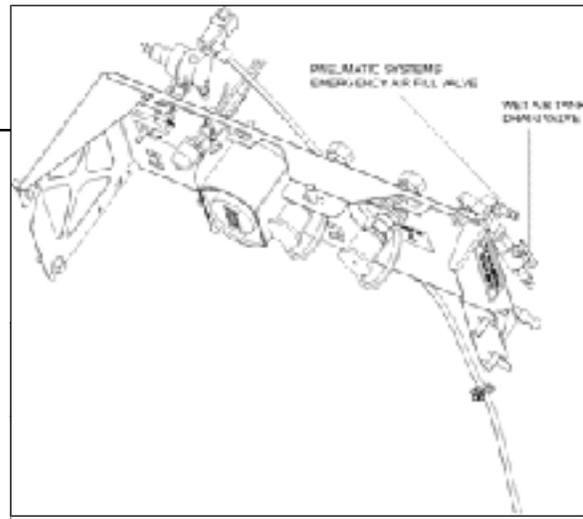
The windshield washer reservoir and headlights washer reservoir are located in the front service compartment door. The windshield washer reservoir has a capacity of 5.3 US gallons (20 liters) while the headlights washer reservoir has a capacity of 2.6 US gallons (10 liters). Check fluid level regularly.



WINDSHIELD WASHER FLUID RESERVOIR

14072

The spray jets are located on the windshield wipers and are angled to spray towards the center of the windshield.



OTHER VERIFICATIONS

It is good practice to regularly inspect the vehicle for signs of component wear and to perform safety and maintenance routines.

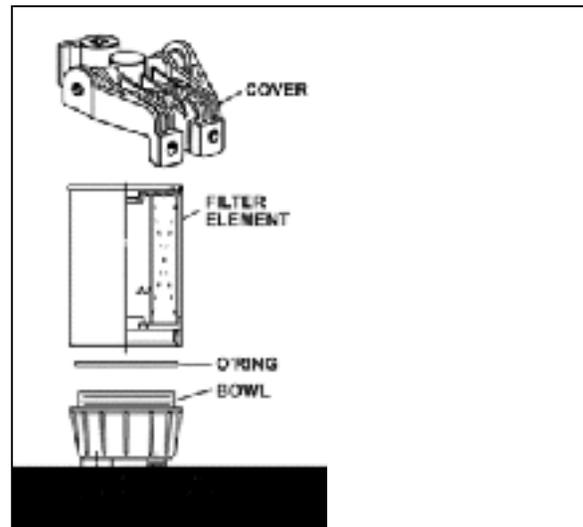
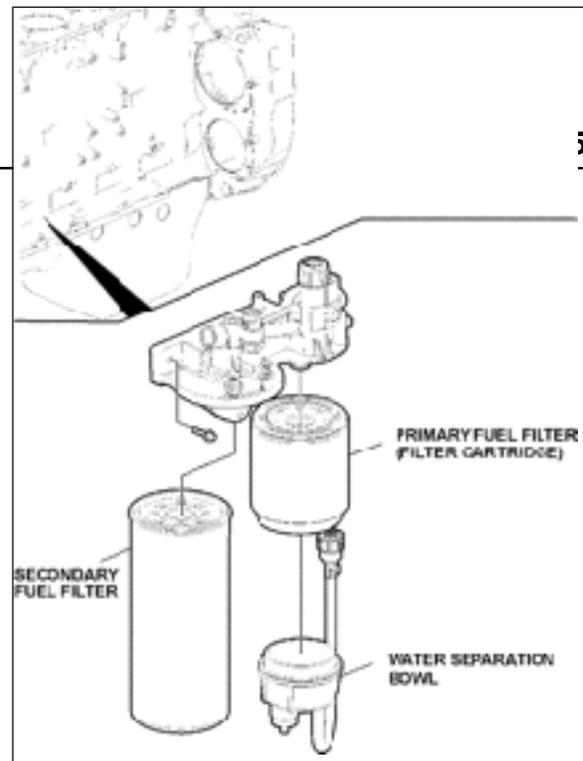
AIR TANK PURGE

The vehicle may be equipped with up to six air tanks. Purge accessory and wet air tanks before each trip. The primary and secondary air tanks must be purged at least every 12,500 miles (20 000 km).

The accessory air tank drain cock is accessible from the front service compartment. The wet air tank drain cock is accessible from the engine compartment door. All air tanks are equipped with a drain cock underneath the tank. Refer to "Components identification" chart in this section for tank locations.

Drain tanks by turning cocks counterclockwise.

8-14 CARE AND MAINTENANCE



FRONT SERVICE COMPARTMENT

12130

FIRE EXTINGUISHERS

Inspect fire extinguishers monthly to insure operation in emergency situations.

On extinguishers with a pressure gauge, the needle should be in the green or *NORMAL* range. Refill or replace extinguisher if pressure is below normal;

Check that seal on handle is intact;

Check that hose nozzle is in good condition and the nozzle is free of obstructions;

Keep fire extinguishers clean.

PRIMARY FUEL FILTER

A primary fuel filter is installed on the engine. This filter may consist of a filter cartridge with a drain valve at the bottom, or a filter cartridge, a water separation bowl and may have a fuel

heater built in. It is used to prevent water from entering the fuel system. The primary fuel filter should be drained periodically or when the telltale light on the dashboard illuminates if equipped with this system. To drain water, loosen the drain valve below the separator. Close the drain valve when finished.

FUEL FILTER/WATER SEPARATOR

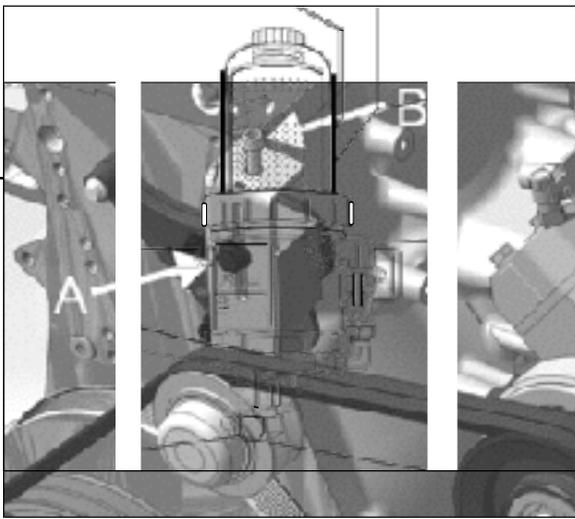
03025

FUEL FILTERS

03085

The optional Fuel Pro 382 diesel fuel filter system consists of a permanently mounted fuel processor, a replaceable filter element, a filter element cover and collar and a fluid filter base assembly. This system is installed between the fuel tank and the fuel pump. The filter serves as a water separator as well as a fuel filter. To drain water, loosen the drain valve below the separator one quarter turn. Close the drain valve when finished.

8-16 CARE AND MAINTENANCE



DAVCO FUEL PRO 382 INSTALLATION

03032

FAN AND ALTERNATOR DRIVE BELTS

These belts have automatic belt tensioner to keep the correct tension without adjustment.

A/C COMPRESSOR BELT TENSION ADJUSTMENT

The air conditioning compressor is driven by two V-belts.

BELT TENSIONER

Belt tensioning is applied through the tensioner adjustment screw B. Loosen lock bolt A prior adjustment. Tighten lock bolt A to 43 lbf-ft once completed.

Belt tension should be within the following values:

- New belts: 90-100 lbs.
- Used belts: 75-85 lbs.

Check belt tension using a belt strand tension gauge..

- Once adjustment completed, allow the engine to run for about ten minutes. Check belt tension and adjust if needed.
- Do not treat belts with any compounds. Keep belts dry.
- Periodically inspect belt and pulleys for wear or damage;

BACK UP CAMERA

The optional back up camera is located on the rear cap. As soon as the transmission is put in reverse (R), back up camera and monitor are turned on automatically. To clean the camera's protective glass, spray with soapy water. Wipe with a clean damp rag or wiper blade.



WARNING

To avoid injury, do not clean camera with transmission in reverse (R). Shut off engine and apply parking brake before cleaning.



CAUTION

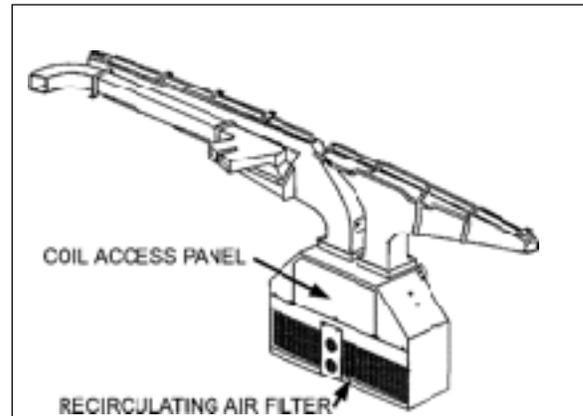
To prevent scratches to the camera protective glass, do not wipe with dry rag. Use a clean damp rag.

AIR FILTER RESTRICTION INDICATOR

An optional filter restriction indicator is used to monitor the vacuum level between the air filter and engine. A red marker is displayed when the air filter is clogged. Replace the air filter when a red marker is displayed or after a maximum of two years. Reset by pressing on the indicator's extremity.

The filter restriction indicator is located on the engine air intake duct.

8-18 CARE AND MAINTENANCE



AIR FILTER RESTRICTION INDICATOR

01052

DRIVER'S AREA AIR FILTERS

22171

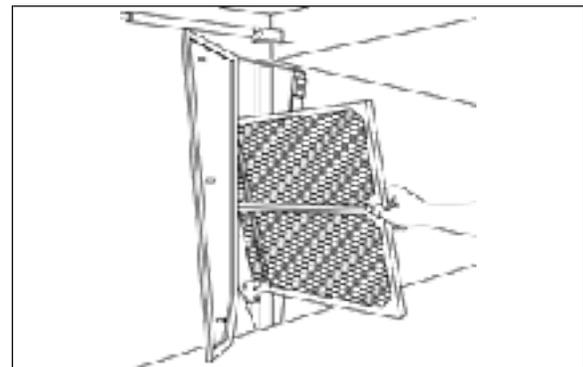
A/C AND HEATING SYSTEM AIR FILTERS

For maximum air conditioning and heating system efficiency, air filters should be inspected and cleaned as required in the maintenance schedule to ensure proper ventilation of the evaporator and heating radiator cores. To clean filters, remove lint using a nylon brush, back flush with water then dry with air.

CABIN AIR FILTER

To access central HVAC system filter, open one of the two baggage compartment adjacent to the evaporator compartment. The filter is located behind an access door held shut by three retaining screws. Slide out the filter, clean or replace.

	CAUTION
Do not use a high pressure water jet to avoid damaging the filter.	



	CAUTION
Be sure not to reverse the filter upon installation.	

CABIN AIR FILTER

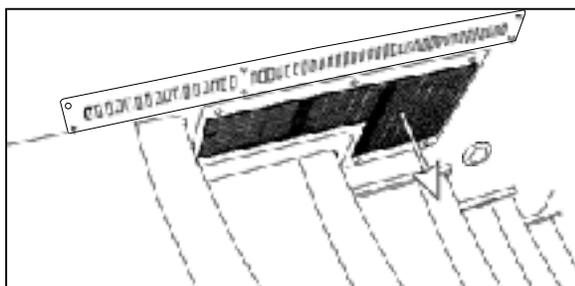
22100

DRIVER'S AREA AIR FILTER

The driver HVAC system's air filter is located behind the front console. To gain access to the A/C filter, remove the grille located at the top step of the entrance door stairs. Remove the filter for cleaning or replacement.

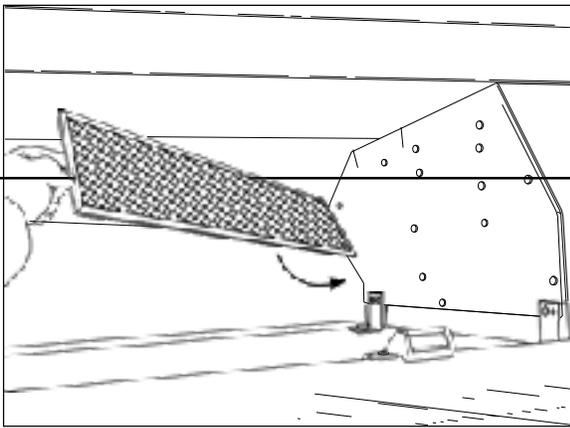
Filters in the Overhead Compartments

Remove, clean or replace the air filter located behind each overhead baggage compartment fan.



DRIVER'S AREA AIR FILTER REMOVAL

18505



OVERHEAD COMPARTMENT FAN AIR FILTER

22201

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.



WARNING

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

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 that replacement hoses match the original equipment manufacturer's specifications.

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.

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.



WARNING

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.

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.

SERVICE BRAKE TEST

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

Air loss should not exceed 7 psi/min (48 kPa/min) with engine stopped and brake pedal fully applied.

A convenient way to proceed to the service brake test is with the use of the DID menu “Air Leakage Monitor”. For more information, refer to “Driver Information Display (DID) Menus” in Section 5 *Other Features*.

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.

EXTERIOR LIGHTING VERIFICATION

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.

NOTE

You can also initiate and stop the exterior lighting test mode with the use of the DID menu “Exterior Lamp Inspection”. For more information, refer to “Driver Information Display (DID) Menus” in Section 5 Other Features.

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.

The test mode is useful to check proper operation 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 cluster telltale light illuminates.
- Activate the left directional signal and check that the corresponding cluster telltale light illuminates.
- Activate the hazard warning flashers and check that the corresponding cluster telltale lights illuminate.
- Press the headlights rocker switch in first position and confirm that the instrument panel illuminates. Press the headlights rocker switch in second position and confirm that the headlights illuminate.
- Turn on the high beams and check that the corresponding cluster 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:

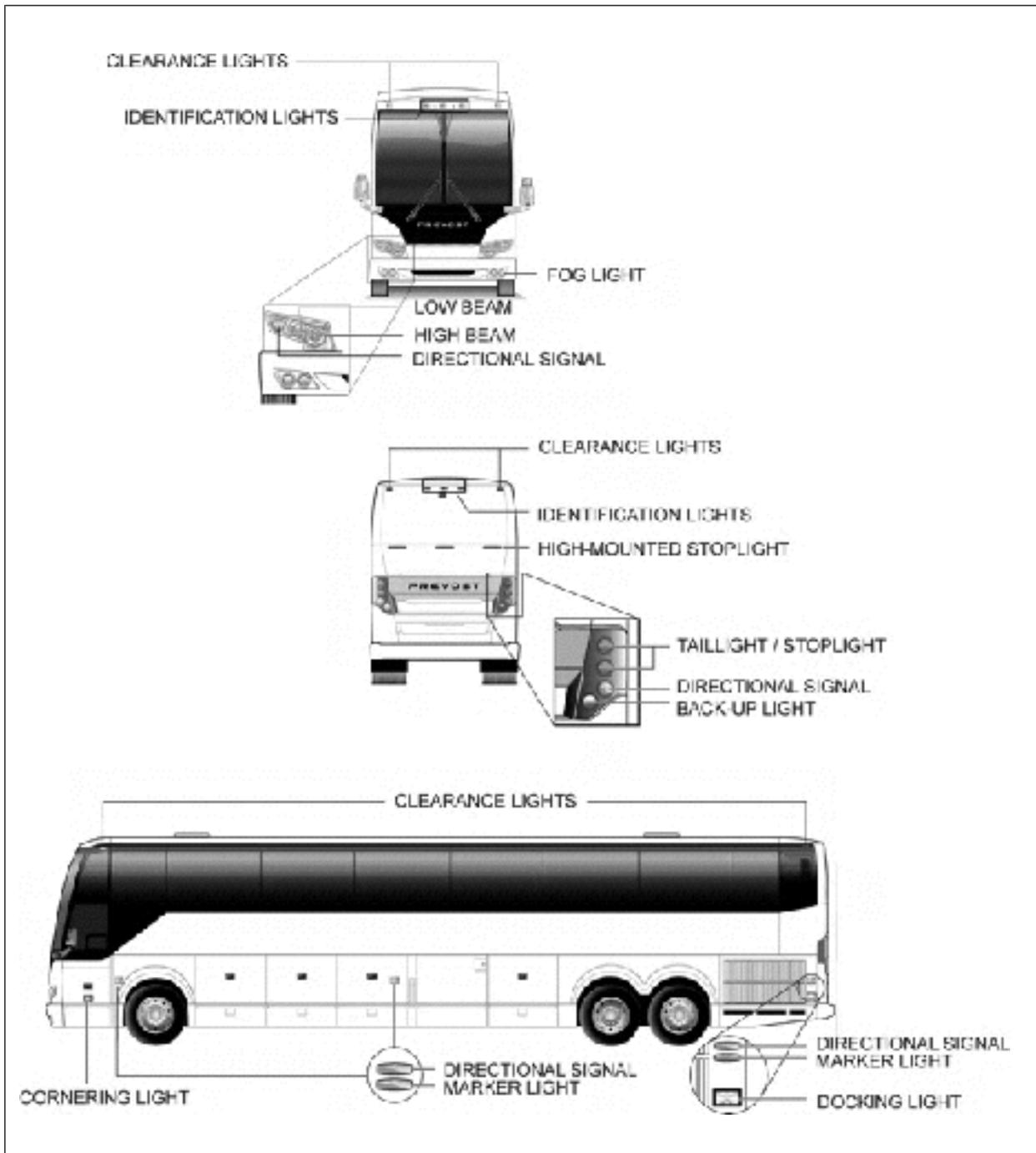
- Left and right directional signals.
- Identification lights and clearance lights.
- Low beams.
- High beams.

Left side and right side of the vehicle:

- Directional signals.
- Marker lights.

Rear of the vehicle:

- Directional signals.
- Identification lights and clearance lights.
- Stoplights and taillights.
- Back-up lights.



EXTERIOR LIGHTING

18588

GENERAL RECOMMENDATIONS

- Understand basic principles of vehicle operation;
- Always maintain the vehicle in good running condition;

8-22 CARE AND MAINTENANCE

- 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);



CAUTION

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;



WARNING

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

FIRST SERVICE ON NEW VEHICLE

NOTE

Refer to Maintenance Manual for precise service schedule.

HOT WATER FILTER

The hot water filter is designed to recover the soldering residues trapped inside the coolant lines during their initial assembly. Clean strainer after first 3,000 miles (5 000 km) and then every 50,000 miles (80 000 km). Refer to the Maintenance Manual under section 05: Cooling System.

NOTE

If soldering has been performed on cooling system, clean strainer after 3,000 miles (5 000 km).

ENGINE OIL

Preliminary oil change is not required since the engine has been test-run at the factory. Change oil and filter as specified in section 24 of the maintenance manual.

ALLISON TRANSMISSION FLUID FILTER

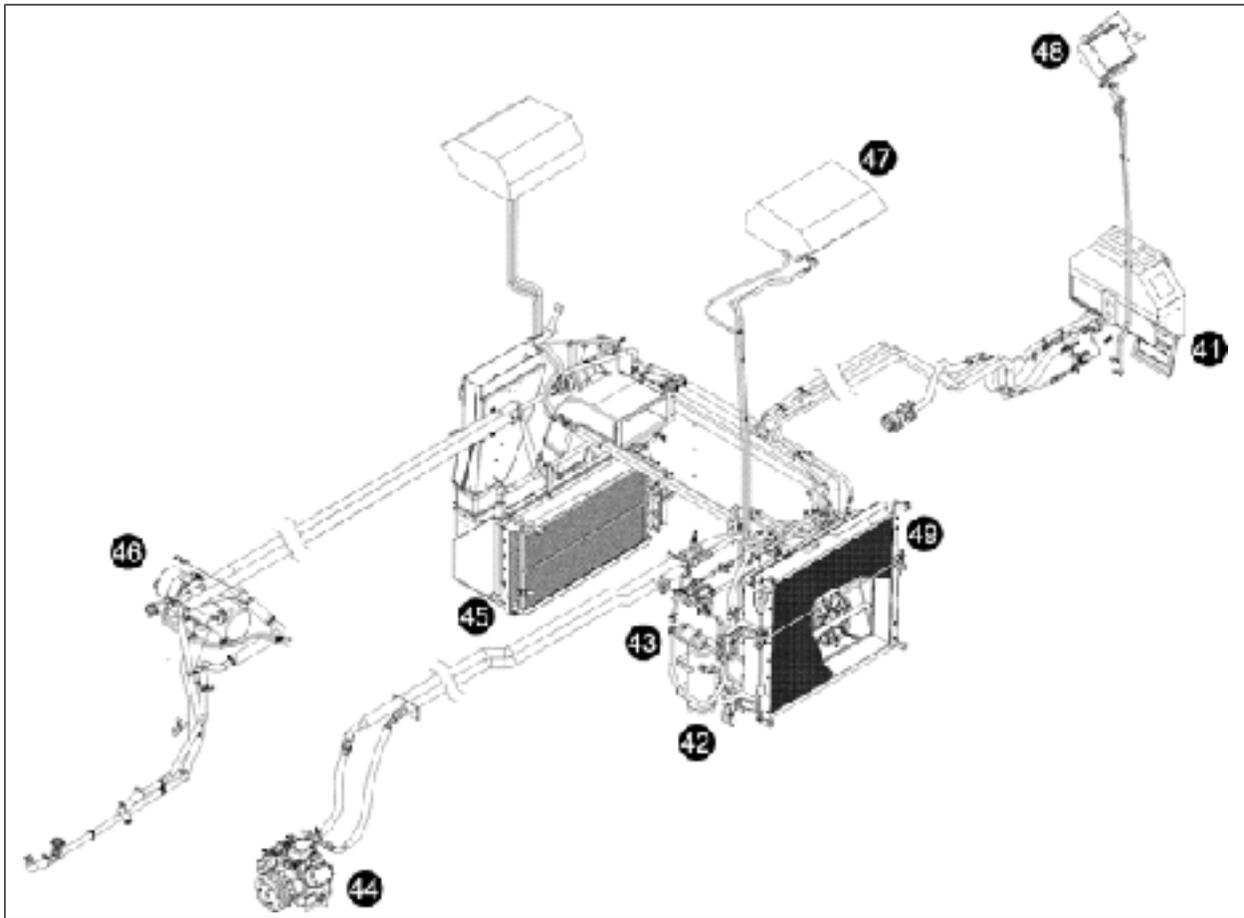
Your Allison transmission is equipped with High Capacity filters, eliminating the requirement of an initial fluid and filter change. Refer to regular lubrication and servicing schedule.



COMPONENTS IDENTIFICATION (components representation may differ slightly from the actual vehicle)

8-20 CARE AND MAINTENANCE

1	Accessories air tank drain cock	21	Primary fuel filter
2	Accessories air filter	22	Secondary fuel filter
3	Steering drag link	23	Power steering fluid tank
4	Height control valve (front)	24	Engine oil filter
5	Steering tie rod	25	Cooling fan gearbox
6	Accessories air tank	26	Allison transmission oil dipstick
7	Steering column U-joints	27	Engine coolant surge tank
8	Steering knuckle pins	28	Coolant filter & conditioner
9	Steering damper cylinder	29	Engine air filter restriction indicator
10	Emergency / parking brake overrule tank	30	Engine air filter
11	Secondary air tank	31	Engine oil dipstick and filler tube
12	Kneeling air tank	32	DEF tank
13	Air dryer	33	Diesel particulate filter
14	Height control valve (rear)	34	SCR catalytic converter
15	Wet air tank	35	Diesel fuel tank
16	Primary air tank	36	Davco Fuel Pro 382 fuel filter
17	Differential	37	Power steering pump
18	Propeller shaft	38	Air compressor
19	Tag axle lever pivot	39	Starter
20	Transmission		

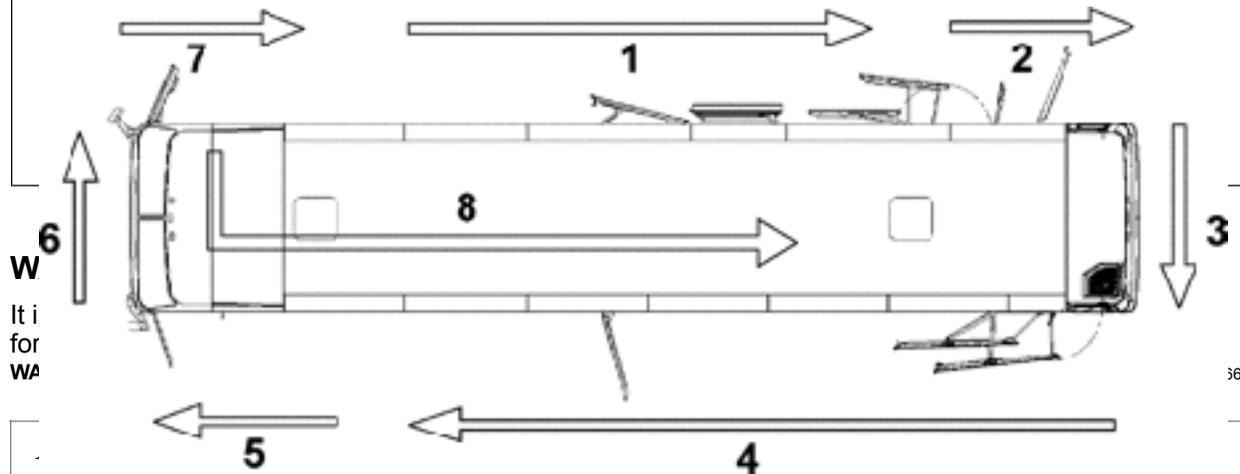


HVAC SYSTEM - MAIN COMPONENTS

24039_3

- | | | | |
|----|------------------------------------|----|---|
| 41 | HVAC air filter – driver's unit | 46 | Coolant preheater |
| 42 | A/C receiver tank | 47 | A/C system – passenger's overhead console |
| 43 | Refrigerant moisture indicator | 48 | Upper windshield defrost unit |
| 44 | A/C compressor | 49 | Condenser coil |
| 45 | HVAC air filter – passenger's unit | | |

8-22 CARE AND MAINTENANCE



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367

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 signallocks 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

8-24 CARE AND MAINTENANCE

- 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.
- Check to see that there is no mud, snow, ice build-up or other obstruction in front of the ACB radar sensor if applicable.
- Start engine and check for proper operation of all gauges. Perform a telltale light test (see Section 4 *Controls And Instruments*). 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.

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.
- Perform a parking brake test. Check both primary and secondary pressure gauges. Refer to “Other Verifications” in this section.
- Perform the exterior lighting verification using the test mode. Refer to “Other Verifications” in this section.

Step 8: Inside the Coach

- Walk around the vehicle and listen for air leaks.
- Check for leaks and listen for unusual sounds coming from the turbocharger.
- 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

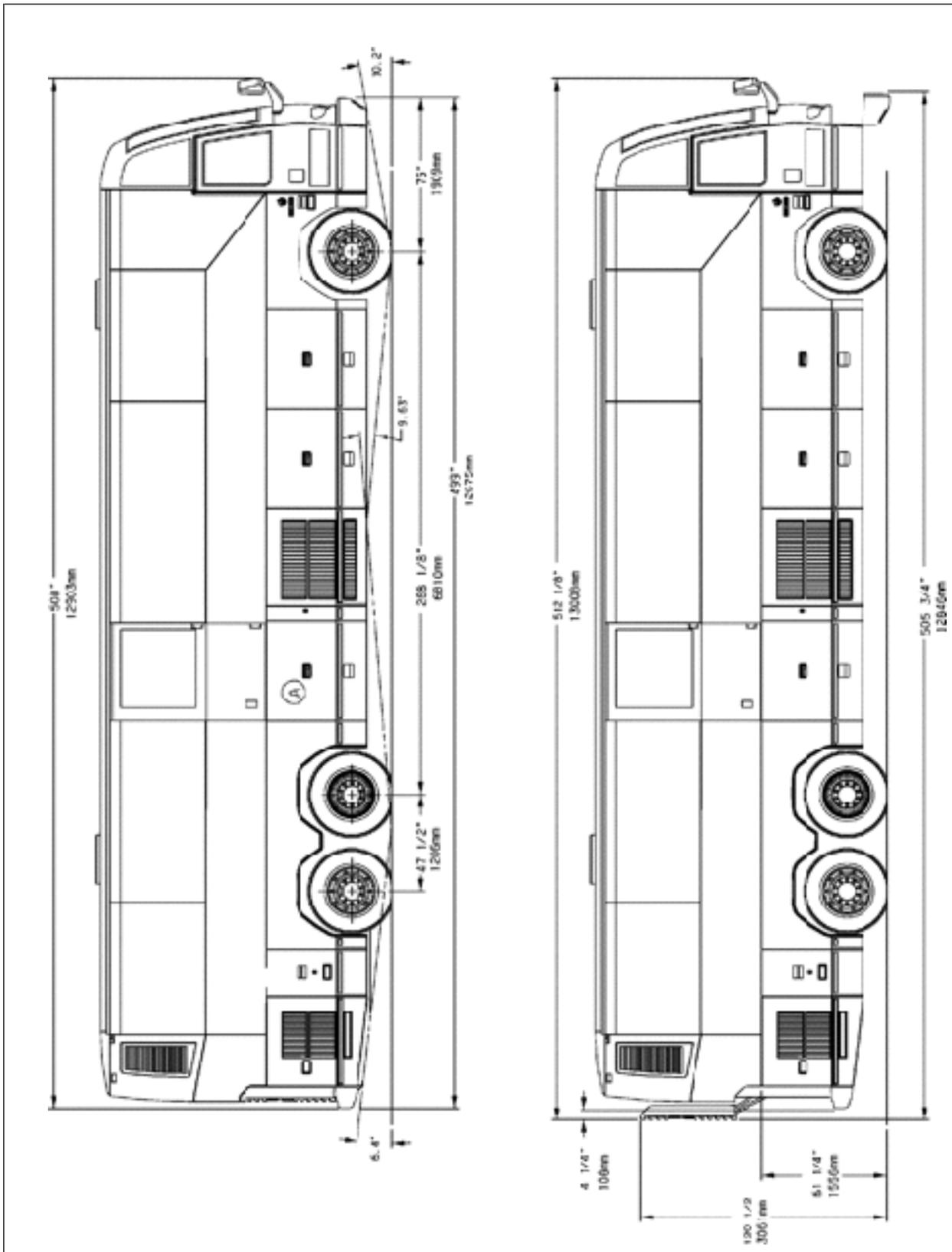
With engine running

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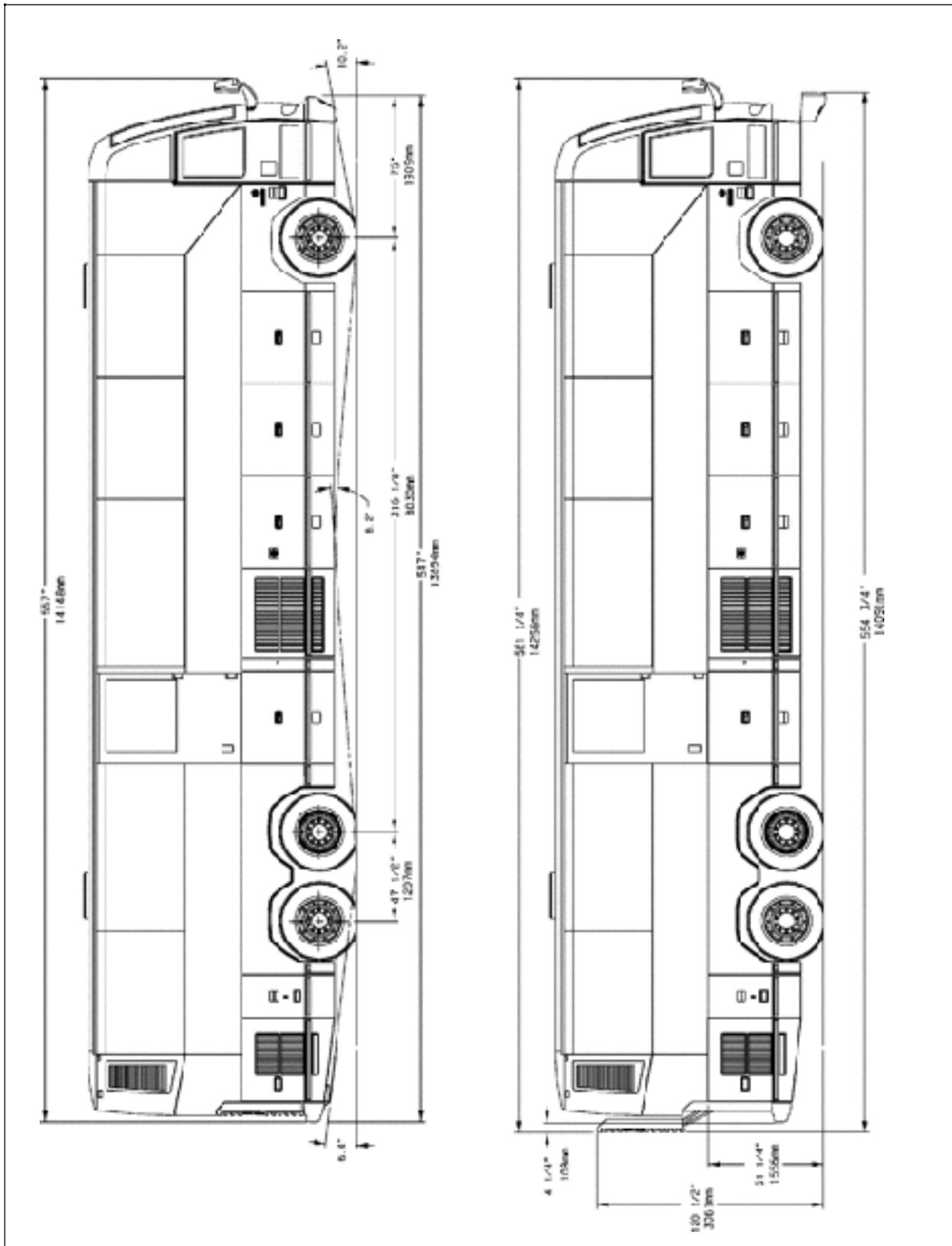
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9-2 TECHNICAL INFORMATION

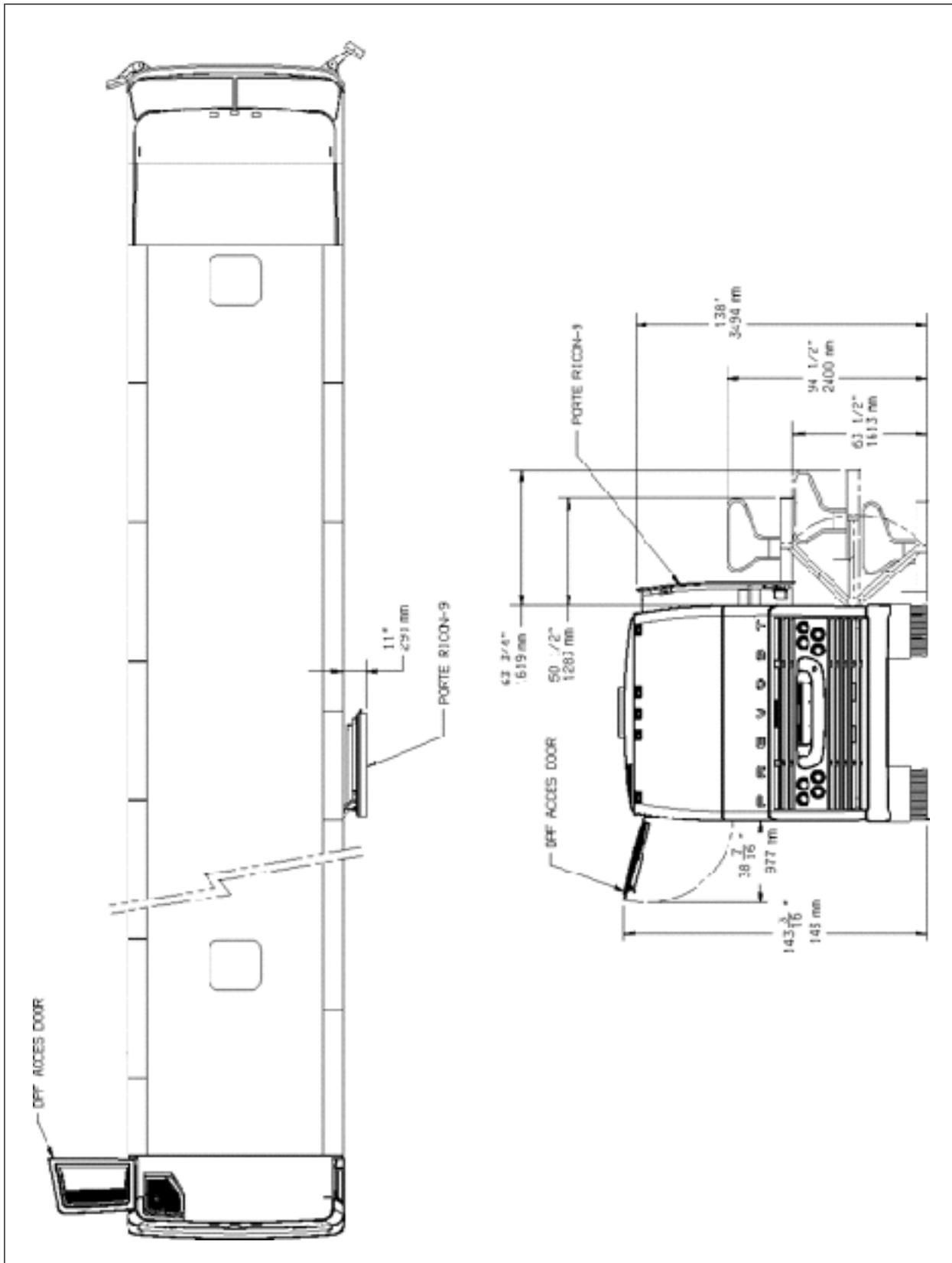
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H3-41 OVERALL DIMENSIONS



H3-45 OVERALL DIMENSIONS



H3 SERIES WITH WHEELCHAIR LIFT - OVERALL DIMENSIONS

9-8 TECHNICAL INFORMATION

DIMENSIONS AND WEIGHTS	H3-41	H3-45
Overall length (over bumpers)	41' 7" (12.7 m)	45' 8" (13.9 m)
Overall width	102" (2.59 m)	
Overall height (normal ride height)	146 ¼" (3.715 m)	
Wheelbase (center of front axle to center of drive axle)	267" (6.782 m)	316 ¼" (8.033 m)
Floor height from ground	63" (1.6 m)	
Ground clearance	11" (280 mm)	
Step height from ground	14" (356 mm)	
Step height (other steps)	7" (178 mm)	
Seats	48	56 - 58
Headroom	77" (1.956 m)	
Entrance door opening width	27" (686 mm)	
Aisle width (minimum)	14" (355mm)	
Front overhang	75" (1,91 m)	
Rear overhang	107" (2.096 m)	
Front track	85.6" (2.176 m)	
Drive track	74.9" (1.902 m)	
Rear track (tag axle)	81.9" (2.082 m)	
Turning circle radius (I-beam axle)	39' 4" (12 m)	44' 6" (13.6 m)
Turning circle radius IFS	42' (12.8 m)	
Curb weight ¹	35,535 lbs (16 118 Kg)	36,585 lbs (16 600 Kg)
Gross Vehicle Weight Rating (G.V.W.R.) ²	52,060 lbs (23 665 kg)	
Front axle Gross Axle Weight Rating (G.A.W.R.)	16,500 lbs (7 500 kg)	

Drive axle G.A.W.R.	22,500 lbs (10 230 kg)
Tag axle G.A.W.R.	14,000 lbs (6 365 kg)

TECHNICAL INFORMATION 9-9

certification plate located on the L.H. control panel in driver's section.

CAPACITIES	
Volvo D13 Engine oil (in crankcase)	38 quarts 36 liters
Fuel tank (legal capacity equal to 95% of volume)	222 US gal. 840 liters
DEF tank	16 US gal. 60 liters
Cooling system	27.6 US gal. 104 liters
Allison transmission (does not include external circuit)	6 US gal. (23 liters) 6.9 US gal. (26 liters) with retarder
Volvo I-Shift transmission	16 quarts 15 liters
Differential oil	5 US gal. 19 liters
Power steering reservoir	4 quarts 3.7 liters
A/C compressor oil	6.3 US pints 3 liters
Windshield washer reservoir	5 US gal. 19 liters
Refrigerant	26 lbs (11.8 kg)
Toilet septic tank	Small: 13 US gal / 49.5 liters Large: 30 US gal / 113 liters

² Maximum weight specified by the manufacturer for a single vehicle. The gross vehicle weight rating is equivalent to the sum of the gross axle weights specified by the manufacturer under each wheels of the axles (front, drive & tag) of the vehicle.

The Gross Vehicle Weight Rating (G.V.W.R.) and the Gross Axle Weight Rating (G.A.W.R.) for front drive and tag axles are listed on a

1. Weight of a motor vehicle complete with body excluding the payload. Includes standard equipment, a full load of engine fuel, oil, and coolant and, if so equipped, air conditioning and the additional weight of any optional engine.

BAGGAGE COMPARTMENTS

NOTE 9-10 TECHNICAL INFORMATION
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Curb weight is given as an indication only and is subject to vary from coach to coach, mostly due to optional equipment.

Total volume (H3-45)470 ft³Total
volume (H3-41)355 ft³
Loading capacity 2500 lbs/comp

FUEL TYPE

Diesel engines for 2007 and later model year vehicles are designed to operate only with **Ultra Low Sulfur Diesel** (ULSD) fuel, which can contain no more than 15 ppm sulfur.



CAUTION

ULSD fuel is necessary to avoid fouling the engine's Aftertreatment Device (ATD). Use of fuel other than ULSD will reduce the efficiency and durability of the engine.

BIODIESEL FUELS

Biodiesel up to a maximum of 20% blend (B20) may be used and will not affect the manufacturer's mechanical warranty as to engine and emissions system related components, provided the biofuel used in the blend conforms to ASTM D6751, B1 to B5 blends conform to ASTM D975, and B6 to B20 blends conform to ASTM D7467. Also, any engine performance problem related to the use of biodiesel fuel would not be recognized nor considered as Volvo or Prevost's responsibility.

However, Volvo engines are certified to comply with U.S. EPA and California emissions standards based upon the use of test fuels with specifications established by these regulatory agencies. Alternative fuels, including biodiesel, that are not substantially similar to the required test fuels may adversely affect engine emissions compliance. As a result, Volvo does not warrant the engine will conform to applicable Federal or California emissions limits when operated on biodiesel or other alternative fuels that are not substantially similar to specified test fuels used for certification.

Additional maintenance is required and is covered in Section 03: FUEL SYSTEM of the maintenance manual.

WHEELS AND TIRES

- Accuride steel wheels9" X 22½"
- Alcoa aluminum forged wheels9" X 22½"
- Alcoa aluminum forged wheels
(for super single tire)14" X 22½"
- Tires 315/80 R22.5 load range "L"
- Tires 365/70 R22.5 load range "L"
- Tires (super single) 455/55 R22.5 load range "L"

RECOMMENDED TIRE INFLATION PRESSURE AT MAXIMUM COLD LOAD

The recommended tire inflation pressures are given in the applicable documents supplied with

the vehicle. In addition, cold tire inflation pressures are listed on the Department of Transport (DOT) certification plate, affixed on the wall behind the driver's seat. For special tire selection, a "Prevost coach special specification" chart is supplied with the vehicle and is affixed next to the DOT certification plate, located on the left wall close to the driver's seat.

Vehicle equipped with TPMS: The TPMS target pressures are factory set to equal the prevailing tire pressure at delivery time. When tire pressures are increased to account for higher vehicle weight, the TPMS set point need to be increased accordingly.



CAUTION

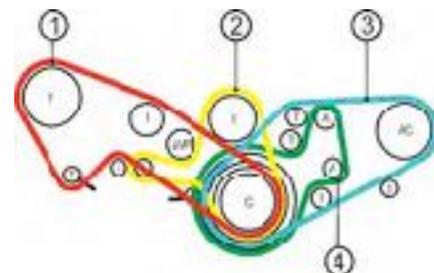
These tire pressures are established in accordance with the maximum allowable load on each axle. A lower pressure is recommended if the axle load is less than the above specifications. Weigh vehicle fully loaded and pressurize according to tire manufacturer's recommendations. For non-standard tire and wheel specifications, see Prevost tire pressure tabulation in "Coach Final Record" or special specification chart affixed next to the DOT certification plate.



WARNING

Special tire selection may lower maximum allowable speed limit, even below posted speed limit. For maximum safety, check with tire manufacturer.

BELTS



	Use	Model	Qty
1	Cooling fan drive	Poly-V14PK2213	1
2	Coolant pump	Poly-V10PK1512	1
3	A/C compressor	BX71	2

9-12 TECHNICAL INFORMATION

1 HD10 alternator limp-home mode	Poly-V 8PK1512	1
4 th	1.005 th	0.74
6 th	0.64	

NOTE

Belts specifications may vary. For proper belt selection, always consult your vehicle Coach Final Record.

Reverse	4.80	Converter	1.58
Differential ratio	3.91		
Differential ratio (optional).....	3.58		

Gear Ratios

1 st	3.510
2 nd	1.91
3 rd	1.43

ENGINES

VOLVO D13

Type: 4 cycles / inline six cylinders
 Displacement: 12.8 liters, SOHC, 4 valves per cylinder
 Power435 HP
 Torque1700 lbf-ft @ 1100 rpm
 Recom. cruise speed range 1300-1500rpm
 Full dress, dry weight2519 lb

TRANSMISSION

VOLVO I-SHIFT TRANSMISSION

Electronically controlled twelve speed automatic transmission

Gear ratios

1 st	14.94
2 nd	11.73
3 rd	9.04
4 th	7.09
5 th	5.54
6 th	4.35
7 th	3.44
8 th	2.70
9 th	2.08
10 th	1.63
11 th	1.27
12 th	1.00

Reverse 1 st	17.48
Reverse 2 nd	13.73

ALLISON TRANSMISSION

Allison B500 (B500R with the optional output retarder) electronically controlled six speed automatic transmission.

See appendix C for the fluid level sensor code description.

PROPELLER SHAFT

• Dana SPL250

9-14 TECHNICAL INFORMATION

BRAKES

The features of the braking system include a dual system where the front and rear circuits are completely independent from each other. The brakes are air operated disc type brakes with automatic slack adjusters on front, drive and tag axles. Model 24/24 spring brakes on drive axle provide emergency and parking brakes. Emergency brake application will be automatic if pressure drops below 40 psi. At 60 psi a warning light and buzzer will come on so the driver can bring the vehicle to a safe stop simply by a conventional application of the foot brake pedal.

BRAKE CHAMBER EFFECTIVE AREA

Front axle (Rigid front axle)	24 in ²	Drive axle	24/24 in ² (service/emergency)	Tag axle	16 in ²
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AIR SYSTEM

Compressed air is provided by a twin cylinder, 31.8 cfm Wabco, gear-driven, water-cooled and engine oil lubricated air compressor.

ANTILOCK BRAKING SYSTEM (ABS)

The antilock braking system has one Electronic Control Unit (ECU) controlling a four channel system. A wheel slip sensor is mounted at each front axle and drive axle wheel. The Tag axle wheels are slave to the drive axle wheels.

The Electronic Control Module (ECM) is maintenance free. Its operating voltage is 24 ± 6 volts DC. The thermal operating range for the ECM is from -40 to 167°F (-40 to 75°C).

The solenoid control valves are maintenance free. Their operating voltage is 24 (+4.8, -2.4) volts DC. The rated current draw is 1.65 amps.

The thermal operating range of the solenoid control valves is from -40 to 176°F (-40 to 80°C).

TROUBLESHOOTING AND TESTING

For troubleshooting and testing of the vehicle's anti-lock braking system, refer to Meritor WABCO Maintenance Manual: *“Anti-Lock Brake Systems For Trucks, Tractors and Buses”* or use menu “Diagnostics” of the DID (see “Driver information display menus” in Section 5 *Other Features*).

AUTOMATIC TRACTION CONTROL (ATC) – ELECTRONIC STABILITY CONTROL (ESC)

In addition to the ABS function, vehicle may be equipped with an advanced model of Bendix EC-60 controller to provide an **Automatic Traction Control (ATC)** feature. Bendix ATC can improve vehicle traction during acceleration, and lateral stability while accelerating through curves. ATC utilizes **Engine Torque Limiting (ETL)** where the ECU communicates with the engine’s controller and/or **Differential Braking (DB)** where individual wheel brake applications are used to improve vehicle traction.

The EC-60 advanced model controller also provides ABS-based stability features referred to as **Electronic Stability Control**.

STEERING

ZF 8098 integral steering gear model



CAUTION

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

Refer to Maintenance Manual, Section 12: Brake and Air System for more information on this system.



WARNING

ESC may reduce the vehicle speed automatically.

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

- Variable assistance in function of speed is optional
- ZF servocomtronic integral steering gear model
- ZF hydraulic pump, gear driven, engine drive
- Hydraulic reservoir and dipstick accessible from engine compartment
- System pressure 2320 psi
- Steering wheel diameter 20". Tilt and telescopic, pneumatically locked with foot operated switch for adjustment
- Number of turns: 5³/₄.
- Outside turning radius: see Dimensions and Weight

9-16 TECHNICAL INFORMATION

ELECTRICAL SYSTEM

- 24 volt, negative ground
- 12 volt exterior lighting
- Twin 28 volt, 150 amp, self-regulated, belt- driven, air-cooled Bosch alternators
- Four 12 volt, group 31 format maintenance- free batteries connected in series/parallel. Cold cranking capacity is 1900 amps with a reserve capacity of 195 minutes
- 100 amp battery equalizer

AXLES

I-BEAM FRONT AXLE

- Dana Spicer model S84V with forged "I" beam
- Reverse Elliot type
- Unitized wheel bearings (maintenance free)
- Factory pre-adjusted caster

FRONT AXLE IFS (Independent Front Suspension)

- Prevost independent front suspension with recalibrated air springs for improved comfort
- Wide apart double A-arm design mounted on ball joints with torque link
- Double sealed taper roller bearings bell crank and idler steering arm
- Unitized wheel bearing (maintenance free bearing)
- Factory pre-adjusted caster

DRIVE AXLE

- Meritor model RC23-165

- Full floating banjo type
-

I-BEAM FRONT AXLE			
	Minimum value	Nominal value	Maximum value
Right camber	-0.25°	0.125°	0.375°
Left camber	-0.25°	0.125°	0.375°
Right caster	2.0°	2.75°	3.5°
Left caster	2.0°	2.75°	3.5°
Total toe	0.04°	0.06°	0.08°

Oil lubricated wheel bearings Factory pre-adjusted caster

TAG AXLE

- Prevost hollow square beam
- Unitized wheel bearings (maintenance free)

SUSPENSION

Goodyear rolling lobe type air springs (bellows) are used throughout

I-BEAM FRONT AXLE

- 2.Bellows (12")
- 2 Shock absorbers
- 4 Radius rods
- 1 Transverse radius rod
- 1 Height control valve
- 1.Anti-roll bar, 2" diameter

INDEPENDENT FRONT SUSPENSION (IFS)

- 2.14-inch Bellows for a G.A.W.R. of 19 000 lb
- 2 Shock absorbers
- 2 Upper A-arms
- 2 Lower A-arms
- 2 Torque rods
- 2 Steering Levers
- 1 Height control valve
- 1 sway bar (1¾" diameter)

DRIVE AXLE

- 4 Bellows (11")
- 4 Shock absorbers
- 3 Radius rods
- 1 Transverse radius rod
- 2 Height control valves
- 1.Anti-roll bar, 1½" diameter

TAG AXLE

- 2.Bellows (12")
- 2.Shock absorbers
- 3.Radius rods

- 1.Transverse radius rod

ALIGNMENT SPECIFICATIONS

Use static wheel alignment systems which work with angle measurements only, such as Josam or Hunter systems. Static alignment specifications are listed in the following tables:

DRIVE AXLE			
	Minimum value	Nominal value	Maximum value
Thrust angle	±0.11°		
Total toe	0.18° toe-in	0°	0.18° toe-out

ON

AUXILIARY AXLE			
	Minimum value	Nominal value	Maximum value
Thrust angle*	-0.02°	0°	0.02°
Total toe	0.08° toe-in	0°	0.02° toe-out
(*) Use the drive axle as reference			

COOLING SYSTEM

- Extra capacity, copper fin radiator and aluminum charge air cooler arranged one behind the other
- 3 speed fan clutch EMS controlled
- Rubber insulated from the body
- Expansion tank above radiator and remote mounted
- System pressure 14 psi
- One (1) 185° F thermostat
- System capacity 27.6 us gal
- Coolant filter.
- Radiator fan: 38" fan.

FUEL SYSTEM

Polyethylene 222 US gallons (840 liters) fuel tank located in middle of second baggage bay (heating and a/c section) includes:

- Anti-spill device
- Safety filler cap on each side of coach

- Pressure relief valve
- Electric fuel gage
- Low level signal at 22 US gallon (83 liters)
- Primary filter 25 microns (standard).
- Primary fuel filter with electrical water indicator (Volvo D13)
- Fuel pro 382 filter available as an option as a primary filter.
- Secondary filter 3 to 5 microns.
- Shut-off valve on fuel supply line.

Approved oil	Bitzer BSE55 (POE)
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EXHAUST SYSTEM

One all stainless steel exhaust system including:

- Aftertreatment system made of a DPF (Diesel Particulate Filter), DOC (Diesel Oxidation Catalyst) and SCR system. Noise, vibration and heat insulated. This ATD is mounted to the bus structure and is accessible through an exterior access door.
- Tail pipe diffuser and rain deviation device.
- Exhaust pipe with insulation and a flexible section.
- Exhaust to rear left hand top of rear cap.

HEATING AND AIR CONDITIONING

A large capacity, central A/C provides enough conditioned and filtered air for all climatic conditions. Fresh air is drawn into the system from the evaporator compartment on driver's side of the vehicle. Return air is taken from the middle of the vehicle. The driver's heater and defogger are controlled separately from the central unit. An air mixture selector enables air to be drawn into the system from outside the vehicle or recirculated. Optionally, condensers installed in the overhead storage compartments provide cool air to the seated passengers from the overhead registers.

A/C SYSTEM	
Cooling capacity	9 tons
Refrigerant type	134a
Heating capacity	152 000 Btu/h
Airflow	2 600 cfm (73.6 m ³ /min)

COMPRESSOR	
Number of cylinders	4
Operating speed	500-3500 rpm
Oil capacity	2.6 US qts (2,5 l)

**NO
TE**

ON

The above oils are suitable for use with reciprocating compressors using refrigerant R-134a and with evaporator temperatures above -40°F (-40°C).

OIL SPECIFICATIONS

ENGINE

For the Volvo D13H (EPA 2010 version), SAE 10W30 oil meeting *EO-O Premium Plus* or *Volvo VDS-4* specifications is recommended.

Volvo VDS-4 oils exceed API service category CJ-4 oils.

ALLISON TRANSMISSION

The Allison transmission must be filled with Castrol TranSynd™ or TES 295 fluid or TES 389 fluid.

VOLVO I-SHIFT TRANSMISSION

Only use VOLVO-approved synthetic transmission oil in the I-Shift transmission. Refer to section 24 of the Maintenance Manual for more information about oils approved by Volvo.

DIFFERENTIAL

Multigrade gear oil meeting MIL-PRF-2105E: 85W140 is recommended for use in drive axle. This lubricant performs well over a broad temperature range, providing good gear and bearing protection in a variety of climates. If temperature drops below 10°F (-12°C), 80W90 should be used, and below -15°F (-26°C), 75W90 should be used. In extreme conditions or for better performance, full synthetic gear oil should be used.

COOLING FAN RIGHT ANGLE GEARBOX

Use only SAE 75W-90 synthetic gear lubricant.

POWER STEERING RESERVOIR

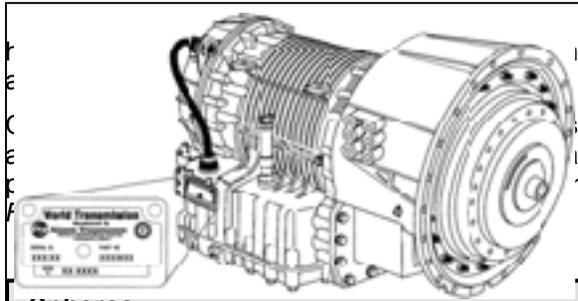
Use Automatic Transmission Fluid (ATF) Dexron-IIE or Dexron-III for this system.

PRE-HEATING SYSTEM

Depending on options chosen, a coolant heater may be installed on the coolant circuit.

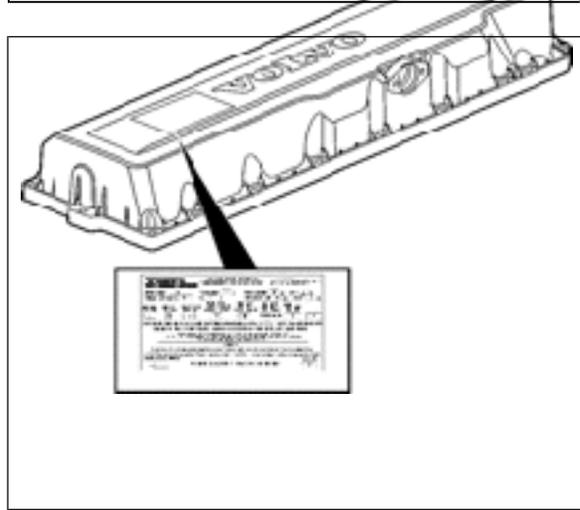
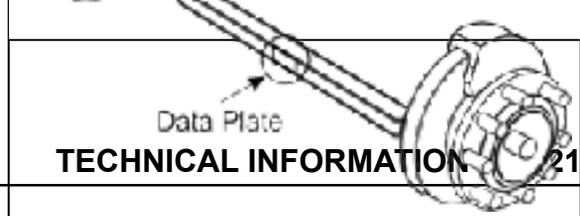
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TECHNICAL INFORMATION 21



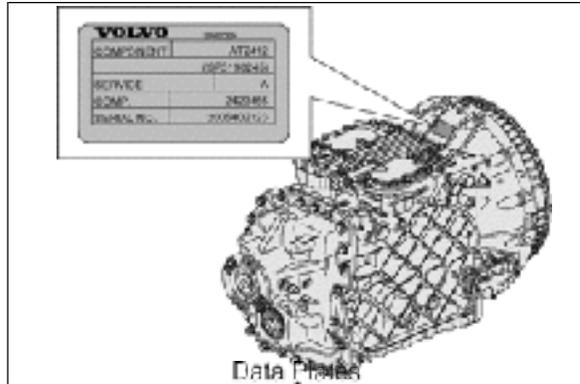
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Model	Thermo 300	
Heating output	104,000 Btu/hr (30 kW)	
Fuel type	Same as engine	
Fuel consumption	4.8 US qts/ hr (4.5 l/ hr)	
Rated voltage	24 V DC	
Operating voltage	20-28 V DC	
Electric power consumption without water pump	110 watts	
Dimensions (L) Inch (mm)	(W)	24.01 (610 mm) 9.69 (246 mm)
	(H)	8.66 (220 mm)
Weight (kg)	lb	41.88 (19)



VOLVO D13 ENGINE DATA PLATE

00052



VOLVO I-SHIFT TRANSMISSION

00040

DRIVE AXLE

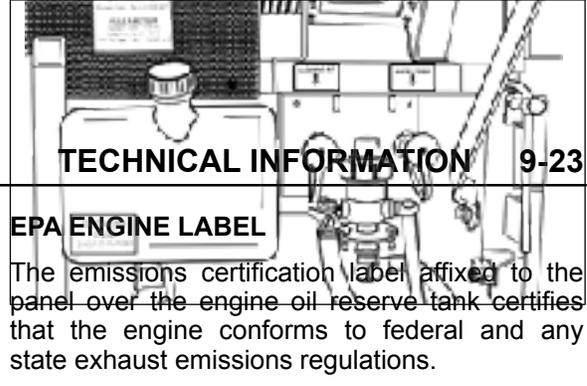
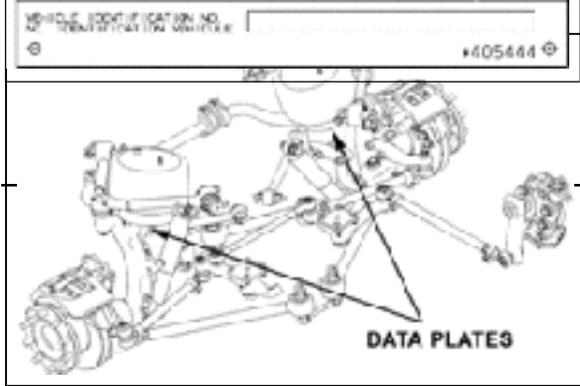


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PLATES AND CERTIFICATION

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

In addition, option decals are located on the rocker cover (starter side). The engine serial and model number and a list of the optional engine equipment are written on these decals. Refer to this information when ordering replacement parts.



The emissions certification label affixed to the panel over the engine oil reserve tank certifies that the engine conforms to federal and any state exhaust emissions regulations.

IFS TYPICAL SERIAL & MODEL NUMBERS 00025C

SAFETY CERTIFICATION

Vehicle components meet specifications and standards as follows:

- Material and parts conform to ASTM and/or SAE standards in effect at the time of manufacture.
- All factory-installed interior materials meet FMVSS 302 for fire resistance.
- Certified according to Provincial, State and Federal Safety standards (Canadian and US) BMCSS, FMVSS and CMVSS.

Other applicable certification labels are affixed to the applicable components.

DOT CERTIFICATION PLATE

This certifies that vehicles manufactured by Prevost Car Inc. comply with all Federal Motor Vehicle Safety Standards at the time of manufacture. Information such as date of manufacture, model year, gross vehicle weight rating, tire types and inflation pressure is also etched on this plate. The DOT certification plate is affixed behind the driver's seat.

EPA CERTIFICATION LABEL 23209

VEHICLE IDENTIFICATION NUMBER (VIN)

The vehicle identification number is stamped on a plate located on the windshield frame pillar (driver's side). The VIN is visible from the outside of the vehicle. Make sure the correct vehicle identification number is given when ordering replacement parts. Using the VIN when ordering parts will facilitate processing. The VIN is also stamped on the DOT certification plate affixed behind the driver's seat.

VEHICLE IDENTIFICATION NUMBER 18680

DOT CERTIFICATION PLATE 00016

NOTE

Record the VIN in the vehicle documentation and keep with company records. The VIN will normally be used for vehicle registration, service reference needs and for obtaining vehicle insurance coverage.

COACH FINAL RECORD

The Coach Final Record is a record of all data pertaining to the assembly of the vehicle. This record is shipped to the new customer via a courier company. Retain this record in the company records office for reference and safe-keeping.

ABBREVIATION	DESCRIPTION
A/C	Air Conditioning / Air climatisé
ACB	Adaptive Cruise Braking / Régulateur de vitesse et d'espacement avec freinage
ACM	Aftertreatment Control Module / Unité de commande électronique du système de post-traitement
AFSS	Automatic Fire Suppression System / Système automatique de détection et d'extinction des incendies
ATC	Automatic Traction Control (Bendix) / Système d'antidérapage automatique
CECM	Chassis Electronic Control Module
CVC	Chauffage, Ventilation et Climatisation / heating, ventilation and air conditioning HVAC
DCDL	Driver Controlled Differential Lock / Verrouillage du différentiel
DDR	Diagnostic Data Reader
DEF	Diesel Exhaust Fluid / Fluide d'échappement diesel FED
DEL	Diode Electroluminescente / Light Emitting Diode LED
DID	Driver Information Display / Écran d'affichage du panneau des instruments
D-MIC	Driver Microphone / Microphone du conducteur
DPF	Diesel Particulate Filter / Filtre à particules
DTC	Diagnostic Troubleshooting Code / Code d'anomalie
DUFS	Diesel Ultra Faible en Soufre / Ultra Low Sulfur Diesel ULSD
ECM	Engine Control Module / Unité de commande électronique du moteur
ECU	Electronic Control Unit / Unité de commande électronique
EECU	Engine Electronic Control Unit / Unité de commande électronique du moteur
EGR	Exhaust Gas Recirculation / Recirculation des gaz d'échappement
ESC	Electronic Stability Control / Dispositif de contrôle de la stabilité
ESC	Escape / Échap
ESP	Electronic Stability Program (Bendix) / Dispositif électronique de contrôle de la stabilité
E+	Eco-Roll
FAP	Filtre À Particules / Diesel Particulate Filter DPF
FDA	Following Distance Alert / Alerte de distance
FED	Fluide d'Échappement Diesel / Diesel exhaust fluid DEF
GECU	Gear selector Electronic Control Unit / Unité de commande électronique du sélecteur de vitesses
G-MIC	Guide Microphone / Microphone du guide
HVAC	Heating, Ventilation and Air Conditioning / Chauffage, Ventilation et Climatisation
Ale)	

APPENDIX A

SERVICE LITERATURE.....2

NOTICE3

DECLARATION OF THE MANUFACTURING DEFECTS TO THE GOVERNMENT OF THE UNITED STATES.....3

DECLARATION OF THE MANUFACTURING DEFECTS TO THE CANADIAN GOVERNMENT3

DECLARATION OF THE MANUFACTURING DEFECTS TO PREVOST CAR INC.....3

SERVICE LITERATURE

Visit our web sit at www.prevostcar.com for on-line product information and technical publications!

Additional copies of the following service literature are available on request and at low cost. These can be helpful to mechanics and drivers alike.

- **Maintenance Manual**
- **Operator's Manual**
- **Parts Manual**
- **Service Center Directory**

To order, call Prevost Parts toll free 1-800-463-8876 or write to:

PREVOST PARTS INC.

2955-A Watt Street
Sainte-Foy, (Quebec)
Canada G1X 3W1

Specify the complete vehicle serial number. Allow 30 days for delivery

NOTICE

DECLARATION OF THE MANUFACTURING DEFECTS TO THE GOVERNMENT OF THE UNITED STATES

If you believe that your vehicle has defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying PrevoSt Car Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign.

However, NHTSA cannot become involved in individual problems between you, your dealer, or PrevoSt Car Inc.

To contact NHTSA you may either call the Auto Safety Hotline toll-free at **1-800-424-9393** (or **366-0123** in Washington, D.C. area) or write to:

**NHTSA
U.S. Department of transportation
Washington, D.C. 20590.**

You can also obtain other information about motor vehicle safety from the Hotline.

DECLARATION OF THE MANUFACTURING DEFECTS TO THE CANADIAN GOVERNMENT

If you stay in Canada, and if you believe that your vehicle has a safety defect, you should immediately inform Transport Canada and PrevoSt Car Inc. You may write to:

**Transport Canada
Box 8880
Ottawa, Ontario, K1G 3J2**

DECLARATION OF THE MANUFACTURING DEFECTS TO PREVOST CAR INC.

In addition to notify the NHTSA (or Transport Canada), please contact PrevoSt Car at **1-418-831-2046**. Or you may write to :

**PrevoSt Car Inc.
After-sales service department
850 ch. Olivier,
Saint-Nicolas (Quebec)
Canada, G7A 2N1**

Problem/Symptom	Probable Causes	Actions
<p>Vehicle does not Start</p>	<p>Rear Start selector switch is not at the NORMAL position</p> <p>Battery master switch in the battery compartment is at the OFF position (down)</p>	<ol style="list-style-type: none"> 1. Check that the rear start selector switch is flipped up to NORMAL start position and battery master switch is flipped up to ON and retry cranking 2. Flip the rear start selector switch to “Rear Start” and start the vehicle from the rear
	<p>CAN network problem (Multiplex)</p> <p>Module A53 not powered or is defective</p> <p>Engine ECM does not receive the ignition signal</p> <p>Engine ECM is not powered</p>	<p>If the vehicle does not start from the rear:</p> <ol style="list-style-type: none"> 1. Verify that module A53 is powered: <ol style="list-style-type: none"> a) Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA53, Active” indicates a power problem on the module or a CAN network problem. b) Check / reset circuit breaker CB5 c) Check / replace fuse F65 d) Probe gray connector on module to see if it is powered. 2. Verify that the engine ECM is powered and get the ignition signal <ol style="list-style-type: none"> a) Check / reset circuit breaker CB8 Check / replace fuse F74 b) Check / reset circuit breaker CB2 Check / replace fuse F78
<p>None of the Multiplexed functions are operating, including the basic limp- home functions (door opening, flashers, wipers in speed 1)</p> <p>“FLIP REAR BREAKER TO INITIATE I/O MODULES PROGRAMMING” pop-up message appears in the DID</p>	<p>The program version in the MCM is different than the program in the I/O modules and the MCM is forcing all I/O modules to stay inactive</p>	<ol style="list-style-type: none"> 1. Engage the auto-programming of the I/O modules: Turn the ignition key to the ON position, trip and reset circuit breaker CB6. 2. The DID indicates “MUX AUTOPROGRAMMING I/O MODULE PLEASE WAIT” until the reprogramming is complete.

<i>Note: The sunshades are still functioning since these are not multiplexed</i>		
Many secondary functions (not essential for driving) not functioning (interior	The MCM module does not receive 24 V power	1. Check / reset circuit breaker CB6 (4 th from the top on the right side column) Check / replace fuse F1

Problem/Symptom	Probable Causes	Actions
<p>lighting, driver's area lighting, wiper speed 2 and intermittent)</p> <p>Marker lights and clearance lights are turned ON when setting ignition to the ON position</p>	<p>The CAN network is not working. It could be caused by a short on the network, an open circuit, a problem with the MCM or the MCM being disconnected from the network</p>	<p>2. Operate in limp-home mode by starting the vehicle from the engine compartment (REAR START). All functions essential to drive are available</p> <p>To close and lock the door, pull the door manually up to its closed position and it will lock by itself. The door opening button is still functioning</p>
<p>No temperature control in the passenger area</p> <p>Passenger temperature display indicates two dashes "--"</p>	<p>Problem with the temperature sensor located in the evaporator compartment air intake or the sensor wiring</p>	<p>1. Instruct the driver to manually control the temperature by playing with the passenger set point. Set above 22°C (72°F) to heat and below 22°C (72°F) to cool</p>
<p>Entrance door does not open nor close using the control buttons</p> <p>Defroster fan not functioning</p> <p>Lower windshield wipers not functioning in speed 1 or intermittent</p>	<p>Module A47 is not powered or is faulty</p>	<p>1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA47, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms).</p> <p>2. Check / reset circuit breaker CB6</p> <p>3. Check / replace fuse F5</p> <p>4. Probe gray connector on module to see if it is powered.</p> <p>5. Use the air release valves near the entrance door and in the front service compartment to lock / unlock the door</p>
<p>Lower windshield wipers not functioning in speed 1 or intermittent</p>	<p>No power on R23</p>	<p>1. Check / replace fuse F18</p>
<p>HVAC condenser fans not functioning in speed 1</p>	<p>Circuit breaker CB7 was manually tripped and not reset</p>	<p>1. Check / reset circuit breaker CB7</p> <p>2. Verify that module A53 is powered:</p>

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APPENDIX B – Troubleshooting Multiplex

Module A53 is defective

Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA53, Active” indicates a power problem on the module or a CAN network problem.

Problem/Symptom	Probable Causes	Actions
<p>HVAC condenser fans not functioning in speed 2</p>	<p>Circuit breaker CB7 was manually tripped and not reset</p> <p>Module A53 not powered or is defective</p>	<ol style="list-style-type: none"> 1. Check / reset circuit breaker CB7 2. Verify that module A53 is powered: Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA53, Active” indicates a power problem on the module or a CAN network problem.
<p>Lower and upper windshield washer not functioning</p> <p>Upper windshield wiper not functioning</p> <p>Defroster fan is functioning but no heat or cooling available in the driver area</p>	<p>Module A46 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA46, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB1 3. Check / replace fuse F12 4. Probe gray connector on module to see if it is powered.
<p>Low beam headlights and front flasher on left side not functioning</p> <p>Electric horn not functioning</p>	<p>Module A45 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA45, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce these symptoms). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.
<p>Low beam headlights and flasher on right side not functioning</p>	<p>Module A48 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA48, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F33 and F34 4. Probe gray connector on module to see if it is powered.

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Problem/Symptom	Probable Causes	Actions
<p>Rear flashers not functioning</p> <p>Stoplights and high-mounted stoplight not functioning</p>	<p>Module A51 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA51, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB2 3. Check / replace fuse F80 4. Probe gray connector on module to see if it is powered.
<p>Engine is overheating and radiator fan clutch does not engage</p> <p>The A/C compressor clutch does not engage</p>	<p>Module A52 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA52, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 2. Check / reset circuit breaker CB5 3. Check / replace fuse F65 4. Probe gray connector on module to see if it is powered.
<p>Evaporator fan not functioning</p>	<p>Circuit breaker CB3 tripped</p> <p>Module A54 is not powered or is faulty</p>	<ol style="list-style-type: none"> 1. Check / reset circuit breaker CB3 2. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message “No Response ModA54, Active” indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom). 3. Check / reset circuit breaker CB5 4. Check / replace fuse F67 , F68 5. Probe gray connector on module to see if it is powered.

<p>HVAC condenser fans not functioning in speed 1</p>	<p>Module A54 is not powered or is faulty</p>	<p>1. Check DIAGNOSTIC menu of the DID. Select FAULT DIAGNOSTIC and ELECTRICAL SYSTEM. The message "No Response ModA54, Active" indicates a power problem on the module. (A CAN network problem would show the same message but doesn't produce this symptom).</p> <p>2. Check / reset circuit breaker CB5</p>
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Problem/Symptom	Probable Causes	Actions
		<ol style="list-style-type: none"> 3. Check / replace fuse F67 , F68 4. Probe gray connector on module to see if it is powered.
Sound system not functioning	Circuit breaker CB4 or CB11 was manually tripped and not reset	<ol style="list-style-type: none"> 1. Check / reset circuit breaker CB4 or CB11
Fire alarm telltale light and audible alarm always ON and there is no fire or high temperature in the engine compartment	Short-circuited fire sensor or defective sensor	<ol style="list-style-type: none"> 1. Prior to start the vehicle, cycle the ignition key to the ON position, OFF position and then ON position again and then start the vehicle. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is re-started
The vehicle is parked and the electrical horn is activated to indicate a fire in the engine compartment but there is no fire	Short-circuited fire sensor or defective sensor	<ol style="list-style-type: none"> 1. Cycle the ignition key between the ON and OFF position twice within 3 seconds. This will deactivate the fire alarm function. This has to be repeated each time the vehicle is parked
A single light, a group of LED lights or another function of the vehicle is not functioning	The multiplex outputs are protected in current by an internal "soft-fuse". When an output is shorted, it turns OFF and stays OFF until the "soft-fuse" is reset	<ol style="list-style-type: none"> 1. Turn the ignition key to the OFF position and turn to the ON position again. This resets all "soft –fuses"
No backlighting in the instrument cluster	Circuit breaker CB10 is tripped or fuse F29 blown	<p>Check / reset circuit breaker CB10 Check / replace fuse F20</p>
The radiator fan clutch does not function and the engine is overheating		<p>You can manually engage the radiator fan clutch speed 1 or speed 2.</p> <ol style="list-style-type: none"> 1. On the Driver Information Display, select DIAGNOSTICS menu. Select VEHICLE TESTS submenu and then ACTIVATE RADIATOR FAN SPEED 1 or ACTIVATE RADIATOR FAN SPEED 2. 2. The DID status line will show TEST to confirm the forced activation of the radiator fan clutch. To cancel, turn the ignition switch to the OFF position or press ESCAPE button, select STOP TEST submenu and then press ENTER button twice. TEST will disappear from the DID status line. <p>If the fan clutch does not engage using this procedure then the clutch is faulty or the wiring between the multiplex module and the clutch is faulty. Mechanically lock the fan clutch as described in section 05: COOLING SYSTEM of the maintenance manual.</p>

APPENDIX C

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NOTE

Note that the quantities LO 4 and HI 5 are the largest values displayed and that the actual variation in oil level may exceed these numbers.

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ALLISON TRANSMISSION 5th GENERATION OIL LEVEL CHECK USING THE PUSHBUTTON SHIFT SELECTOR

The oil level sensor (OLS) is standard in your transmission. With the OLS and Allison 5th generation shift selector, you can get a more accurate electronic fluid level check than with a dipstick.

Oil level codes are obtained as follows:

1. Park vehicle on a level surface, select «N» (neutral) on the pushbutton shift selector and apply parking brake.
2. Wait for at least 2 minutes to allow the oil to settle;
3. Press simultaneously the ▲ (Upshift) and ▼ (Downshift) arrow buttons once.
4. Oil level codes are displayed once the following parameters are met :
 - **The vehicle has been stationary for approximately 2 minutes to allow the oil to settle;**
 - **Engine at idle;**
 - **Oil at normal operating temperature, between 104°F (40°C) and 220°F (104°C);**
 - **Transmission in «N» (Neutral);**
 - **Transmission output shaft stopped;**
 - **Oil level sensor present and working.**

5. Correct fluid level is displayed as shown.



6. Low fluid level is displayed as shown. The number indicates the number of quarts of fluid the transmission requires.



7. High fluid level condition with the number of quarts in excess is displayed as shown.



8. To exit the Oil Level Display Mode, press any range button «R», «N» or «D» at any time.

If the fluid level check cannot be completed, an Invalid for Display fault is reported. Refer to table below to review the codes and conditions.

CODE	CAUSE OF FAULT CODE
SETTLING OX	Settling time too short
ENG RPM TOO LOW	Engine speed (rpm) too low
ENG RPM TOO HIGH	Engine speed (rpm) too high
MUST BE IN NEU	N (Neutral) must be selected
OIL TEMP TOO LOW	Sump fluid temperature too low
OIL TEMP TOO HIGH	Sump fluid temperature too high
VEH SPD TOO HI	Output shaft speed
SENSOR FAILED	Sensor failure

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CONTROL SYSTEM PROGNOSTICS

The transmission control system includes the provision for the user to monitor various transmission operating parameters. Transmission operating parameters monitored by the prognostics feature are:

- Oil Life Monitor
- Filter Life Monitor
- Transmission Health Monitor

*The prognostics package requires the use of TranSynd™ or an Allison approved TES295 or TES389 licensed fluid in the transmission and Allison High Capacity filters. If any other fluids or filters are used, Prognostic mode **must be disabled**. Prognostic information will not be accurate with any other fluids or filters and could result in missed maintenance activities resulting in transmission damage.*

Refer to TES 295 or TES389 Approved Fluids list, found under the Service/Fluids heading on the home page of the Allison Transmission web site.

www.allisontransmission.com

When a specified threshold is detected for any of the serviceable conditions, the TRANSMISSION SERVICE indicator **↑** is illuminated to alert the operator. Failure to attend to the service condition and reset the TRANSMISSION SERVICE indicator within a defined operating period will result in illumination of the CHECK light with associated message in the DID, indicating the increased probability that the service condition will develop into a more serious condition.

To access the Prognostic Mode functions, simultaneously press the **▲** (Upshift) and **▼** (Downshift) arrow buttons repeatedly. See the reference table at the end of this section.

NORMAL PROGNOSTICS INDICATION AT ENGINE START

- A system bulb check illuminates the TRANSMISSION SERVICE indicator **↑** approximately 0.5 seconds.
- If Prognostics features are enabled, the TRANSMISSION SERVICE indicator **↑** illuminates again for 3 seconds after the bulb check. If Prognostics features are

disabled, the TRANSMISSION SERVICE indicator **↑** does not illuminate again after the bulb check.

OIL LIFE MONITOR

The display message denotes the calculated remaining life of the transmission fluid. This value is based on the established life for the required baseline fluid, and then is continuously adjusted for cumulative effects of such operating parameters as operating time, retarder operation, output shaft revolutions and shift frequency.

Display

The display is a two-digit number, denoting percentage of the fluid life which remains. New fluid is displayed as 99%.

The TRANSMISSION SERVICE indicator **↑** will be illuminated, denoting a required change of transmission fluid, when the remaining fluid life reaches approximately 1 %. The indicator will be lit steadily upon each initialization of the TCM, and will remain on steady for approximately 2 minutes after the first selection of “D” (drive) range each time, until service is performed and the indicator is reset.

Failure to perform maintenance and reset the TRANSMISSION SERVICE indicator within a defined period will result in the illumination of the CHECK light with associated message in the DID and diagnostic code P0897 Transmission Fluid Deteriorated.

Reset

The TRANSMISSION SERVICE indicator can be reset by a message over the SAE J1939 communication interface, with the Allison DOC™ for PC diagnostic program, or by depressing and holding the MODE button for ten (10) seconds while the Oil Life Monitor function is displayed. It may also be reset by selecting N-D-N-D-N-R-N on the shift selector, pausing briefly (less than 3 seconds) between each selector movement, with the ignition on and the engine not running. The TRANSMISSION SERVICE indicator illuminates briefly following a reset to acknowledge the reset was successful.

Setting Fluid Type for Prognostics

The fluid type can be programmed if the specific calibration allows it. The operator can do the following:

CAUTION
 With the main power off and the ignition on, perform the following sequence on the selector, N-R-N-D-N-R-N-D-N-R-N-D-N.

Verify prognostics fluid type setting matches transmission fluid type. Oil Life Monitor notifications will be inaccurate when mismatched. This could result in transmission damage from running a TES389 fluid too long or cause shortened TES295 fluid changes to occur.
 The TRANSMISSION SERVICE indicator flashes if TES389 is the current setting and illuminates solidly if TES295 is the current setting. To change the transmission fluid type, wait 3 seconds after entering transmission fluid type mode and perform the following sequences to select the proper transmission type:

CAUTION
 N-R-N to select TES389
 N-D-N to select TES295

The selector exits 30 seconds after entering transmission fluid type mode or the ignition may be turned off to exit earlier. Only one transmission fluid type selection may be made after entering transmission fluid type mode. All other attempt will be ignored. Transmission fluid type mode needs to be entered again if the wrong type of fluid is selected.

FILTER LIFE MONITOR

This feature provides an alert when the transmission’s fluid filters need to be replaced. It helps extend filter change intervals to reduce routine maintenance downtime while providing maximum protection for the transmission.

The filter life indicator pressure switch signals the transmission control module when fluid exiting the main filter drops below a predetermined pressure. Both the main and lube filters **must be** changed when the TRANSMISSION SERVICE indicator  shows the main filter should be changed.

Filter Change Notification

Once the programmed threshold for maximum filter pressure drop has been observed and verified, the diagnostic code P088A Transmission Filter Maintenance Alert will be recorded to indicate that the filter has reached the end of its designed life. At the next initialization of the TCM, the TRANSMISSION SERVICE indicator  will flash for 2 minutes after the first selection of “D” (drive) range. Thereafter, the indicator will illuminate and flash upon each TCM initialization, continuing to flash for 2 minutes after the first selection of a drive range each time, until service is performed and the indicator is reset.

Failure to perform maintenance and reset the monitor after a calibration-defined number of warnings will result in the illumination of the CHECK light with associated message in the DID and diagnostic code P088B will be recorded to indicate a highly deteriorated filter.

Read and Reset Filter Life Monitor from Selector

To enter the filter life monitor, press simultaneously the  (Upshift) and  (Downshift) arrows three times. An acceptable filter life status is displayed as "OIL FILTER OK". An unacceptable filter life status is displayed as "REPLACE FILTERS".

The feature will **reset** automatically when the main fluid filter has been changed and the pressure drop across the filter no longer exceeds the threshold value. A manual reset can be performed by depressing and holding the MODE button for ten (10) seconds while the Filter Life Monitor function is displayed. It may also be reset by selecting N-R-N-R-N-D-N on the shift selector, pausing briefly (less than 3 seconds) between each selector movement, with the ignition on and the engine not running. The TRANSMISSION SERVICE indicator  illuminates briefly following a reset to acknowledge the reset was successful.

TRANSMISSION HEALTH MONITOR

This prognostic feature determines clutch life status of the transmission’s clutches and alerts you when clutch maintenance is required. The clutch life status is determined by monitoring changes and the calculated running clearance of the transmission clutches.

Clutch Maintenance Notification

The transmission health monitor feature determines when clutch maintenance is needed. If any of the clutches (except lockup) reaches a remaining life of approximately 10% or if any of the clutch running clearances exceeds a maximum value, then the TRANSMISSION SERVICE indicator is steadily illuminated from just after ignition on until ignition is turned off. Thereafter, the indicator will be lit upon each initialization of the TCM, and will remain on steady during all vehicle operation until service is performed and the indicator is reset. If the transmission health monitor mode has been accessed via the shift selector, a “TRANS HEALTH OK” or “TRANS HEALTH LO” is displayed. An acceptable clutch life status is displayed as “TRANS HEALTH OK”. An unacceptable clutch life status is displayed as “TRANS HEALTH LO”.

Read and Reset Transmission Health Monitor from Selector

To enter the transmission health monitor, press simultaneously the ▲ (Upshift) and ▼ (Downshift) arrows four times. An acceptable clutch life status is displayed as “TRANS HEALTH OK”. An unacceptable clutch life status is displayed as “TRANS HEALTH LO”.

The feature will **reset** automatically upon elimination of the clutch clearance condition which initiated it. The indicator can also be manually reset using the Allison DOC™ for PC diagnostics program if necessary.

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 (Upshift) &  (Downshift) arrow buttons pressed simultaneously *	Descripti on	Message	
1st press	Allison transmission oil level check		
2nd press	Oil Life Monitor Oil life remaining will range from 99% down to 00%	" O " Some numb er from 9 to 0	" M " Some numb er from 9 to 0
3rd press	Filter Life Monitor Present life of filter is acceptable Present life of filter is unacceptable	" F " OIL FILTER OK REPLACE FILTERS	" M "
4th press	Transmission Health Monitor An acceptable clutch life status is displayed as "TRANS HEALTH OK" An unacceptable clutch life status is displayed as "TRANS HEALTH LO"	" T " TRANS HEALTH OK TRANS HEALTH LO	" M "
5th press	Display of diagnostic codes		

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DIAGNOSTIC TROUBLESHOOTING CODES (DTC) — ALLISON 5TH GENERATION CONTROLS

DIAGNOSTIC TROUBLESHOOTING CODES (DTC) OVERVIEW

Diagnostic features are provided with the transmission control system to assist in troubleshooting of malfunctions and/or the monitoring of specific operating parameters. When a control system malfunction is detected, a series of Diagnostic Trouble Codes (DTCs) are used to identify and clarify the nature of the malfunction. These DTCs are each named by a 5 character alphanumeric string that refers to a diagnostic algorithm running pass/fail tests to help identify a malfunction in the transmission or vehicle operation. Most DTCs have some kind of diagnostic response that the operator notices, such as an illuminated CHECK light, selector display change, lock in range, or inhibit shifts condition.

DTCs are logged in the Transmission Control Module (TCM) memory by severity and by their active/inactive status with the most severe and active codes listed first. A maximum of five DTCs (numbered d1-d5) from most recent to oldest may be read from the shift selector. As DTCs are added, the oldest inactive DTC (historic) is dropped from the list. If all DTCs are active, the DTC with the lowest priority is dropped from the list.

An active code is any code that is current in the TCM decision-making process and has failed the DTC test(s) associated with that specific diagnostic algorithm. Historical codes, which are by definition inactive, are codes that are no longer failing their algorithm but are retained in the TCM in order to help the technician analyze possible causes and provide them direction if the vehicle is brought in before they are cleared from the queue.

DTCs can be cleared manually by the operator or they clear automatically from last (d5) to first (d1) in the queue after a number of engine starts, without becoming active again.

USING SHIFT SELECTOR FOR ACCESSING DIAGNOSICS INFORMATION

DTCs can be displayed on the display portion of the shift selector. A DTC is either active or historic. An active DTC is a DTC that is current in the TCM decision-making process. Historic DTCs are retained in the TCM memory and do not necessarily affect the TCM decision-making process.

Display Sequence

Up to five DTCs may be displayed one at a time from the selector once the diagnostic display mode has been initiated by the operator. Each DTC is 5 characters in length. The DTC status active or inactive is shown below the DTC.



Shows active DTC P0730

The operator presses the MODE button to read the next DTC in the queue (if any) or requests to exit diagnostics mode. The diagnostics mode times out and returns the selector to normal operating mode after approximately 10 minutes of operator inactivity.

Diagnostic Code Display and Clearing Procedure

Diagnostic codes can be read and cleared by two methods:

- Using an Allison DOC™ diagnostic tool. For specific instructions on how to use an Allison DOC™ diagnostic tool, refer to the User Guide.
- Using the pushbutton shift selector.

To begin the diagnostic process:

If clearing a code while locked in a «D» (Drive) or «R» (Reverse) position (fail-to-range), the

NOTE

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NOTE

1. Bring the vehicle to a stop at a safe location.
2. Apply the parking brake.

To display stored codes:

1. Simultaneously press the ▲ (Upshift) and ▼ (Downshift) arrow buttons five times (Prognostics enabled) to access the Diagnostic Display Mode. With Prognostics disabled, press the ▲ (Upshift) and ▼ (Downshift) arrow buttons twice.
2. Press the MODE button to read the next code in the queue, if any.

To clear all active stored codes:

While in Diagnostic Mode, clear all active codes by pressing and holding the MODE button for approximately three seconds until the MODE message flashes. Release the MODE button. The MODE message should not remain illuminated if the active DTC shown in the display has cleared.

While in Diagnostic Mode, press and hold the MODE button for 10 seconds to clear both active codes and inactive codes. The MODE message flashes a second time indicating all codes are cleared from the queue.

Exiting Diagnostic Mode

Exit the diagnostic mode by one of the following methods:

1. Press simultaneously the ▲ (Upshift) and ▼ (Downshift) arrow buttons at the same time on the pushbutton shift selector.
2. Press any range button «D», «N» or «R» on the pushbutton shift selector.
3. After approximately 10 minutes of inactivity at the pushbutton shift selector, the diagnostic mode automatically exits and returns to normal operating mode.
4. Turn off power to the TCM (shut off the engine using the ignition key).

DIAGNOSTIC TROUBLE CODE RESPONSE

The electronic control system is programmed to inform the operator of a problem with the transmission system via the CHECK light and shift selector display while it automatically takes action to protect the operator, vehicle, and transmission. When the Transmission Control Module (TCM) flags a Diagnostic Trouble Code (DTC) as active, the TCM may take a combination of diagnostic responses as listed in the table below.

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CATEGORY OF RESPONSE	ACTIONS TAKEN
DNS - <u>Do Not Shift</u>	<p>Release lock up (LU) clutch and inhibit lock up operation. Inhibit shifts from the current attained range.</p> <p>Turn on the CHECK light.</p> <p>Display the current attained range in the MONITOR window of the shift selector.</p> <p>Blank the SELECT window of the shift selector.</p> <p>Ignore any range selection inputs from the shift selector.</p>
SOL OFF - <u>SOLenoid OFF</u>	All solenoids are commanded off, resulting in hydraulic default operation of the transmission – PCS1 & PCS2 are on hydraulically when off electrically.
RPR - Return to Previous Range	When the speed sensor ratio or PS1 tests do not pass, the TCM commands the same range as commanded before the shift.
NNC - Neutral No Clutches	When certain speed sensor ratio or PS1 tests do not pass, the TCM commands a neutral condition with no clutches applied.
DNA - <u>Do Not Adapt</u>	The TCM stops adaptive shift control while the code is active.

DIAGNOSTIC TROUBLESHOOTING CODES (DTC) LIST - ALLISON 5TH GENERATION CONTROLS

DT C	Description	CHECK Light	Inhibited Operation Description
C131 2	Retarder Request Sensor Failed Low	No	May inhibit retarder operation if not using J1939 datalink
C131 3	Retarder Request Sensor Failed High	No	May inhibit retarder operation if not using J1939 datalink
P012 2	Pedal Position Sensor Circuit Low Voltage	No	Use default throttle values. Freezes shift adapts.
P012 3	Pedal Position Sensor Circuit High Voltage	No	Use default throttle values. Freezes shift adapts.
P021 8	Transmission Fluid Over Temperature	Yes	Use default sump temp
P056 2	System Voltage Low	No	Inhibit TCC Operation, DNA
P060 2	TCM Not Programmed	Yes	Lock in Neutral
P060 4	Control module random access memory (RAM)	Yes	Lock in Neutral
P061 4	Torque Control Data Mismatch - ECM/TCM	Yes	Allows operation only in reverse and second range.
P063 4	TCM Internal Temperature Too High	Yes	SOL OFF (hydraulic default)
P064 2	Sensor Reference Voltage "A" Circuit Low	Yes	Default sensor data used

P064 3	Sensor Reference Voltage "A" Circuit High	Yes	Default sensor data used
P065 7	Actuator Supply Circuit Voltage 1 Open (HSD 1)	Yes	SOL OFF, DNA, Inhibit TCC modulation
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P065 8	Actuator Supply Voltage 1 (HSD1) Low	Yes	DNS, SOL OFF (hydraulic default)
P065 9	Actuator Supply Voltage 1 (HSD1) High	Yes	DNS, SOL OFF (hydraulic default)
P070 3	Brake Switch Circuit Malfunction	No	No Neutral to Drive shifts for refuse packer. TCM inhibits retarder operation if a TPS code is also active.
P070 8	Transmission Range Sensor Circuit High Input	Yes	Ignore defective strip selector inputs

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DT C	Description	CHECK Light	Inhibited Operation Description
P070 C	Transmission Fluid Level Sensor Circuit – Low Input	No	None
P070 D	Transmission Fluid Level Sensor Circuit – High Input	No	None
P071 2	Transmission Fluid Temperature Sensor Circuit Low Input	Yes	Use default sump temp
P071 3	Transmission Fluid Temperature Sensor Circuit High Input	Yes	Use default sump temp
P071 5	Turbine Shaft Speed Sensor Circuit	Yes	DNS, Lock in current range
P071 6	Turbine Shaft Speed Sensor Circuit Performance	Yes	DNS, Lock in current range
P071 7	Turbine Shaft Speed Sensor Circuit No Signal	Yes	DNS, Lock in current range
P071 A	RELS Input Failed On	Yes	Inhibit RELS operation
P071 D	General Purpose Input Fault	Yes	None
P072 0	Output Shaft Speed Sensor Circuit	Yes	DNS, Lock in current range
P072 1	Output Shaft Speed Sensor Circuit Performance	Yes	DNS, Lock in current range
P072 2	Output Speed Sensor Circuit No Signal	Yes	DNS, Lock in current range
P072 5	Engine Speed Sensor Circuit	No	Default to turbine speed
P072 6	Engine Speed Sensor Circuit Performance	No	Default to turbine speed
P072 7	Engine Speed Sensor Circuit No Signal	No	Default to turbine speed
P072 9	Incorrect 6 th Gear Ratio	Yes	DNS, Attempt 5 th , then 3 rd
P073 1	Incorrect 1 st Gear ratio	Yes	DNS, Attempt 2 nd , then 5 th
P073 2	Incorrect 2 nd Gear ratio	Yes	DNS, Attempt 3 rd , then 5 th
P073 3	Incorrect 3 rd Gear ratio	Yes	DNS, Attempt 4 th , then 6 th
P073 4	Incorrect 4 th Gear ratio	Yes	DNS, Attempt 5 th , then 3 rd
P073 5	Incorrect 5 th Gear ratio	Yes	DNS, Attempt 6 th , then 3 rd , then 2 nd
P073 6	Incorrect Reverse Gear ratio	Yes	DNS, Lock in Neutral
P074 1	Torque Converter Clutch System Stuck Off	Yes	None

P075 2	Shift Solenoid 1 Valve Performance-Stuck On	Yes	DNS
P077 6	Pressure Control Solenoid (PCS) 2 Stuck Off	Yes	DNS, RPR
APPENDIX C – Allison Transmission's Other Features 12			
P077 7	Pressure Control Solenoid 2 Stuck On	Yes	DNS, RPR
P079 6	Pressure Control Solenoid 3 Stuck Off	Yes	DNS, RPR
P079 7	Pressure Control Solenoid 3 Stuck On	Yes	DNS, RPR
P084 2	Transmission Fluid Pressure Switch 1 Circuit Low	Yes	DNS, Lock in current range
P084 3	Transmission Fluid Pressure Switch 1 Circuit High	Yes	DNS, Lock in current range
P084 7	Transmission Fluid Pressure Switch 2 Circuit Low	Yes	None
P084 8	Transmission Fluid Pressure Switch 2 Circuit High	Yes	None
P088 A	Transmission Fluid Filter Maintenance Alert	No	None
P088 B	Transmission Fluid Filter Maintenance Required	No	None
P088 0	TCM Power Input Signal	No	None
P088 1	TCM Power Input Signal Performance	No	None
P088 2	TCM Power Input Signal Low	Yes	DNS, SOL OFF (hydraulic default)
P088 3	TCM Power Input Signal High	No	None
P089 4	Unexpected Mechanical Gear Disengagement	Yes	DNS, Lock in first
P089 7	Transmission Fluid Deteriorated	No	None
P096 0	Main Pressure Modulator Solenoid Control Circuit Open	Yes	None
P096 2	Main Pressure Modulator Solenoid Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P096 3	Main Pressure Modulator Solenoid Control Circuit High	Yes	None
P096 4	Pressure Control Solenoid 2 (PCS2) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)

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DT C	Description	CHECK Light	Inhibited Operation Description
P0966	Pressure Control Solenoid 2 (PCS2) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0967	Pressure Control Solenoid 2 (PCS2) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0968	Pressure Control Solenoid 3 (PCS3) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P0970	Pressure Control Solenoid 3 (PCS3) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0971	Pressure Control Solenoid 3 (PCS3) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0973	Shift Solenoid 1 (SS1) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P0974	Shift Solenoid 1 (SS1) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P0976	Shift Solenoid 2 (SS2) Control Circuit Low	Yes	7-speed: Allow 2 through 6, N, R Inhibit TCC operation
P0977	Shift Solenoid 2 (SS2) Control Circuit High	Yes	7-speed: Allow 2 through 6, N, R
P097A	Shift Solenoid 1 (SS1) Control Circuit Open	Yes	Lock in range
P097B	Shift Solenoid 2 (SS2) Control Circuit Open	Yes	7-speed: Allow 2 through 6, N, R
P0989	Retarder Pressure Sensor Circuit Low	No	None
P0990	Retarder Pressure Sensor Circuit High	No	None
P1739	Incorrect Low Gear Ratio	Yes	Command 2 nd and allow shifts 2 through 6, N, R
P1790	Gear Shift Module 1 Calibrated Invalid	Yes	Shift selector language or units incorrect
P1791	Gear Shift Module 2 Calibrated Invalid	Yes	Shift selector language or units incorrect
P1891	Throttle Position Sensor PWM Signal Low	No	Use default throttle values
P1892	Throttle Position Sensor PWM Signal High	No	Use default throttle values
P2184	Engine Coolant Temperature Sensor 2 Circuit Low Input	No	Use default engine coolant values
P2185	Engine Coolant Temperature Sensor 2 Circuit High Input	No	Use default engine coolant values
P2637	Torque Management Feedback Signal (A)	Yes	Inhibit SEM
P2641	Torque Management Feedback Signal (B)	Yes	Inhibit LRTP

APPENDIX C – Allison Transmission's Other Features

P266 9	Actuator Supply Circuit Voltage 2 Open (HSD2)	Yes	SOL OFF, Inhibit TCC operation, Inhibit Main modulation, ONA
P267 0	Actuator Supply Voltage 2 (HSD2) Low	Yes	DNS, SOL OFF (hydraulic default)
P267 1	Actuator Supply Voltage 2 (HSD2) High	Yes	DNS, SOL OFF (hydraulic default)
P268 4	Actuator Supply Circuit Voltage 3 Open (HSD3)	Yes	SOL OFF, Inhibit TCC operation, Inhibit Main modulation, ONA
P268 5	Actuator Supply Voltage 3 (HSD3) Low	Yes	DNS, SOL OFF (hydraulic default)
P268 6	Actuator Supply Voltage 3 (HSD3) High	Yes	DNS, SOL OFF (hydraulic default)
P271 4	Pressure Control Solenoid 4 (PCS4) Stuck Off	Yes	DNS, RPR
P271 5	Pressure Control Solenoid 4 (PCS4) Stuck On	Yes	DNS, SOL OFF (hydraulic default)
P271 8	Pressure Control Solenoid 4 (PCS4) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P272 0	Pressure Control Solenoid 4 (PCS4) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P272 1	Pressure Control Solenoid 4 (PCS4) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P272 3	Pressure Control Solenoid 1 (PCS1) Stuck Off	Yes	DNS, RPR
P272 4	Pressure Control Solenoid 1 (PCS1) Stuck On	Yes	DNS, RPR
P272 7	Pressure Control Solenoid 1 (PCS1) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P272 9	Pressure Control Solenoid 1 (PCS1) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P273 0	Pressure Control Solenoid 1 (PCS1) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
P273 6	Pressure Control Solenoid 5 (PCS5) Control Circuit Open	Yes	Inhibit retarder operation

12 APPENDIX C – Allison Transmission’s Other Features

DT C	Description	CHEC K Light	Inhibited Operation Description
P2738	Pressure Control Solenoid 5 (PCS5) Control Circuit Low	Yes	Allow 2 through 6, N, R. Inhibit retarder and TCC operation
P2739	Pressure Control Solenoid 5 (PCS5) Control Circuit High	Yes	Inhibit retarder operation
P273F	Retarder Oil Temperature Sensor Over Temperature Condition	No	None
P2742	Retarder Oil Temperature Sensor Circuit – Low	No	Use default retarder temp values
P2743	Retarder Oil Temperature Sensor Circuit – High	No	Use default retarder temp values
P2761	TCC PCS Control Circuit Open	Yes	Inhibit TCC operation
P2763	TCC PCS Control Circuit High	Yes	Inhibit TCC operation
P2764	TCC PCS Control Circuit Low	Yes	7-speed: Allow 2 through 6, N, R. Inhibit TCC operation
P2789	Transmission Clutch Life Expired (Clutch Adaptive Learning at Limit)	No	None
P2793	Gear Shift Direction Circuit	Yes	Ignores PWM input from shift selector
P2808	Pressure Control Solenoid 6 (PCS6) Stuck Off	Yes	DNS, RPR
P2809	Pressure Control Solenoid 6 (PCS6) Stuck On	Yes	DNS, RPR
P2812	Pressure Control Solenoid 6 (PCS6) Control Circuit Open	Yes	DNS, SOL OFF (hydraulic default)
P2814	Pressure Control Solenoid 6 (PCS6) Control Circuit Low	Yes	DNS, SOL OFF (hydraulic default)
P2815	Pressure Control Solenoid 6 (PCS6) Control Circuit High	Yes	DNS, SOL OFF (hydraulic default)
U0073	CAN Communication Bus 1 Off	No	Use default values
U0074	CAN Communication Bus 2 Off	No	Use default values
U0100	Lost Communications with ECM A	Yes	Use default values
U0103	Lost Communication with Gear Shift Module (Shift Selector) 1	Yes	Maintain range selected, observe gear shift direction circuit
U0291	Lost Communication with Gear Shift Module (Shift Selector) 2	Yes	Maintain range selected, observe gear shift direction circuit
U0304	Incompatible Gear Shift Module 1 (Shift Selector)	Yes	Ignore shift selector inputs
U0333	Incompatible Gear Shift Module 2 (Shift Selector)	Yes	Ignore shift selector inputs

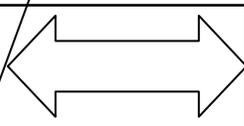
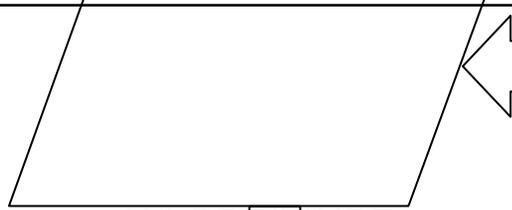
U040 4	Invalid Data Received From Gear Shift Module (Shift Selector) 1	Yes	Maintain range selected, observe gear shift direction circuit
U059 2	Invalid Data Received From Gear Shift Module (Shift Selector) 2	Yes	Maintain range selected, observe gear shift direction circuit

Preheater Operational Failure Symptoms via Fault/Flash code

The following table lists the possible faults which can be read by flashing code off of an appropriate timer, the equipment-on indicator /operation indicator flashes.

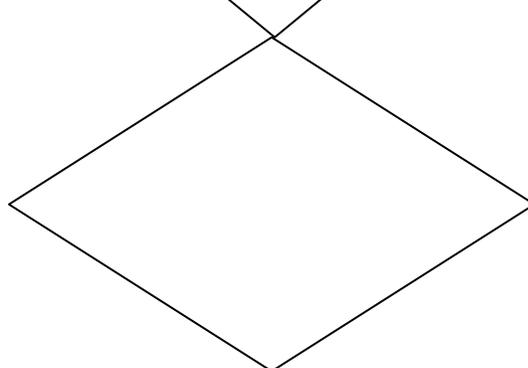
Failure Symptom	Probable Cause	Check and Correct
1X Flash (F 01) No combustion after completion of start up sequence.	<ul style="list-style-type: none"> - Fuel system - Combustion air - Electronic ignition 	<ul style="list-style-type: none"> - Fuel level - Type of fuel being used - Fuel filter - Fuel line connections (air bubbles in fuel lines) - Fuel nozzle plugged - Air intake or exhaust, restricted or plugged - Incorrect electrode gap
2X Flashes (F 02) Flame out during burner operation no restart possible	<ul style="list-style-type: none"> - Fuel supply (shortage of fuel) 	<ul style="list-style-type: none"> - Restriction in the fuel system - Fuel filter - Fuel line connections (air bubbles in fuel lines) - Type of fuel being used
3X Flashes (F 03) Low voltage for more than 20 seconds	<ul style="list-style-type: none"> - Electrical system 	<ul style="list-style-type: none"> - Load test batteries - Corrosion at connections - Loose connections
4X Flashes (F 04) Flame detector recognizes false flame signal during pre-start or shut-down cycle	<ul style="list-style-type: none"> - Defective flame detector 	<ul style="list-style-type: none"> - Replace flame detector
5X Flashes (F 05) Flame detector	<ul style="list-style-type: none"> - Wiring - Defective flame detector 	<ul style="list-style-type: none"> - Damaged wiring, open or short circuit - Replace flame detector
6X Flashes (F 06) Temperature sensor	<ul style="list-style-type: none"> - Wiring - Defective temperature sensor 	<ul style="list-style-type: none"> - Damaged wiring, open or short circuit - Replace temperature sensor
7X Flashes (F 07) Fuel solenoid valve	<ul style="list-style-type: none"> - Wiring - Defective solenoid valve 	<ul style="list-style-type: none"> - Damaged or corroded wiring, open or short circuit - Replace solenoid valve
8X Flashes (F 08) Combustion air fan motor	<ul style="list-style-type: none"> - Wiring - Wrong RPM - Defective combustion air fan motor 	<ul style="list-style-type: none"> - Damaged wiring, open or short circuit - Replace combustion air fan - Replace combustion air fan
9X Flashes (F 09) Circulation pump motor	<ul style="list-style-type: none"> - Wiring - Defective circulation pump motor 	<ul style="list-style-type: none"> - Damaged wiring, open or short circuit - Replace circulation pump motor
10X Flashes (F 10) Temperature limiter	<ul style="list-style-type: none"> - Overheat condition - Coolant flow - Wiring - Defective temperature limiter 	<ul style="list-style-type: none"> - Reset temperature limiter - Coolant level or flow restriction - Air trapped in coolant circuit - Damaged or corroded wiring, open or short circuit - Replace temperature limiter
11X Flashes (F 11) Electronic ignition coil	<ul style="list-style-type: none"> - Wiring - Defective electronic ignition coil 	<ul style="list-style-type: none"> - Damaged wiring, open or short circuit - Replace electronic ignition coil
12X Flashes (F 12) Heater lock out	<ul style="list-style-type: none"> - 3 repeated faults/flame-outs or 5 repeated start attempts 	<ul style="list-style-type: none"> - Reinitialize control unit by switching heater on and disconnecting power.

Check that tire tell
antennas are properly
was installed inside the
"ANTENNA STATUS"



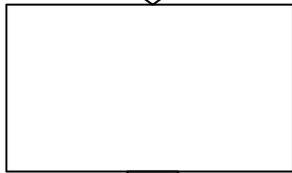
Possible causes: TPMS ECU not powered. Wheels/tires have been changed and sensors ID # has not been reprogrammed into the display. Wheels have been installed without sensors. TPMS ECU does not communicate with display due to a CAN-D-BUS network problem. Antennas power is short-circuited or defective.

NO PRESSURE
DATA
RECEIVED

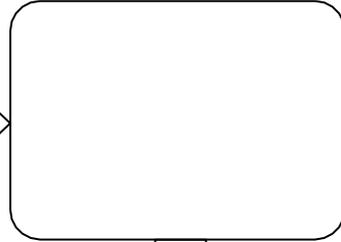
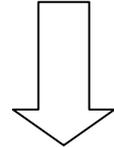


NO

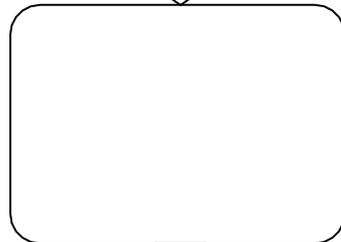
Cycle the ignition between the ON and OFF position then check if TPMS telltale indicator illuminates for 3 seconds.



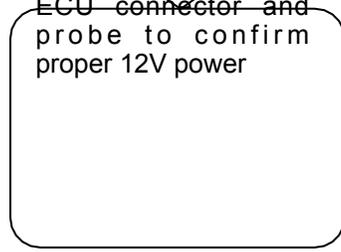
YES



Check TPMS ECU fuse (F26 - 3A)



Disconnect TPMS ECU connector and probe to confirm proper 12V power



Check CAN-D-BUS network between TPMS and display

