

April 5th 2016

Mr Larry Long
Associate Administrator for Enforcement,
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Washington, D.C. 20590
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Mr Long:

Per Chapter V – National Highway Traffic Safety Administration, Department of Transportation, Part 579 - Reporting of information and communications about potential defect, under 579.5 Notices, bulletins, customer satisfaction campaigns, consumer advisories and other communications, Prevost is submitting an electronic copy of documentations sent to our customers during **the month of March 2016**.

a. Vehicle Brand: Prevost (EWR# 000650)

MI16-06	New Auto Engine Brake ...
MI16-07	Linnig LLW203 Fan Clutch and Seals Replacement Kits...
Mi16-15	New TPMS Sensor and Valves...
Mi16-17A	Twin Bosch HD10 Alternator Removal and Installation
SP16-301B	Variable Geometry Turbocharger (SRA) - Actuator Replacement
SP16-306	Inner Fender Panel Replacement
SP16-304	Battery Decal Replacement

Vehicle Brand: Volvo Bus (EWR# 000799)

N/A

Do not hesitate to contact me should you have questions or comments.

Best Regards,



Dominique Gagnon
Technical Publication Supervisor



MAINTENANCE INFORMATION

MI16-06

DATE :	FEBRUARY 2016	SECTION: 07 - TRANSMISSION
SUBJECT :	New Auto Engine Brake	

APPLICATION

Model	VIN
X3-45 coaches Model Year : 2016 and up	From 2PCG33492 <u>G</u> C73 <u>6019</u>
X3-45 VIP motorhomes Model Year : 2016 and up	From 2PCBS3492 <u>G</u> C73 <u>6017</u>
X3-45 VIP commercial use Model Year : 2016 and up	From 2PCC33492 <u>G</u> C73 <u>6018</u>
H3-41, H3-45 coaches Model Year : 2016 and up	From 2PCH33491 <u>G</u> C71 <u>3190</u>
H3-45 VIP motorhomes Model Year : 2016 and up	From 2PCV33491 <u>G</u> C71 <u>3189</u>

DESCRIPTION

Volvo Engine Brake (VEB) with Automatic control mode

A new Automatic control mode is now available on Prevost vehicles equipped with the Volvo Engine Brake (VEB),

When running in AUTO (A) mode (which is the default mode set at vehicle start-up), the engine brake is gradually applied to 100% brake power when the driver *pushes the brake pedal*. Since AUTO (A) 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 (1) and engine brake HIGH (2).

When set to the engine brake LOW (1) mode, 50% of the engine brake power will be applied when the driver *releases the accelerator pedal*. Using engine brake HIGH (2) will apply 100% of the braking power.

It must be noted that since engine brake LOW (1) and engine brake HIGH (2) will reduce vehicle speed upon release of the throttle pedal, they may negatively impact fuel consumption if used for extended periods of time.

NOTE











On vehicles equipped with an optional 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.

To reactivate the AUTO (A) mode, the switch must be pressed again (cycling of the ignition switch would have the same effect). The driver can also directly switch from the OFF mode to the engine brake LOW (1) or HIGH (2) mode using the steering wheel.

NOTE

When using engine brake LOW (1) or HIGH (2) mode, pressing the steering switch OFF button will switch back to the default AUTO (A) mode.

DRIVER PEDALS	ENGINE BRAKE MODE	ENGINE BRAKE FORCE
<p>ANY POSITION</p>	 <p>With engine brake switch</p>	0%
<p>ACCELERATOR PEDAL RELEASED</p> 		0%
<p>BRAKE PEDAL PUSHED</p> 		100%
<p>ACCELERATOR PEDAL RELEASED</p> 		50%
		100%






ENGINE BRAKE FORCE APPLIED VS SELECTED MODE AND DRIVER PEDAL POSITION.

NOTE

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

Cruise control and engine brake

When cruise control is enabled by the driver, the engine brake mode is forced to AUTO (A) 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 (1) or HIGH (2) using the steering switches will deactivate the cruise control.

CRUISE CONTROL & SPEED	ENGINE BRAKE MODE	ENGINE BRAKE FORCE
 + CRUISE SPEED SET + 2 Km/h	 With engine brake switch	0%
		UP TO 100%
		N/A
		N/A

ENGINE BRAKE FORCE APPLIED WITH CRUISE CONTROL

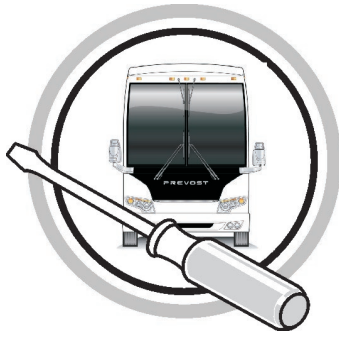
NOTE

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 (A). When the cruise control is disabled, the engine brake mode changes back to the mode saved in the MCM memory.



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 Or scan the QR-Code with your smart phone.

E-mail us at technicalpublications_prev@volvo.com and type "ADD" in the subject to receive our warranty bulletins by e-mail.




**MAINTENANCE
INFORMATION**

MI16-07

DATE :	MARCH 2016	SECTION: 05 - Cooling
SUBJECT :	Linnig LLW203 Angled Gearbox Clutch and Seals Replacement Kits	

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

APPLICATION

Model	VIN
X3-Series Vehicles	
H3-Series Vehicles	
All vehicles equipped with Linnig LLW203 Angle Gear Box	

DESCRIPTION

PrevoSt is now offering a clutch replacement kit for vehicles equipped with a Kendrion (Linnig) LLW203 Series fan clutch and gearbox assembly.

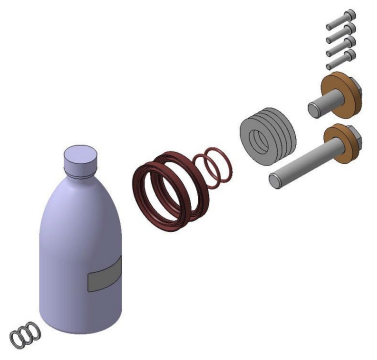
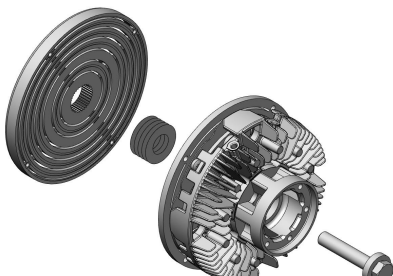
This kit will allow the replacement of the clutch alone, without the need to purchase a complete assembly.

Along with this clutch kit, a complete seal replacement kit for the gearbox input and output shaft is also being released to maximise the gearbox service life.

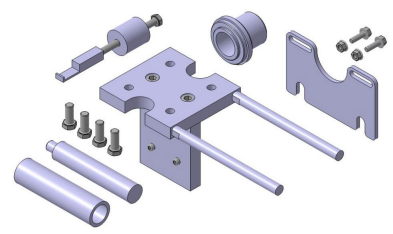
Procedure below describes the steps required to proceed to the clutch replacement (manufacturer's instructions are also included with the clutch kit).

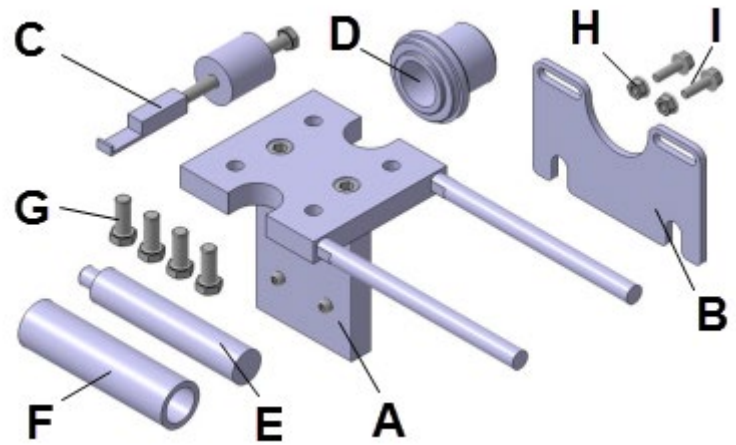
MATERIAL

Order the following kits:

Part No	Description		Qty
551016	Repair Kit, Radial Shaft Seals		1
551017	Clutch Replacement kit		1

Other parts that may be required:

Part No.	Description		Qty
551015	Tool Kit, Gearbox		1

A	Holding device	
B	Counter holder	
C	Extractor tool	
D	Mounting flange	
E	Mounting shaft	
F	Mounting sleeve	
G	Hexagon screws	
H	Flange nuts	
I	Flange screws	

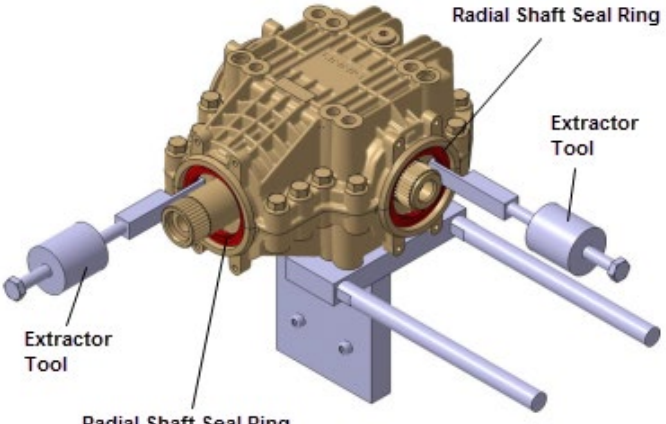
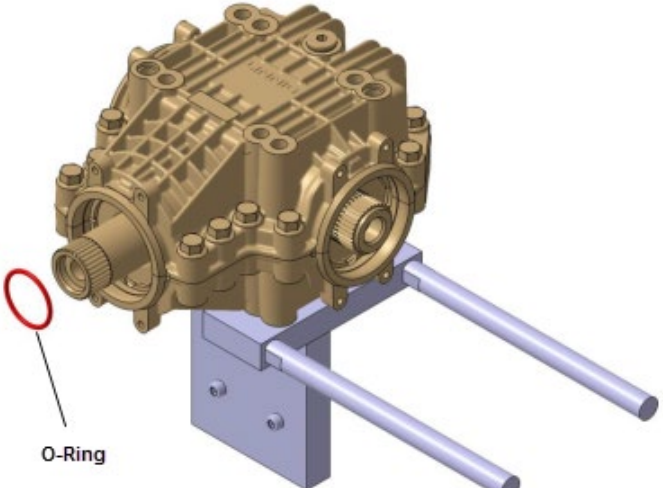

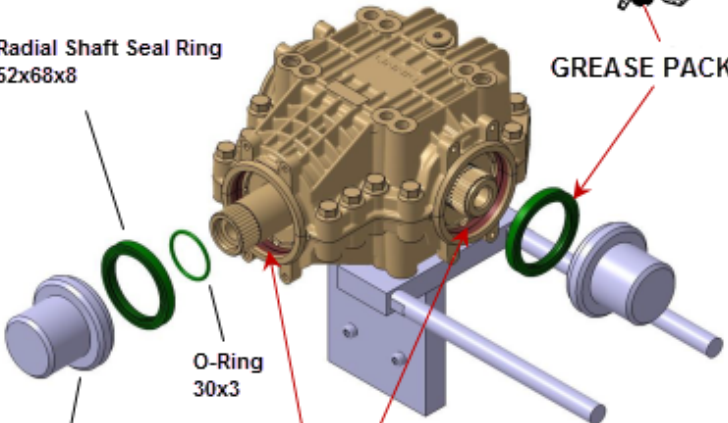
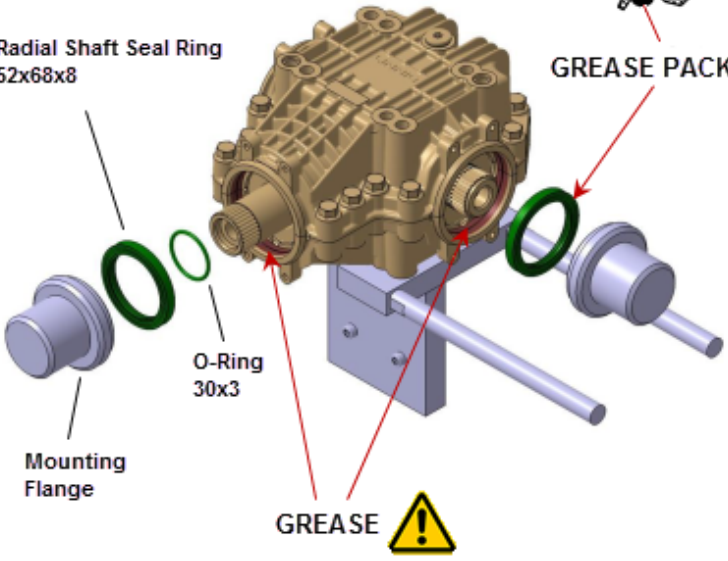
PROCEDURE

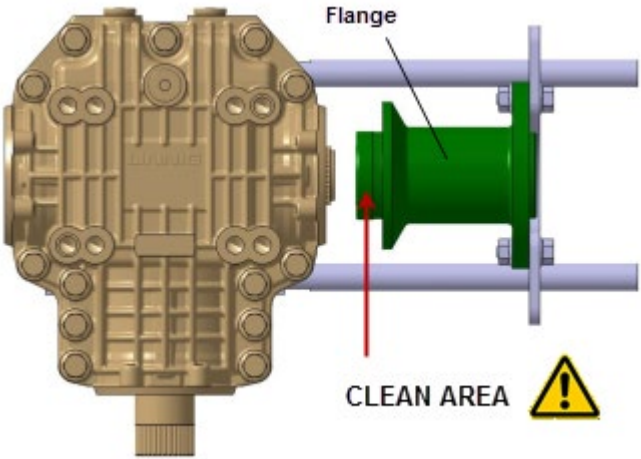
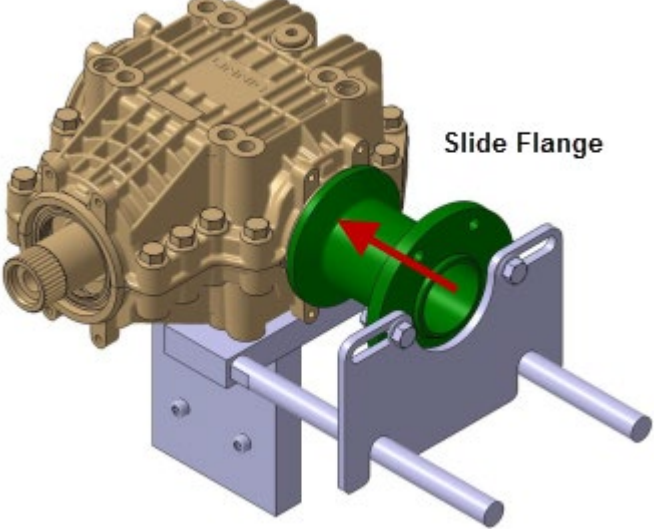
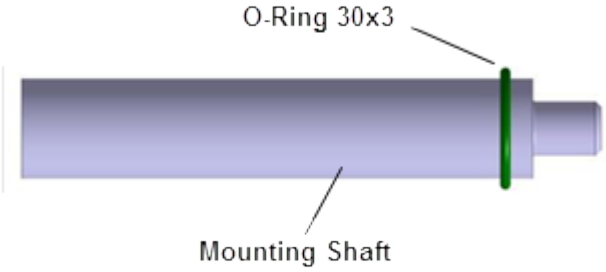


DANGER

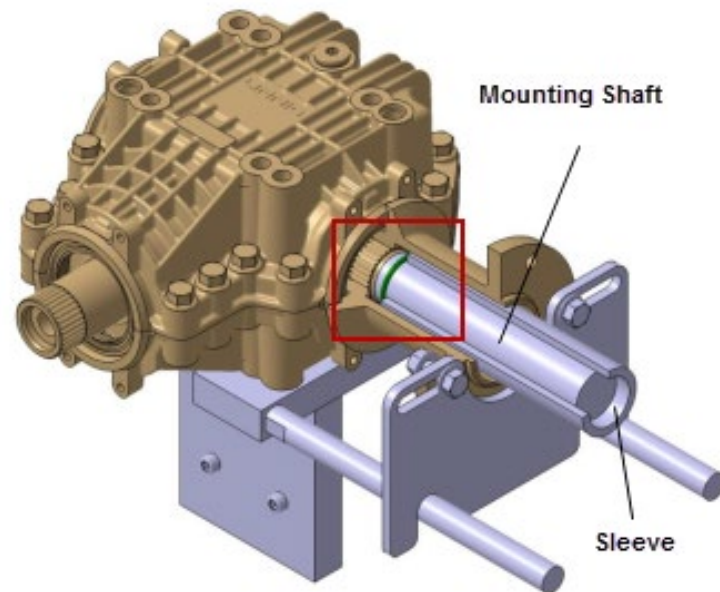
Park vehicle safely, apply parking brake, stop engine. Prior to working on the vehicle, set the ignition switch to the OFF position and trip the main circuit breakers equipped with a trip button. On Commuter type vehicles, set the battery master switch (master cut-out) to the OFF position.

<p>1. Drain oil from the angle gearbox.</p>	
<p>2. Attach the holding device to the bottom side of the angle gearbox.</p>	
<p>3. Fix the holding device with angle gearbox into a bench vise.</p>	
<p>4. Attach counter holder to the fan flange.</p>	
<p>5. Remove central hexagon screw and disc at the clutch side of the angle gearbox.</p>	
<p>6. Remove front part of the clutch and rotor.</p>	
<p>7. Remove 4 socket head cap screws.</p>	
<p>8. Remove magnet and spacer sleeve.</p>	
<p>9. Remove central hexagon screw and washer at the output side of the angle gearbox.</p>	
<p>10. Remove flange and O-ring.</p>	

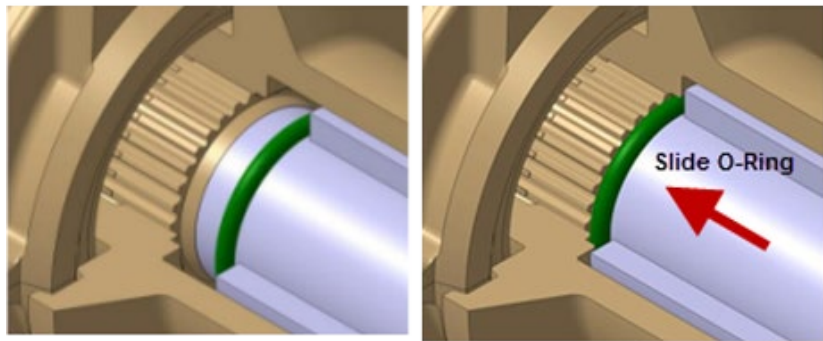
<p>11. Remove radial shaft seal rings at the input and output side of the angle gearbox.</p> <p>Attention: Do not damage the gearing and the fitting area of the shaft!</p>	 <p>Radial Shaft Seal Ring</p> <p>Extractor Tool</p> <p>Extractor Tool</p> <p>Radial Shaft Seal Ring</p>
<p>12. Remove O-ring at the clutch side of the angle gearbox.</p> <p>Attention: Do not damage the gearing and the fitting area of the shaft!</p>	 <p>O-Ring</p>
<p>13. Grease new O-ring with multipurpose grease and slide it onto the clutch shaft.</p>	 <p>GREASE PACKING</p>
<p>14. Grease the outside diameter of the new radial shaft seal rings and the bore diameter of the housing with multipurpose grease.</p>	 <p>Radial Shaft Seal Ring 52x68x8</p> <p>GREASE</p>
<p>15. Fill in multipurpose grease between dust lip and sealing lip of the new radial shaft seal rings and press them into the housing.</p> <p>Attention: Open side of the radial shaft seal ring must face to the housing!</p>	 <p>Radial Shaft Seal Ring 52x68x8</p> <p>O-Ring 30x3</p> <p>Mounting Flange</p> <p>GREASE</p>

<p>16. Clean the tread area of the radial shaft seal ring at the flange.</p>	 <p>The diagram shows a gold-colored gearbox housing on the left. A green radial shaft seal ring is mounted on a shaft. A red arrow points to the tread area of the seal ring. A label 'Flange' points to the seal ring. Below the seal ring, the text 'CLEAN AREA' is written next to a yellow warning triangle icon.</p>
<p>17. Slide flanges onto the toothed end of the shaft at the output side of the angle gearbox.</p>	 <p>The diagram shows the gold-colored gearbox housing on the left. A green radial shaft seal ring is being slid onto the toothed end of the shaft. A red arrow points to the seal ring. A label 'Slide Flange' is positioned above the seal ring.</p>
<p>18. Grease new O-ring with multipurpose grease and slide it onto the mounting shaft. (approx. 1 cm / 0.4po)</p>	 <p>The diagram shows a silver mounting shaft on the left. A green O-ring is being slid onto the shaft. A label 'O-Ring 30x3' points to the O-ring. Below the shaft, the text 'Mounting Shaft' is written.</p>

19. Screw mounting shaft with new O-ring into the shaft end at the output side of the angle gearbox.

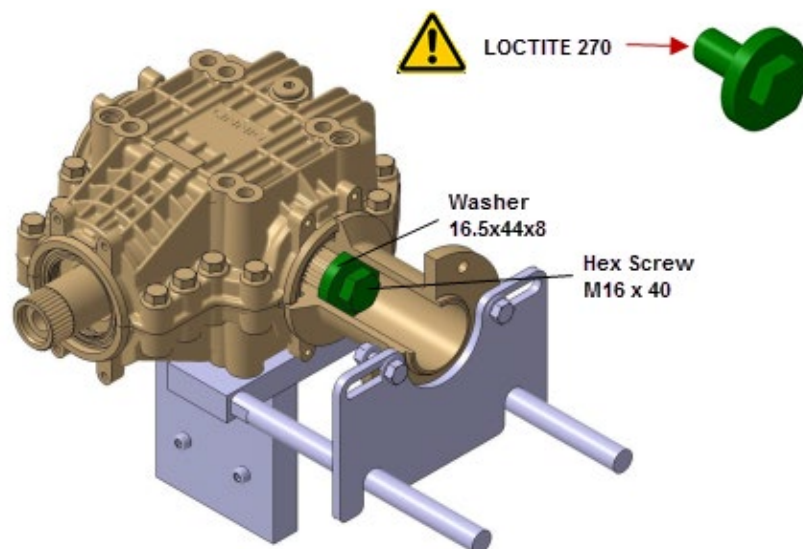


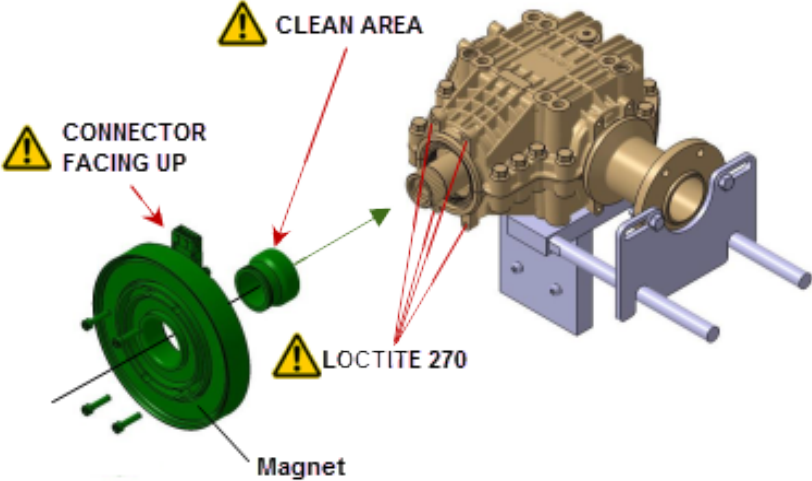

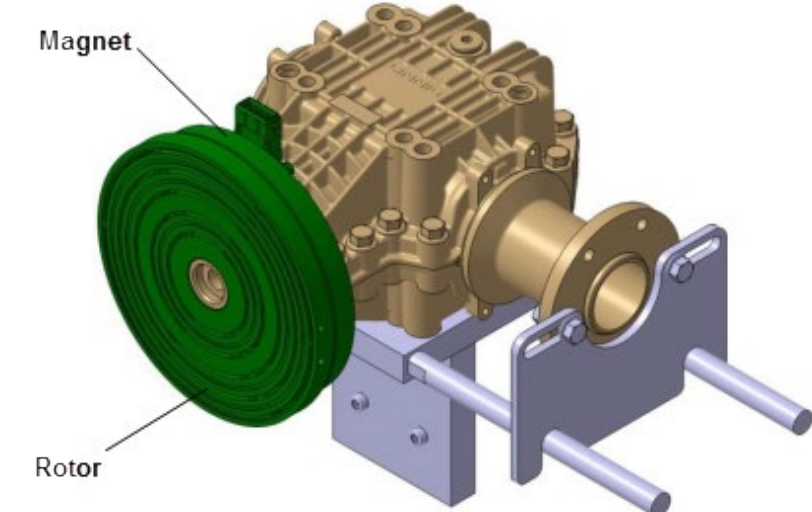
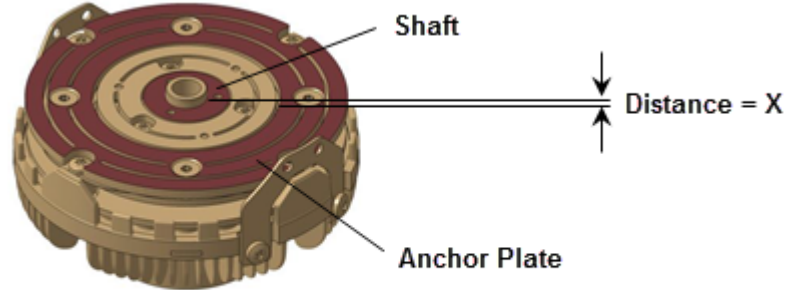
20. Slide mounting sleeve onto the mounting shaft and press the O-ring into the slot between shaft and flange.

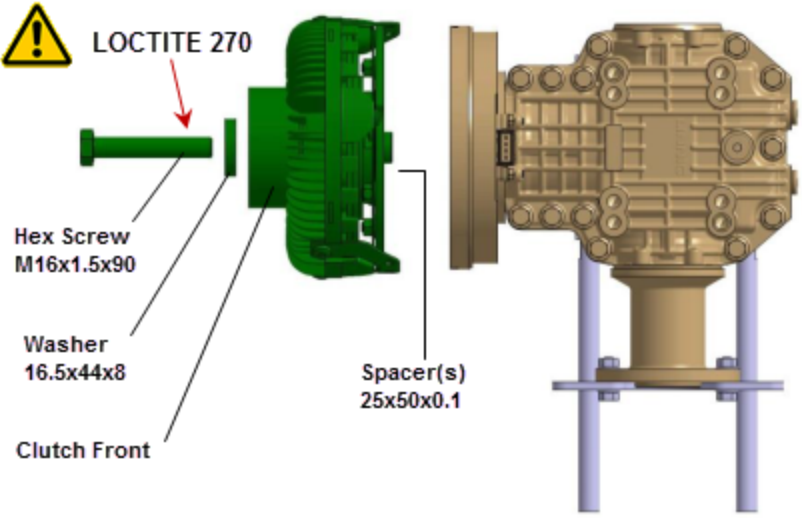
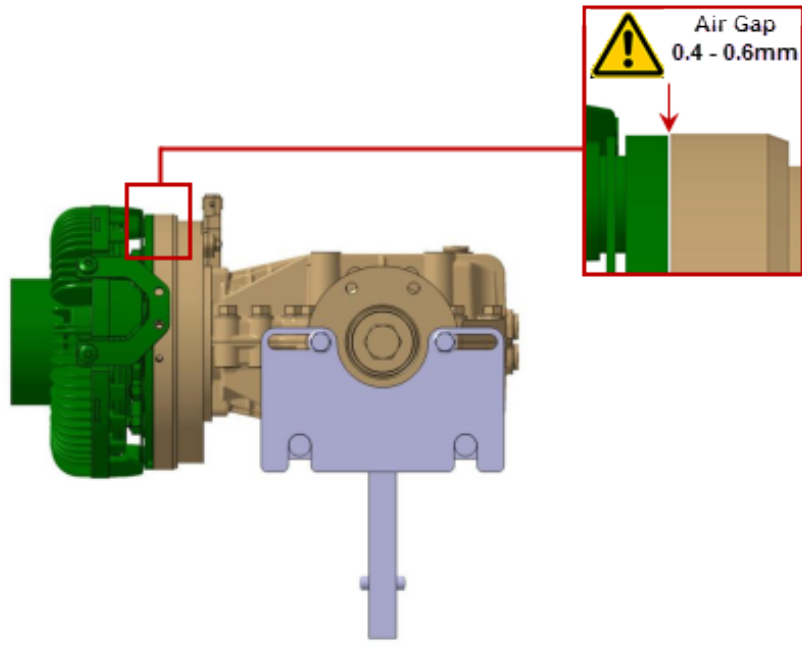


21. Apply Loctite 270 to the thread of the new hexagon screw, screw it with new disc into the shaft and tighten it.

Torque Value:
135 Nm (100 lb-ft)



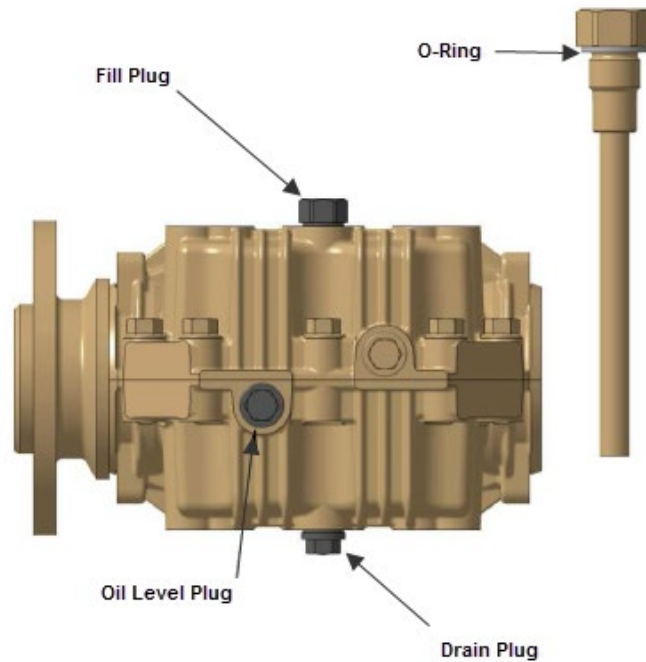
<p>22. Clean the tread area of the radial shaft seal ring at the spacer sleeve and slide the spacer sleeve onto the shaft end.</p>	
<p>23. Apply Loctite 270 to the 4 threads of the housing and bolt on the magnet with 4 new socket head cap screws</p> <p>Torque Value: 10 Nm (7 lb-ft)</p> <p>Attention: Connector must face upwards!</p>	
<p>24. Slide rotor onto the toothed end of the shaft.</p>	
<p>25. Define no. of spacers that are needed between the front part of the clutch and rotor to keep the air-gap between 0.4 mm – 0.6 mm:</p> <p>Measure the distance X between shaft and outer anchor plate (in red)</p>	 <p> <input type="checkbox"/> $X \geq 0.5 \text{ mm}$ no spacer <input type="checkbox"/> $X = 0.4 \text{ mm}$ 1 spacer <input type="checkbox"/> $X = 0.3 \text{ mm}$ 2 spacers <input type="checkbox"/> $X = 0.2 \text{ mm}$ 3 spacers <input type="checkbox"/> $X = 0.1 \text{ mm}$ 4 spacers <input type="checkbox"/> $X = 0.0 \text{ mm}$ 5 spacers </p>

<p>26. Slide new spacers onto the shaft of the front part (see point 25.) and center the front part to the shaft end of the angle gearbox.</p>	
<p>27. Apply Loctite 270 to the thread of the new hexagon screw, screw it with new disc into the shaft and tighten it.</p> <p>Torque Value: 135 Nm (100 lb-ft)</p>	
<p>28. Check the air-gap: 0.4 mm – 0.6 mm</p>	

29. Fill with new oil up to the bottom line of oil level bore (use supplied 400ml bottle in 551016 kit).

Torque value for filling, draining and level plug: 35Nm (26 lb-ft).

Use only supplied Oil or Linnig approved API GL-4 75W90 Synthetic Gear Oil.
(LINNIG specification 142.377)



PARTS / WASTE DISPOSAL

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



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Or scan the QR-Code with your smart phone.

E-mail us at technicalpublications_prev@volvo.com and type "ADD" in the subject to receive our warranty bulletins by e-mail.




MAINTENANCE INFORMATION

MI16-15

DATE :	MARCH 2016	SECTION: 13 – Wheels, Hubs and Tires
SUBJECT :	New TPMS Sensor and Valves	

APPLICATION

All Prevost vehicles equipped with a Tire Pressure Monitoring System (TPMS).

NOTICE TO SERVICE CENTERS	
<i>Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.</i>	
Model	VIN 
X Series vehicles Model Year : Up to 2016	Built before 2PCG33499 <u>GC736065</u>
H Series Vehicles Model Year : Up to 2016	Built before 2PCH33492 <u>GC713277</u>

DESCRIPTION

The Beru sensors used on Prevost vehicles to monitor tire pressure (TPMS system) are being replaced by new Huf sensors and their corresponding stainless valves stems.

Since the older and newer sensors are using different valve stems, replacement of a defective sensor on older vehicles will require the use of a new kit number (valve stem and sensor assembly).

The table below provides a quick overview between the older and newer part numbers depending on wheel application. Replacement and complementary part numbers are also provided.



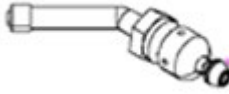
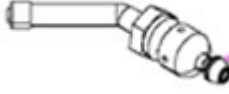

NOTE
<i>Older valve stem numbers are still available when the old sensor is not defective.</i>

It must be noted that for the new style sensor to work with the existing vehicle TPMS system, a *firmware update must be done to the vehicle TPMS ECU* and that the *sensors ID# must be modified manually* through the TPMS screen in the vehicle. The procedure below provides step by step instructions required to perform these modifications along with links to the downloadable ECU update file.

NOTE
<ul style="list-style-type: none"> -The ECU firmware update will only need to be loaded once on the vehicle. -Old sensor ID# modification will only need to be done once on the vehicle. -Every time a new sensor type will be installed, its ID# will have to be modified following the instructions below. -New and old sensors can be installed on the same vehicle. <p>* See Part 2 of this procedure for complete instructions</p>

MATERIAL

Order one of the following kits (new assembly part #):

Wheel Application	Old Valve & Sensor assembly part #	New Valve & Sensor assembly part #	Valve type	New replacement valve #
Super Single Alu 14"	651125	650022		650013
365 Alu 10.5"	651127	650023		650014
315 Alu 9"	651123	650021		650015
Old 315 Alu 9" wheel	651088	650021		650015
315 Steel 8.25" wheel	651089	650024		650017
315 Steel 9" wheel		650020		650018

Other parts that may be required:

Sensor Only	Old part # 564078	New part # 560032	
Mounting bolt	Old part # 651084	New part # 650019	
Dielectric grease	Part # 685324		
Thread locker (Loctite 243)	Part # 680038		

NOTE

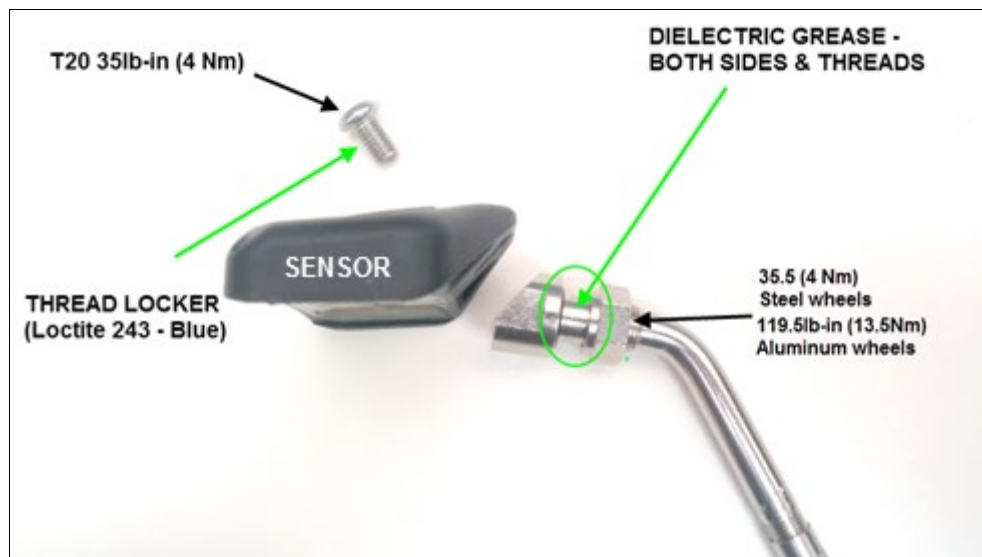
Material can be obtained through regular channels.

PROCEDURE**DANGER**

Park vehicle safely, apply parking brake, stop engine. Prior to working on the vehicle, set the ignition switch to the OFF position and trip the main circuit breakers equipped with a trip button.

PART 1 VALVE AND SENSOR INSTALLATION

1. Apply dielectric grease to the valve O-ring, threads and locking nut flange (this is particularly important on aluminum wheels to avoid galvanic corrosion).
2. Install the valve on the wheel making sure that the tip is correctly positioned.
 - Torque locking nut to 119.5 ± 13.5 in-lb (13.5 ± 1.5 Nm) for **aluminum wheels**
 - Torque locking nut to 35.5 ± 9 in-lb (4 ± 1 Nm) for **steel wheels**
3. Install the sensor inside the wheel making sure it is seated properly.
4. Secure the sensor to the valve stem using the supplied T20 hollow Torx screw (use Loctite 243 on the threads) and torque the screw to 35 in-lb (4Nm)



PART 2 FIRMWARE UPDATE AND SENSOR ID SETTING

NOTE

To perform ECU firmware update, BERU F1 System **Truck Tyre V2.11** must be installed on a laptop connected to the vehicle TPMS ECU.



You can download TRUCK TYRE 2.11 here: [Truck Tyre 2.11](#)

*** Download to desktop and rename pdf extension to exe***

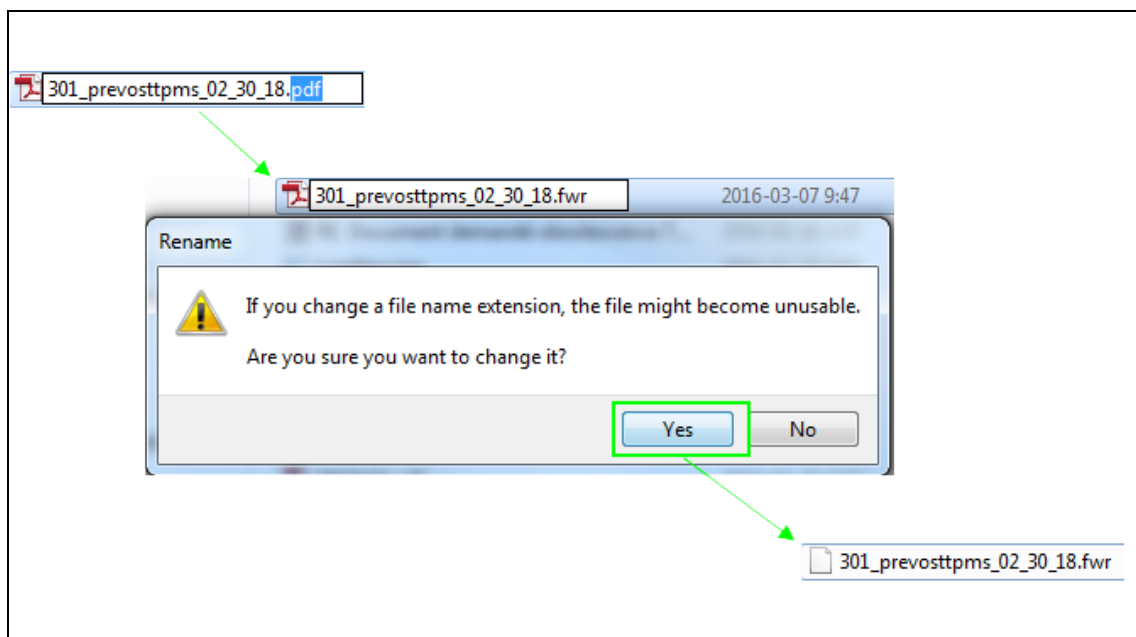


1. Download the firmware update file on the laptop that will be used to connect TRUCK TYRE 2.11 to the vehicle. Update file can be found here: [TruckTyre Firmware Update File](#)

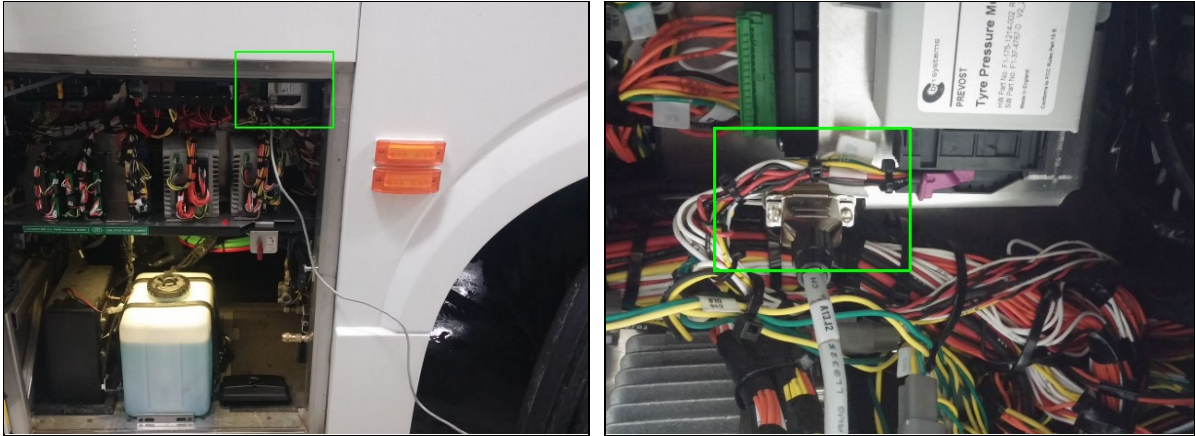
NOTE

Use the download  function, not the open or view  function

2. **IMPORTANT**; with the firmware update file downloaded on the laptop; rename the “.pdf” file extension to “.fwr”.



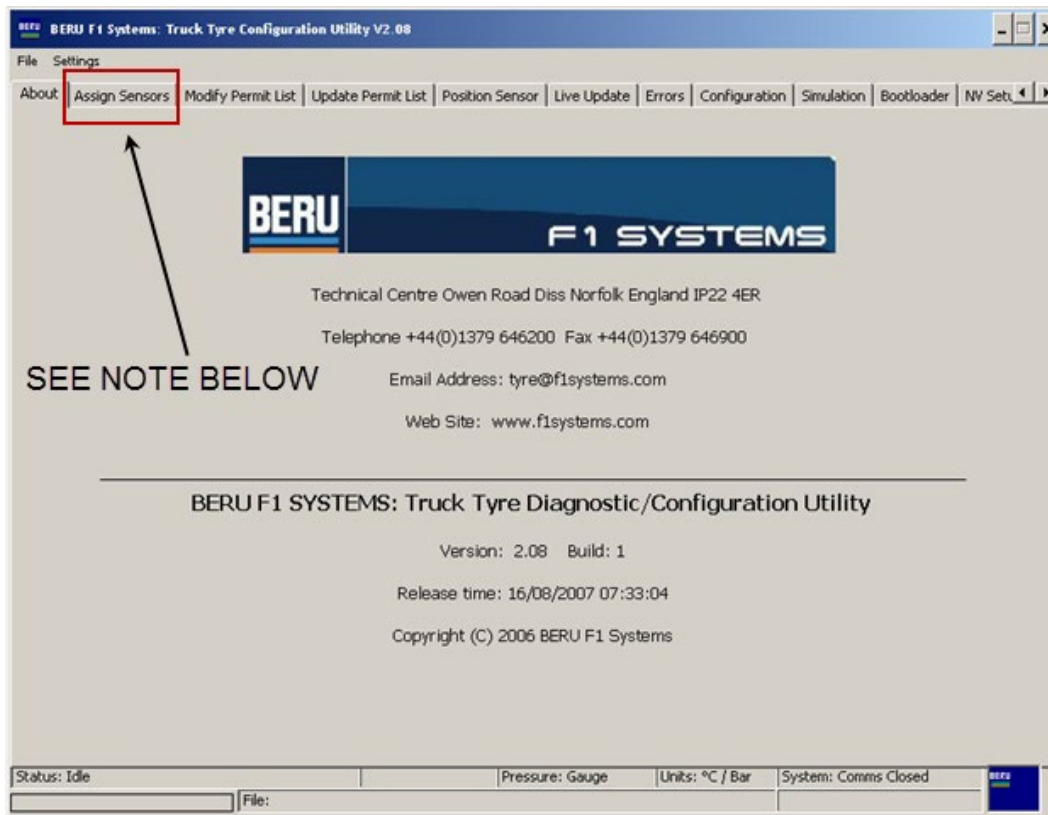
3. With the ignition at the ON position, remove red cap protecting the ECU connector and connect the laptop to the vehicle TPMS ECU located at the top right corner of the front junction box.

**NOTE**

RS232 cable part # 066009 and a RS232 to USB adaptor are required to connect to the TPMS ECU



4. Open TRUCK TYRE 2.11 on the laptop.



NOTE

Sensor assignment can only be done through the dash display, never from the TruckTyre software

NOTE

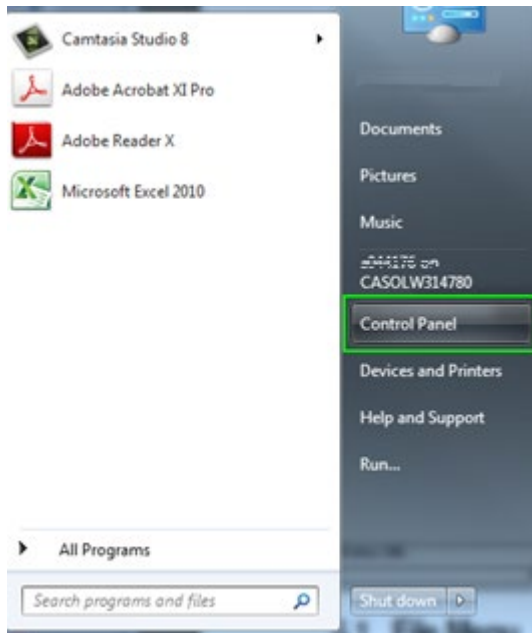
Communication Port Error Message

When opening Truck Tyre on a laptop, the system will check for compatibility between the program and the laptop communication port (Truck Tyre default port is set to 1).

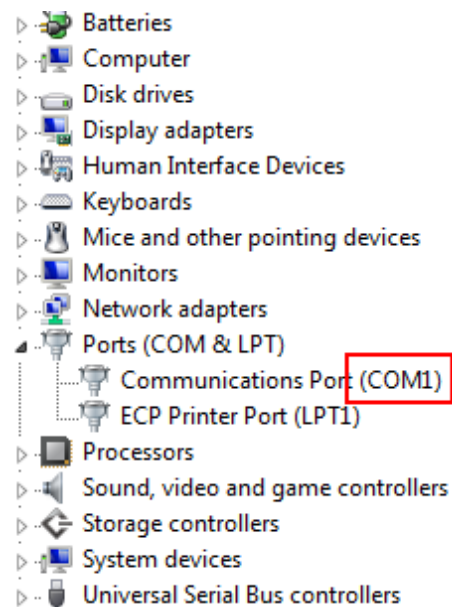
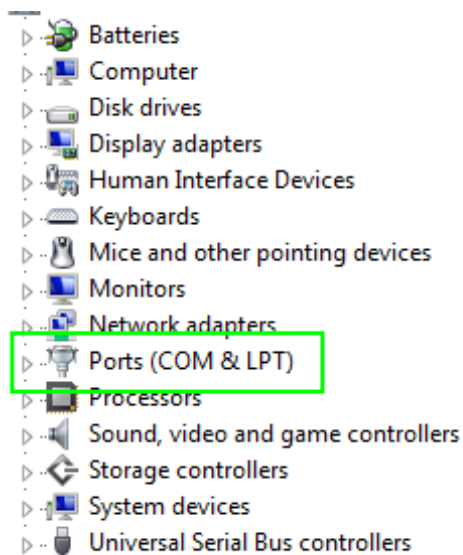
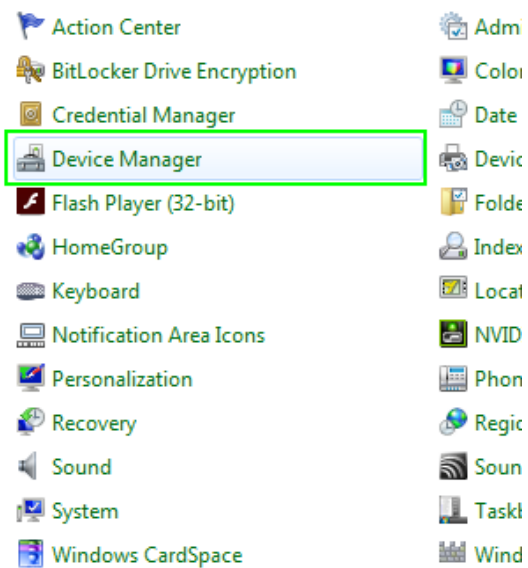
If the laptop used is not set to work with communication port 1, an error message will be displayed and the program com port will have to be manually changed to match the one used by the laptop.

To do so, follow the steps below (*required only if an error message is displayed*).

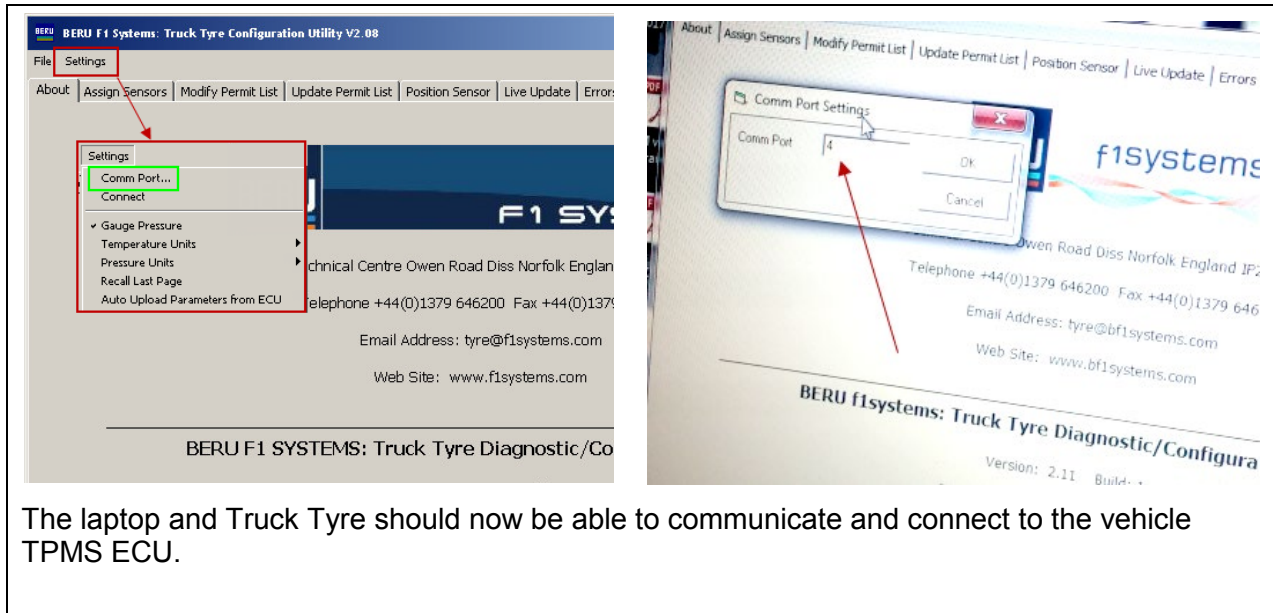
- First open the laptop control panel and open the device manager.
- Locate the Port icon and expand it.
- Take note of the computer port value (Com).



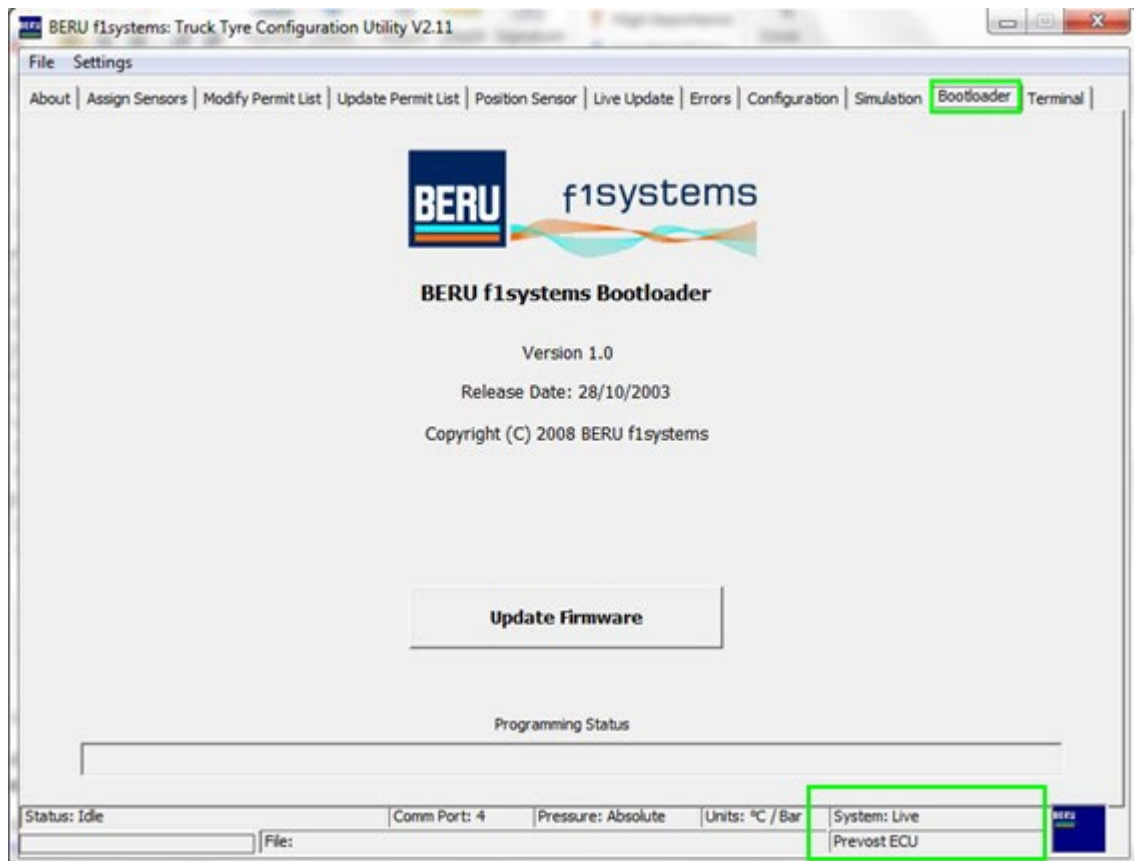
Adjust your computer's settings



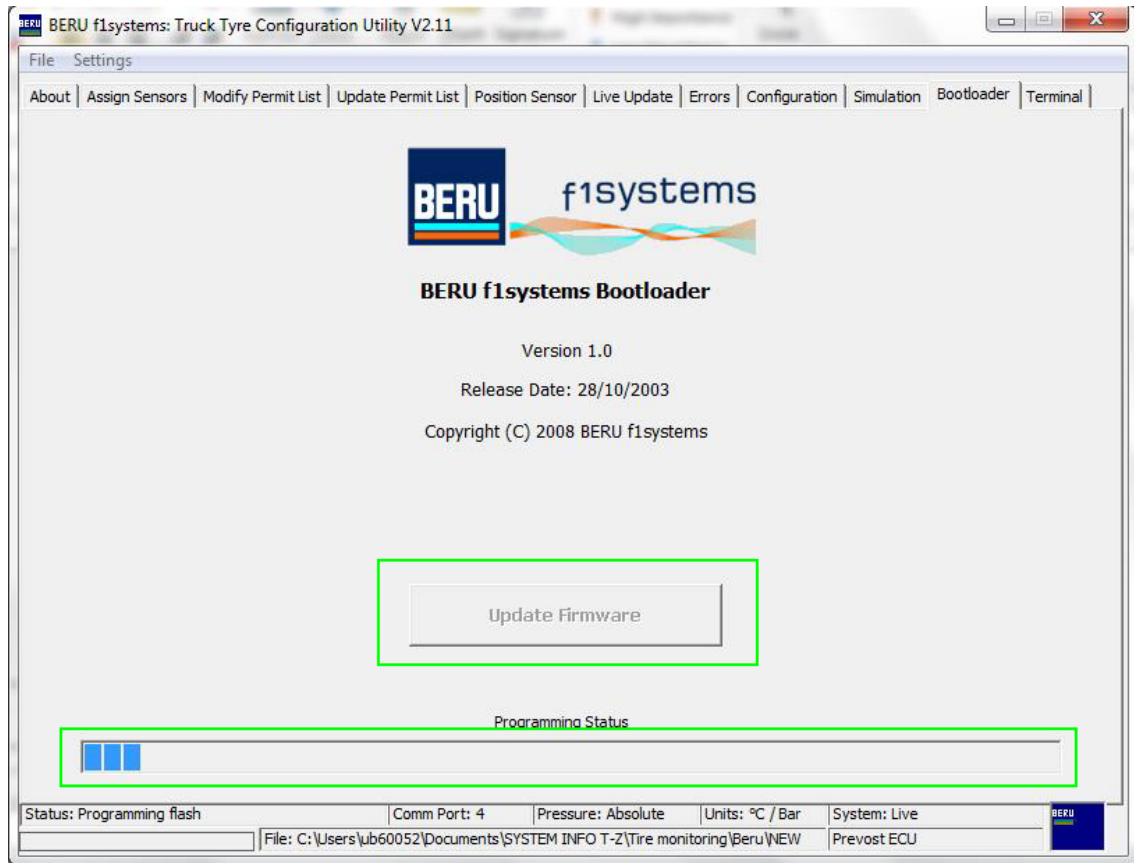
- Back to Truck Tyre main page, open the setting menu located at the top left corner of the screen (just above the “About” tab).
- Click on the “com port” option to open the port setting box and enter the value of the laptop com port previously noted. Click OK to confirm the action and close the box.



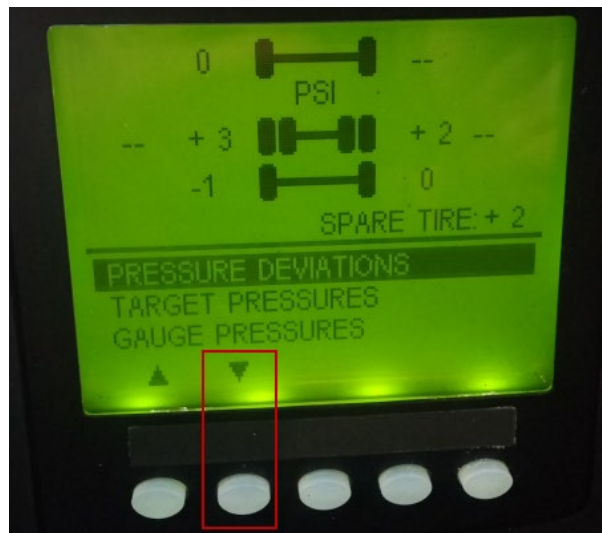
5. Open the Bootloader tab at the right corner of the menu.



- Click on the “Update Firmware” button to start the process. You will be prompted to select the file to be programmed into the ECU (choose file downloaded at step one of this procedure and converted to .fwr). From this point on the process is automatic and a “download completed” message will show-up at the end (you can watch the download progress through the programming status bar at the bottom of the screen).



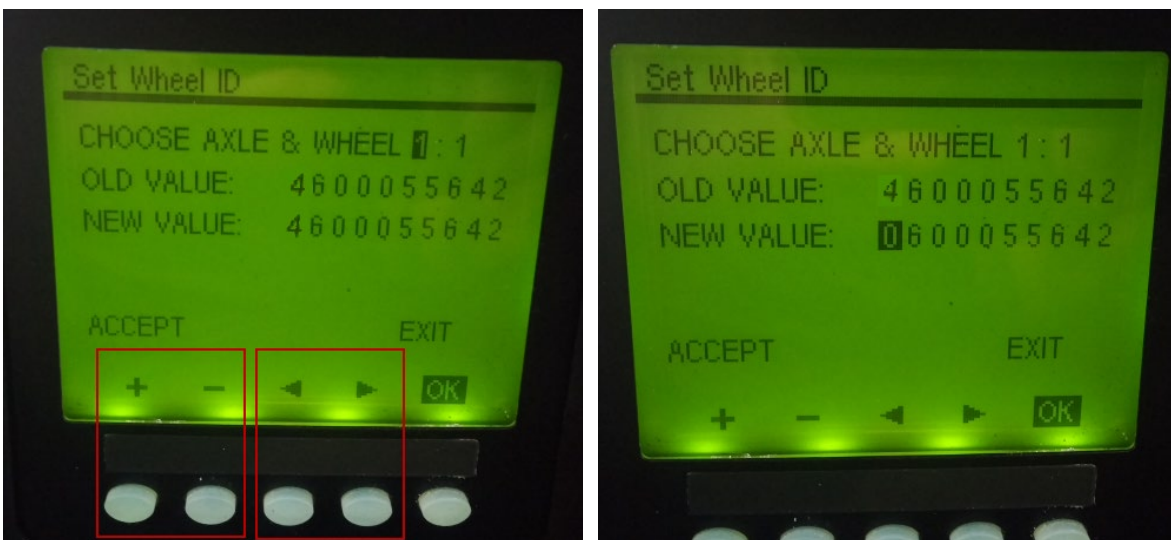
- Inside the vehicle locate the TPMS screen at the lower left of the dashboard.



8. On the TPMS screen, scroll down to the SETTING/SET WHEEL ID menu.



9. In the WHEEL ID menu, choose the wheel with the *new sensor* (in this case 1 : 1 is Front Left Tire) and replace the new sensor first character (should be "4") by "0". Press Accept then OK.

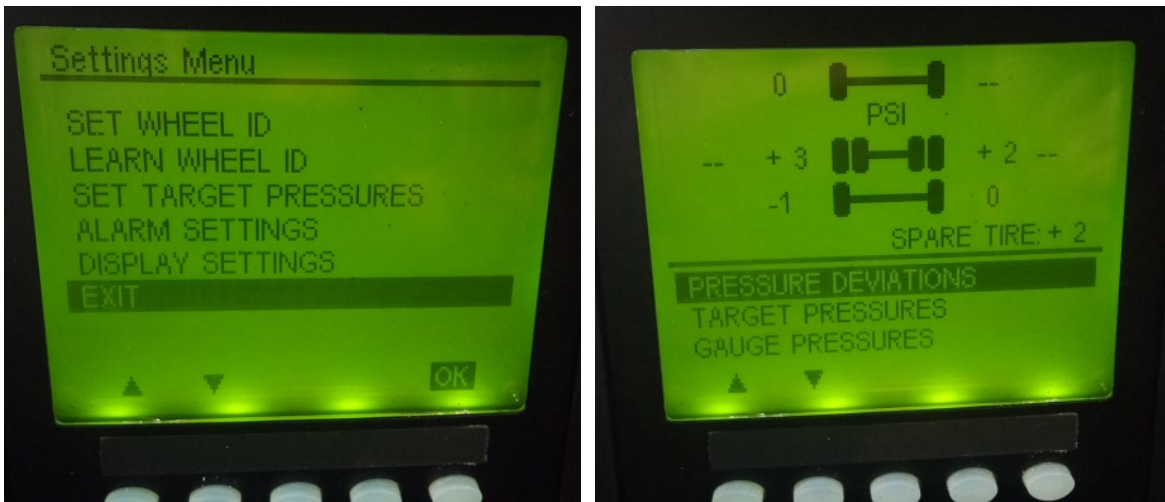


10. In the same menu, replace all other old sensor first digit by "0". Press ACCEPT then OK.

NOTE

Every time a wheel ID is learned, the first digit has to be changed by a "0" again

11. Exit the Sensor ID menu to go back to the main menu, all sensors should now be displayed on the TPMS screen.



PARTS / WASTE DISPOSAL

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



Access all our Service Bulletins on <https://secureus5.volvo.com/technicalpublications/en/pub.asp>
Or scan the QR-Code with your smart phone.

E-mail us at technicalpublications_prev@volvo.com and type "ADD" in the subject to receive our warranty bulletins by e-mail.



MAINTENANCE INFORMATION

MI16-17A

DATE :	FEBRUARY 2016	SECTION :	06 - Electrical
SUBJECT :	TWIN BOSCH HD10 ALTERNATOR REMOVAL AND INSTALLATION		

REVISION A: THIS WARRANTY BULLETIN SUPERSEDES PREVIOUS VERSION.

Addition of recommendation to apply a light coat of high temperature grease to the A/C compressor shaft to facilitate dismantling.

DESCRIPTION

Use this procedure for the removal and installation of the **twin Bosch HD10 (120A or 150A) installation.**

CONTENT

REQUIRED TOOLS	2
PART 1 –TWIN BOSCH ALTERNATOR REMOVAL / INSTALLATION	3
PART 2 – PULLEY REMOVAL / INSTALLATION	17
PART 3 – ASSEMBLY INSTRUCTIONS FOR ELECTROMAGNETIC CLUTCH – LINNIG LA16.....	19

REQUIRED TOOLS

METRIC OPEN END WRENCH SET 	RATCHET AND SOCKET SET – METRIC 
HEX BIT SOCKET SET – METRIC 	TORQUE WRENCH 
SOFT FACED HAMMER 	1 5/8 OPEN END WRENCH 
BELT TENSION GAUGE 	1/2 SQUARE DRIVE BREAKER BAR 
voltmeter / MULTIMETER 	CUTTING PLIERS 

See “SPECIAL TOOLS REQUIRED TO TIGHTEN THE ALTERNATOR PULLEY MOUNTING NUT” in PART 2

PART 1 –TWIN BOSCH ALTERNATOR REMOVAL / INSTALLATION



DANGER

Park vehicle safely, apply parking brake, stop engine. Prior to working on the vehicle, **set the ignition switch to the OFF position, the battery master switch to the OFF position** and trip the main circuit breakers equipped with a trip button.

RISK OF ELECTRICAL SHOCK

1. The alternator is connected to the batteries through master relay R1. If the ignition switch is in the OFF position and the battery master switch (master cut-out) is set to the OFF position, there should not be electrical power to the alternator terminals. However, a faulty master relay R1 could eventually leave the battery power circuit closed, thus electrical power would be present at the alternator terminals.
2. Using a multimeter, probe the alternator **B1+** terminal and the ground terminal. Make sure that the voltage reading is 0 volt prior disconnecting the alternator cables.

GAINING ACCESS TO THE ALTERNATORS

3. Loosen bolt **A**.
4. Unscrew and remove bolt **B**.
5. Remove the drive belt mechanical tensioner assembly (**FIGURE 2**).
6. Remove the A/C compressor drive belts (2 side-by-side belts).

Note: Keep hardware for reuse

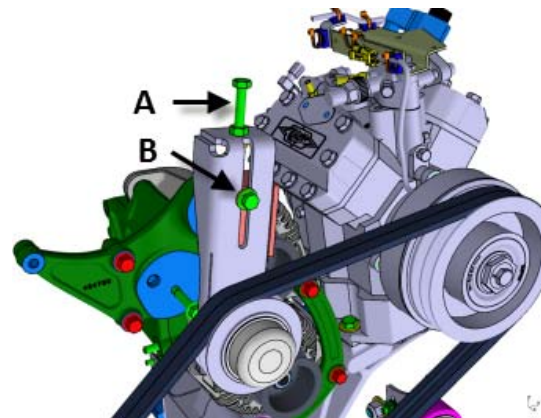


FIGURE 1

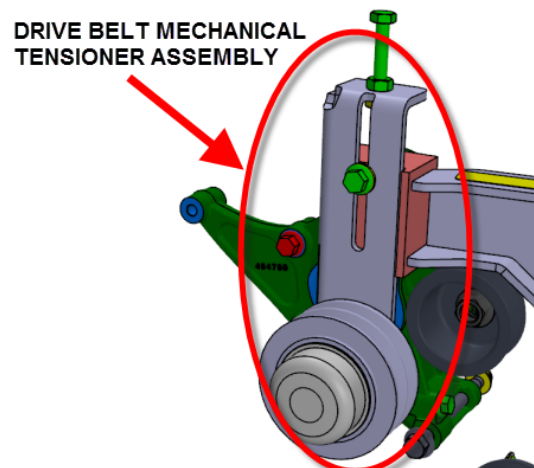


FIGURE 2

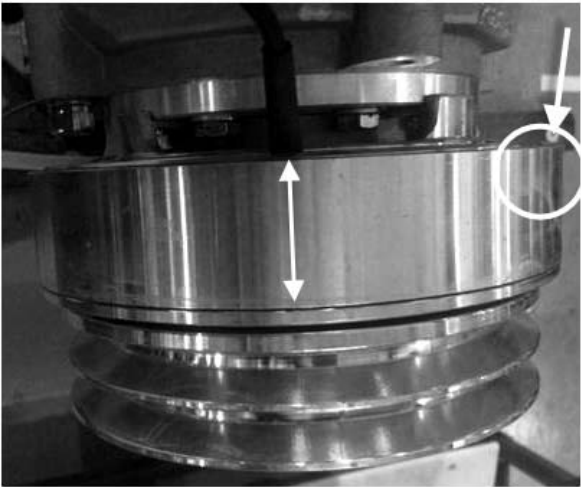
ALTERNATOR REMOVAL

7. Unscrew and remove bolt **C** (FIGURE 3).

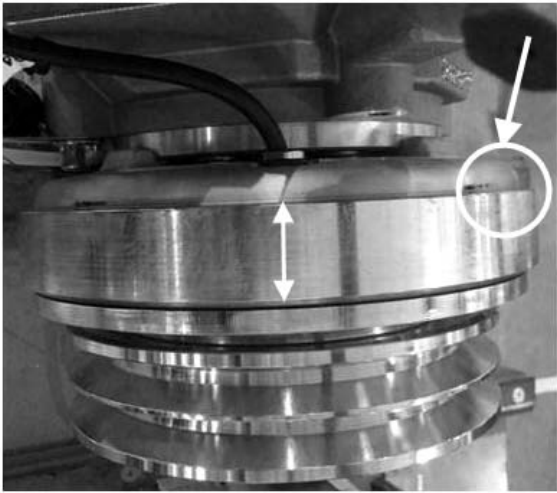


FIGURE 3

8. At this point, identify the type of clutch installed on your vehicle.



LANG TYPE: SHARP EDGE COIL



LINNIG TYPE: ROUND EDGE COIL

FIGURE 4

9. As an alternate way to confirm **LANG** type clutch, locate “LANG” engraving on the hub center

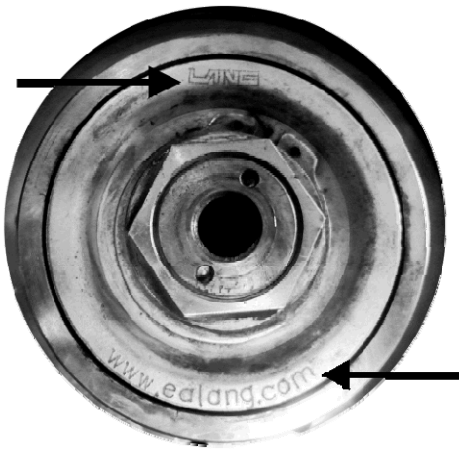


FIGURE 5

10. If a **LINNIG** type clutch is installed, refer to "PART 3 - ASSEMBLY INSTRUCTIONS FOR ELECTROMAGNETIC CLUTCH - LINNIG LA16". Remove the Linnig clutch.
11. Remove the LANG electromagnetic clutch assembly (FIGURE 6).

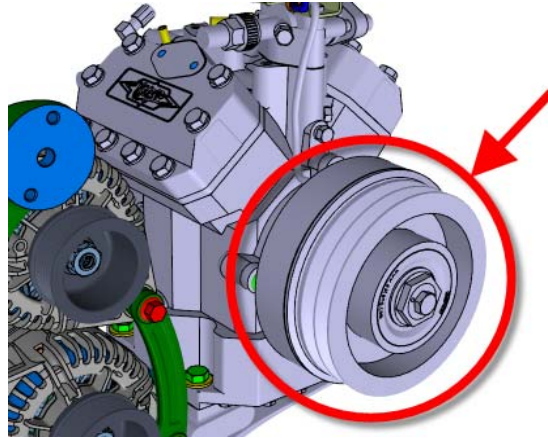
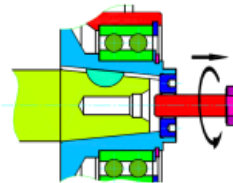


FIGURE 6

12. Hold the rotor with the 1 5/8 wrench. Loosen and remove the M12 rotor mounting screw with a 30mm socket.



REMOVING THE M12 SCREW

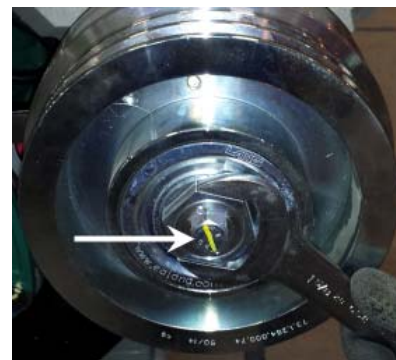
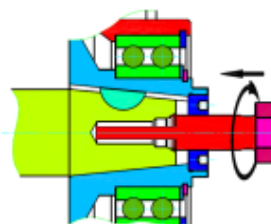


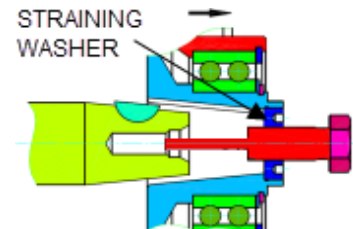
FIGURE 7

For the next step, use rotor extractor tool #7770159 preferably. If the tool is not available, use a M16x50 mm hex head bolt. (Prevost #5001372).

13. Screw the extractor tool into the straining washer only until the rotor pops off the tapered shaft. Then work the rotor off the shaft by hand with help from soft faced mallet as needed.



PULL OFF THE ROTOR WITH TOOL #7770159 (shown) or M16 BOLT



TAKE OFF THE ROTOR

FIGURE 8

14. Loosen the fastening screws (4x) of the coil and pull the coil off the retainer.

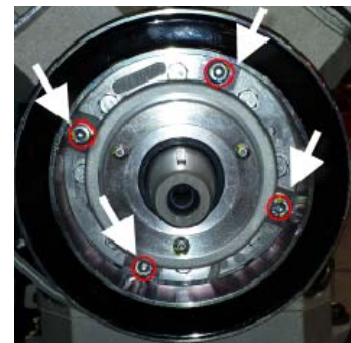


FIGURE 9

15. Unscrew and remove two socket cap screws **E** (**FIGURE 10**).
16. Put the reinforcement bracket aside.

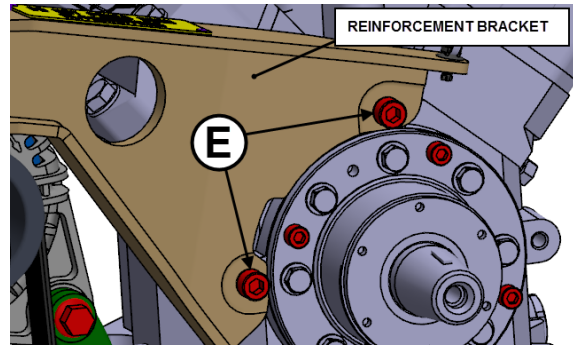


FIGURE 10

17. Remove the alternator drive belt. To do so, rotate the automatic belt tensioner using a $\frac{1}{2}$ square drive breaker bar.
18. Remove the alternator belt tensioner bracket assembly. To do so, remove the three bolts identified with arrows on **FIGURE 11**.
19. Put the alternator drive belt aside.

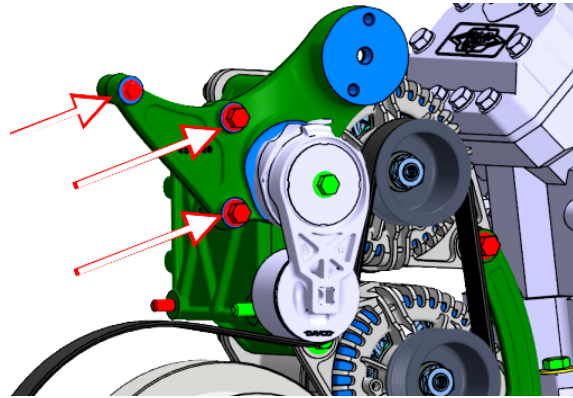


FIGURE 11

20. Disconnect the alternator cables. Properly clean cable ring terminals as applicable using a brass wire cup brush, a Scotch-Brite pad or an emery cloth.

Keep hardware for reuse.

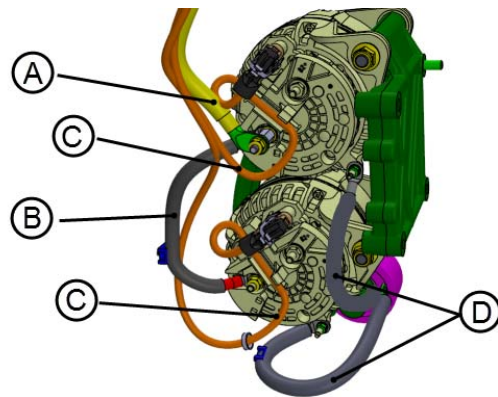


FIGURE 12

- A: (+) POWER CABLE**
B: (+) JUMPER CABLE
C: ALTERNATOR HARNESS
D: GROUND CABLE

21. Remove the existing alternators. To do so, unscrew the four (4) mounting bolts identified on **FIGURE 13**.

Keep hardware for reuse.

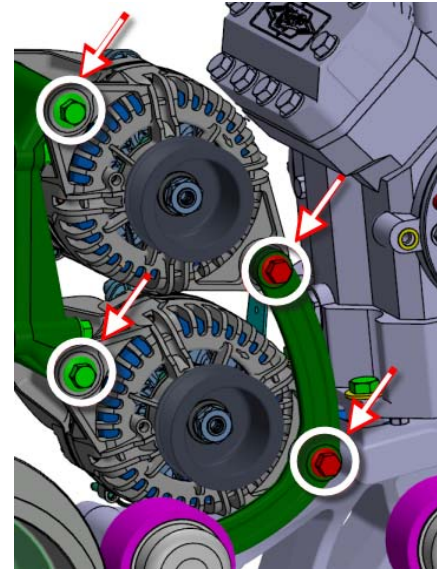


FIGURE 13

ALTERNATOR INSTALLATION

22. Apply anti-seize compound (Prevost p/n: 680335) inside the alternator mounting ears (FIGURE 14) and inside the sleeves on the alternator support (FIGURE 15).

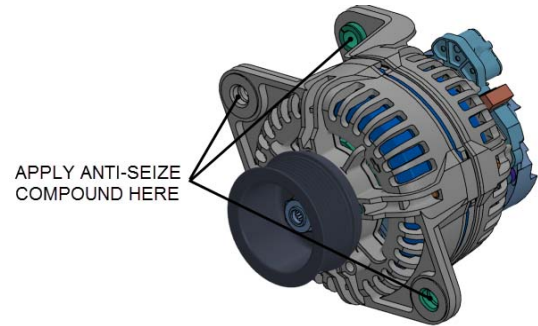


FIGURE 14

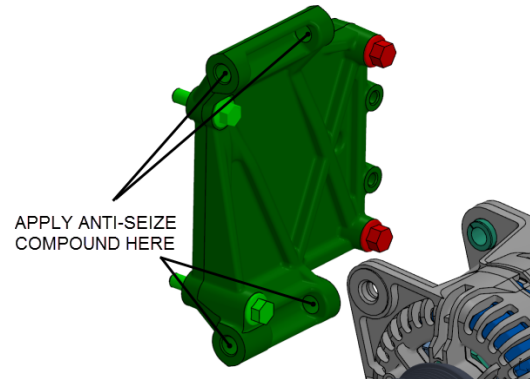


FIGURE 15

23. Install the alternators. Fix lower and upper alternators loosely to alternator supports using bolts **C**. Also, mount arched support loosely onto alternators using bolts **B** (FIGURE 16).

Use Loctite 243 Blue on threads.

NOTE: Reuse existing bolts unless they are not in good condition (damaged, pitted, eroded).

For reference:

C= NUT M12 p/n 5001761 (2X)

C= BOLT M12x160 p/n 5001853 (2X)

B= NUT M10 p/n 5001930 (2X)

B= BOLT M10x45 p/n 5001800 (2X)

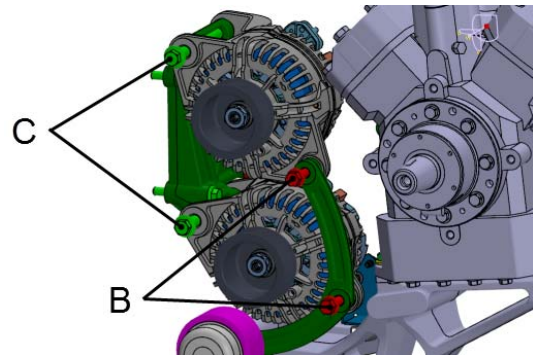


FIGURE 16

24. In order to assure proper installation, it is important to tighten the alternator mounting bolts in proper sequence (FIGURE 17).

*Tighten bolt **B** first, then finish with bolt **C***

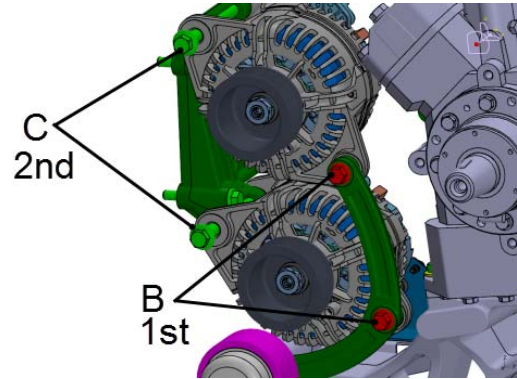


FIGURE 17

B: *torque 43 lbf-ft*

C: *torque 74 lbf-ft*

25. Connect jumper cable **B** to **B1+** stud terminal of the upper alternator and the lower alternator using hardware shown on FIGURE 18.

- Install jumper cable **B** onto **B1+** stud terminal on upper alternator.
- Place one flat washer **D** against the jumper cable lug.
- Screw and tighten the adapter stud **C**.
- Fit jumper cable **B** onto **B1+** stud terminal on lower alternator.
- Place one flat washer **D** against the jumper cable **B** lug and screw nut **E**.

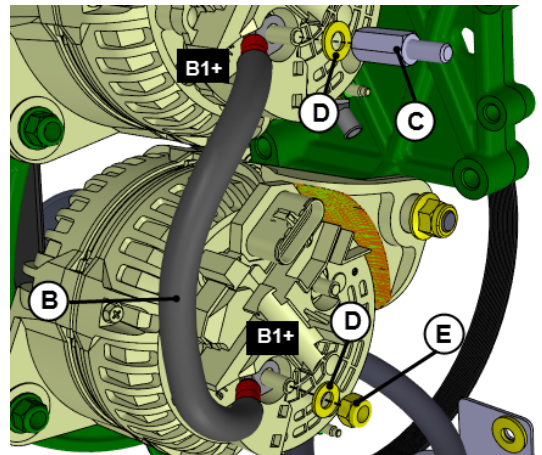


FIGURE 18

B : JUMPER CABLE p/n 067835

C : STUD ADAPTER p/n 564590 *torque: 10 lbf-ft*

D: FLAT WASHER p/n 5001341

E: NUT M8 p/n 5001787 *torque: 10 lbf-ft*

26. Reinstall the (+) power cable **A**. To do so, connect power cable **A** to the upper alternator **B1+** stud terminal. Refer to FIGURE 19.

- Fit the (+) power cable lug onto adaptor stud, place one flat washer **D** against the power cable terminal and screw nut **E**.

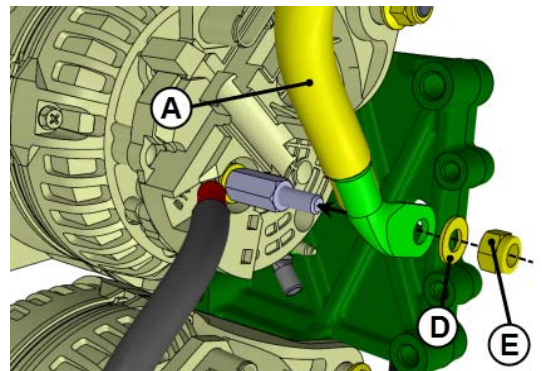


FIGURE 19

A: (+) POWER CABLE

D: FLAT WASHER P/N 5001341

E: NUT M8 P/N 5001787 *torque: 10 lbf-ft*

27. Fit the ground cables onto their respective alternator ground studs. For each alternator, place one flat washer **F** against the ground cable lug and screw nut **G**.

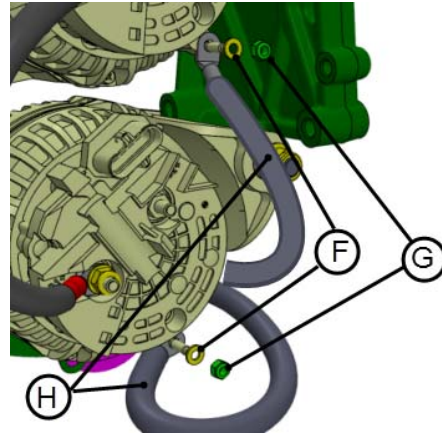


FIGURE 20

F: FLAT WASHER P/N 502573

G: NUT M6 P/N 5001182 *torque: 6 lbf-ft*

H: GROUND CABLES

28. On the upper alternator, plug alternator harness onto alternator connector and secure using nylon cable ties P/N 504637 positioned as shown by red arrows on **FIGURE 21**.

NOTE: one nylon tie is used to block the connector locking mechanism in order to prevent unwanted unlocking and disconnection.

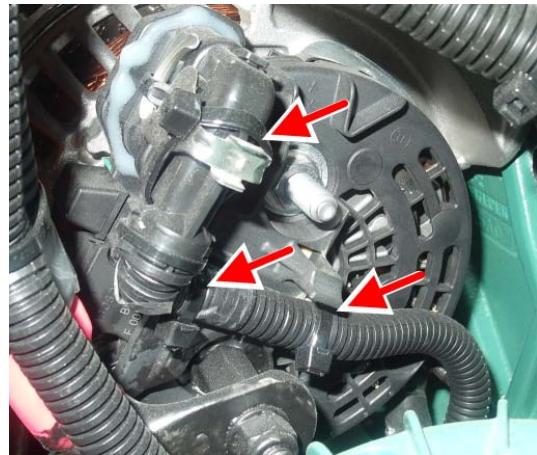


FIGURE 21

29. On the lower alternator, plug alternator harness onto alternator connector and secure using nylon cable ties P/N 504637 positioned as shown by red arrows on **FIGURE 22**.

NOTE: one nylon tie is used to block the connector locking mechanism in order to prevent unwanted unlocking and disconnection

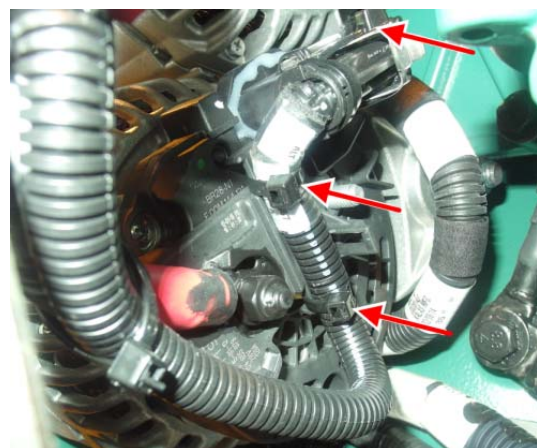


FIGURE 22

30. Apply anti-corrosion compound or **Color Guard Rubber Coating** (Prevost p/n: 684013) on alternator terminals, cable lugs and nuts.

31. Mount the alternator belt tensioner bracket assembly loosely using previously removed bolts I & J (**FIGURE 23**).

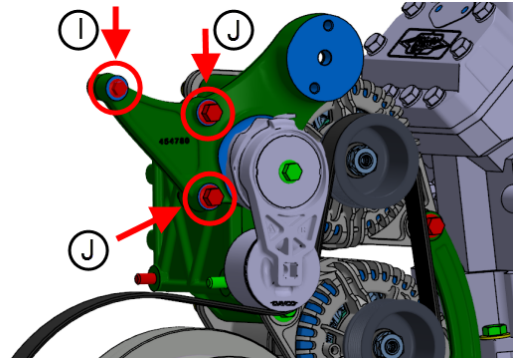


FIGURE 23

I: SCREW CAP HEXF M8-1.25X50 G10.9 p/n 500796 qty.1

J: SCREW CAP HEXF M10-1.25X55 G10.9 p/n 5001801 qty.2

32. Install the reinforcement bracket. Use two previously removed cap screws **E** and flat washers. DO NOT apply final torque at this moment.

Note: Use blue Loctite 243 on threads.

Note: Once thread locker is applied, do not wait too long before applying final torque. Final tightening will be done in the next following steps.

Cap screw E according to clutch type

Lang clutch screw E p/n **5001616**

Torque **40 lbf-ft (54 N-m)**



LINNIG clutch screw E p/n **502949**

Torque **32 lbf-ft (43 N-m)**

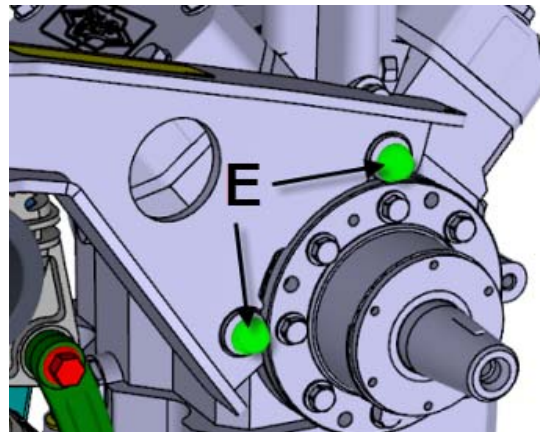
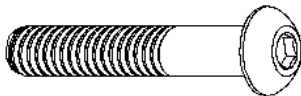


FIGURE 24

33. Continue with the installation of the reinforcement bracket as shown using previously removed hardware (bolt **C** finger tightened and flat washer). **DO NOT** apply final torque at this moment.

Note: Use Blue Loctite 243 on threads.

Note: Once thread locker is applied, do not wait too long before applying final torque.

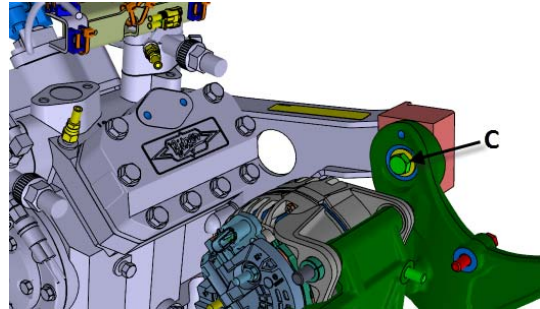


FIGURE 25

34. If bolts **C** & **E** (see two previous steps) are difficult to align in the hole, the compressor may be moved. Loosen the compressor mounting bolts (4x) at the base (see FIGURE 26)

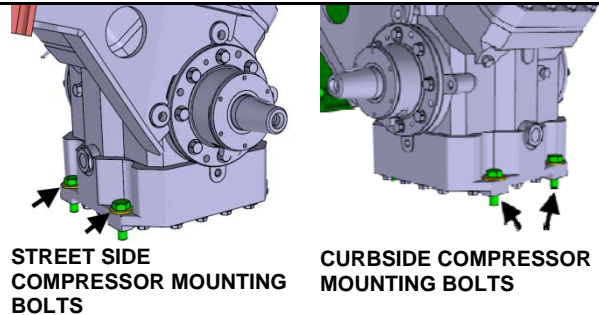


FIGURE 26

35. Snug bolts **C** & **E** (FIGURE 24 & FIGURE 25).
 36. Snug compressor mounting bolts at the base.
 37. Snug bolts **I** & **J** indicated with arrows on FIGURE 27.

Note: Use blue Loctite 243 on threads.

38. Tighten the compressor mounting bolts to **74 lbf-ft.** (100 N-m).

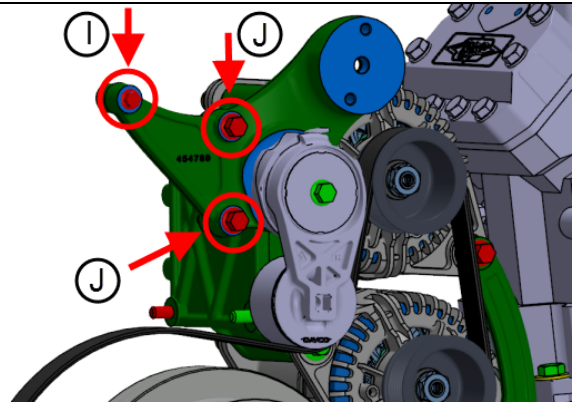


FIGURE 27

39. Tighten the three bolts shown on FIGURE 28 to prescribed torque.

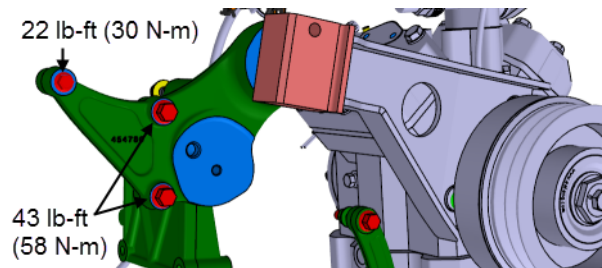
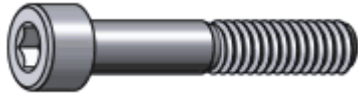


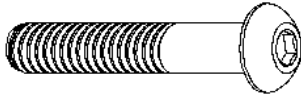
FIGURE 28

40. Tighten bolts **C** and bolt **E** (refer to FIGURE 29).

Lang clutch: E= 40 lbf-ft (54 N-m)



Linnig clutch: E= 32 lbf-ft (43 N-m)



C= 74 lbf-ft (100 N-m)

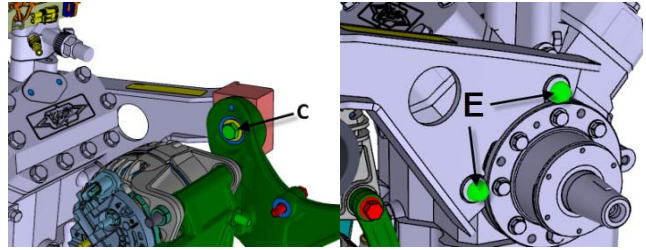


FIGURE 29

41. Reinstall the alternator belt. To do so, rotate the automatic tensioner using a ½ square drive breaker bar and install the belt as shown on FIGURE 30.

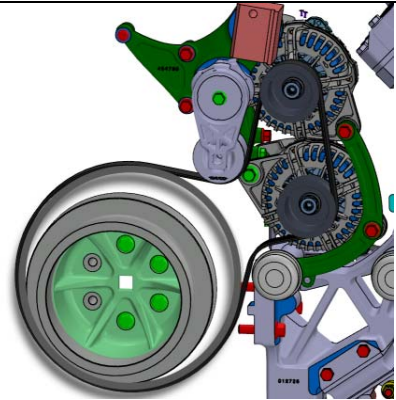


FIGURE 30

42. Reinstall tensioner, bolt and washer **B** and bolt and nut **A**. Do not tighten these bolts at this moment as the belt tension adjustment will be done later in this procedure.

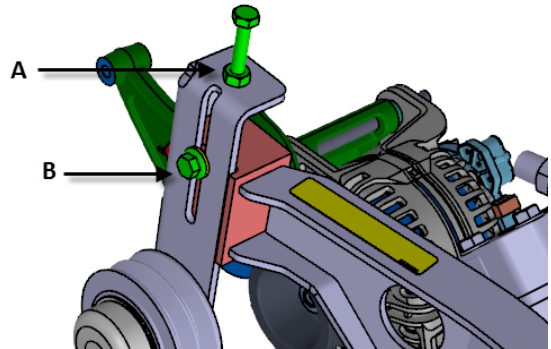


FIGURE 31

-
43. Install the electromagnetic clutch coil (for Linnig clutch, refer to PART 3). Position cable lead near the 2 o'clock position.



FIGURE 32

-
44. Slip the coil on the retainer on the compressor flange. Fasten the coil with 4 cap screws #5001775 to the compressor.

Use blue Loctite 243.

Caution: *parts should be clean and free from debris. Pay attention to the precise seat of coil. The coil should sit flush with the face of the compressor.*

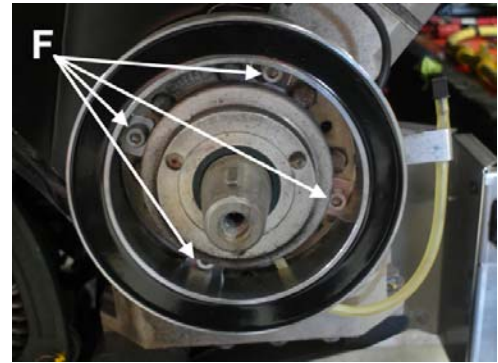


FIGURE 33

F: Coil mounting cap screws *torque: 22 lbf-ft*

45. Mount the rotor on the shaft end.

The flange and the shaft end of the compressor must be clean and free from dirt.

The flange and the shaft end of the compressor must be free from dirt. Apply high temperature approved assembly grease on the shaft end for easy dismounting of the clutch. Lang recommends the use of Molykote G-rapid-plus or Molykote P 40.



FIGURE 34

46. Carefully mount the rotor on the shaft end by hand.

Never use a hammer for pressing the rotor on.

Align the key on the compressor shaft with the keyway on the pulley bore. To avoid damaging the bore of the rotor, feel the engagement of the key in the keyway and slip the rotor on the shaft end of the compressor till reaching the stop (FIGURE 32).

The Woodruff key on the shaft end and the groove in the location hole of the rotor must be flush.

47. Fasten the rotor to the shaft end using the M12 screw and by holding-up with a wrench on the rotor.
48. Turn rotor by hand and pay attention to the free run and the generation of noises. In case of grinding or similar noises, dismount the clutch and check installation.

USE BLUE LOCTITE 243 ON THREADS

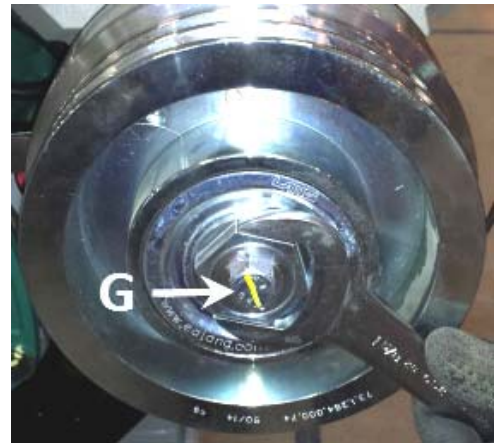


FIGURE 35

G: ROTOR MOUNTING SCREW *torque 60 LBF-FT (81 N-M)*

49. Reinstall A/C compressor drive belts.

A belt strand tension gauge is needed. Belt tension should be within the following range:

- 90-100 lbs new belts (mean of 2 belt values)
- 75-85 lbs used belts (mean of 2 belt values)

Single 5VX810 belt (FIGURE 37)

- 150-160 lbs new belt
- 120-130 lbs used belt

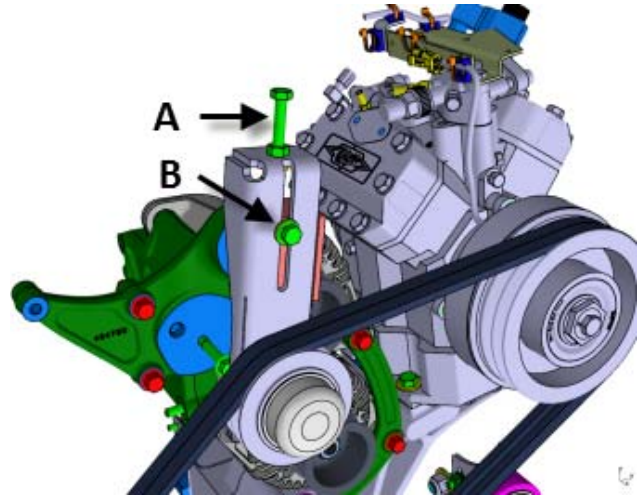


FIGURE 36

50. Apply blue Loctite 243 on bolt **B** threads and then hand-tighten bolt **B**. Adjust belt tension using bolt **A**. Use the jam nut at the base of bolt **A** to keep proper tension adjustment.

Note: Once thread locker is applied, do not wait too long before applying final torque.

When proper tension is achieved, tighten bolt **B** to **43 lbf-ft.** (58 N-m).

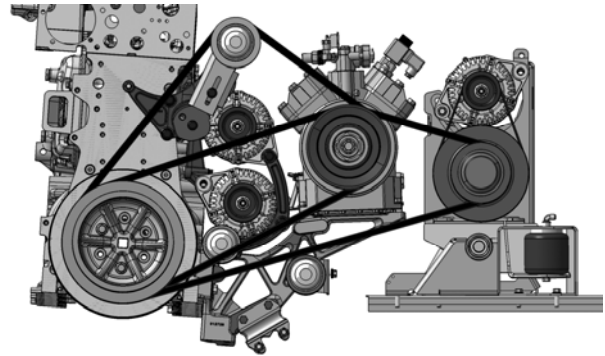


FIGURE 37

FUNCTIONAL TEST

1. Reset main circuit breakers if applicable. Set the battery master switch (master cut-out) to the ON position and start the engine. Make sure that the charging system is working normally.

On the instruments cluster, the alternator telltale  illuminates if the alternators are not charging.

PART 2 – PULLEY REMOVAL / INSTALLATION

SPECIAL TOOLS REQUIRED TO TIGHTEN THE ALTERNATOR PULLEY MOUNTING NUT



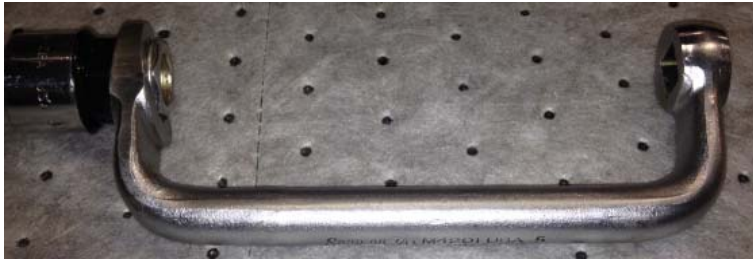
METRIC 10mm 12-POINTS SPLINE DRIVE LONG (CARLYLE SLTS3810M AVAILABLE FROM NAPA)



OFFSET 7/8 WRENCH (CYLINDER HEAD WRENCH), SNAP-ON PART NUMBER M4201



7/8 SOCKET (PART NUMBER WA28-28A)



OFFSET 7/8 WRENCH FITTED WITH 7/8 SOCKET AND 10mm 12-POINTS SPLINE DRIVE



USING THE CYLINDER HEAD WRENCH WITH A RATCHET AND A FLEX SOCKET WRENCH



PULLEY REMOVAL / INSTALLATION

1. Unscrew the alternator pulley mounting nut (FIGURE 38).
2. Remove the alternator pulley (2 pulleys).

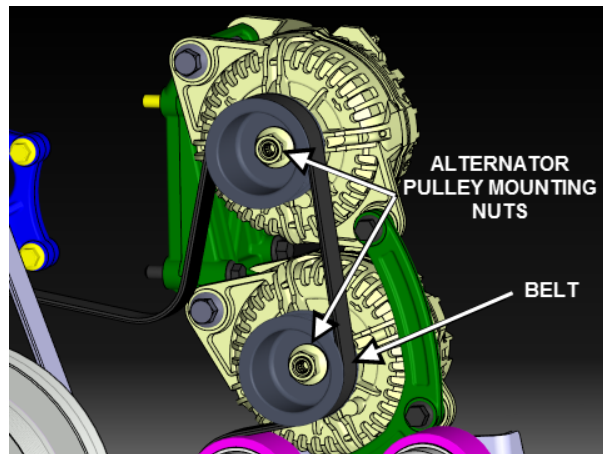


FIGURE 38

3. Mount pulley onto alternators. Use Loctite 243 blue on threads. Tighten pulley mounting nut to **75 lbf-ft** using special tools and a M10 12-points spline drive mounted on a torque wrench.

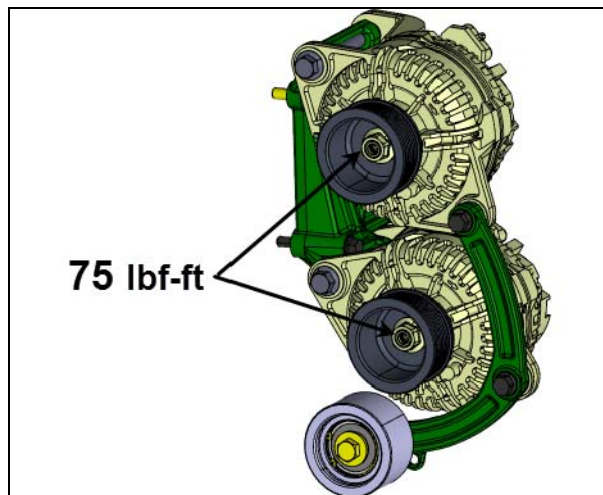


FIGURE 39

PARTS / WASTE DISPOSAL

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



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by e-mail.

Special Bulletin

SP16-301B

Date	Expiration	Release	Page
02.2016	02.2018	4	1(12)

Revision B: This document supersedes previous revisions.
Procedure modified as per JZ

VARIABLE GEOMETRY TURBOCHARGER - ACTUATOR REPLACEMENT (SRA)

Prevost vehicles

DESCRIPTION

On the vehicles affected by this bulletin, replace the turbocharger actuator (SRA).

MODEL YEAR(S) AND VEHICLES INVOLVED

NOTICE TO SERVICE CENTERS	
<i>Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.</i>	
Model	VIN
X3-45 Commuter Model Year : 2012	From 2PCG333495CC73 5053 up to 2PCG333495CC73 5232 incl.
This bulletin does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery. The owners of the vehicles affected by this bulletin will be advised by a letter indicating the Vehicle Identification Number (VIN) of each vehicle concerned.	

MATERIAL NEEDED

Order kit "SP16-301" which consists in:

Part No.	Description	Qty
85013731	ACTUATOR, TURBOCHARGER – SERVICE KIT	1

NOTE
<i>Material can be obtained through regular channels.</i>

Date	Expiration	Release	Page
02.2016	02.2018	4	2(12)

PROCEDURE

DANGER

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



PREPARATION

1. Apply the parking brake and shift the transmission to neutral. Shut off all electrical loads. Turn the ignition key to the OFF position.
2. Open the engine compartment door. Set the rear start selector switch to the OFF position (FIGURE 1).

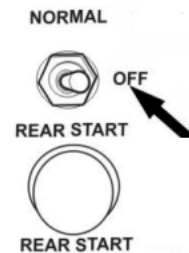


FIGURE 1

3. Using pressure wash equipment, clean the turbocharger actuator while it is still mounted.

Note: Make sure all electrical connections and coolant pipes in the area of the turbocharger actuator are securely fastened.

4. Use a coolant extractor (FIGURE 2) to drain the coolant from the engine. An alternate method is to drain the coolant into a suitable container using the drain hose.

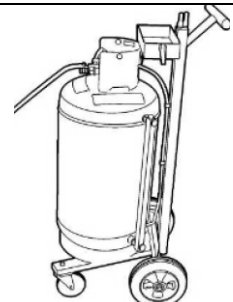


FIGURE 2

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GAINING ACCESS TO THE AREA

- In order to reach the turbocharger area, the radiator coolant return pipe shown on FIGURE 3 along with the furthest flexible hose must be removed.

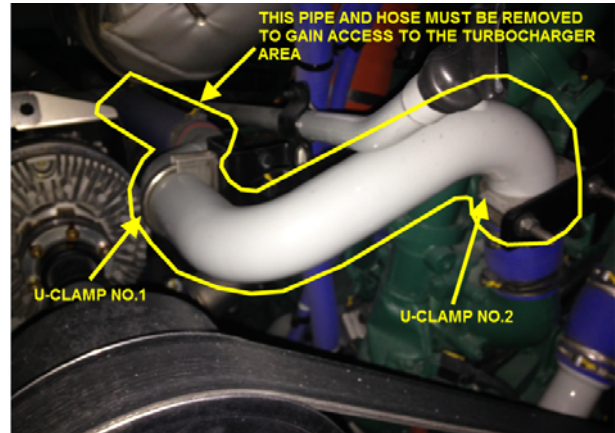


FIGURE 3

- Loosen the hose clamps (4 clamps) shown on FIGURE 4.
- Remove the two (2) U-clamps shown on FIGURE 4.

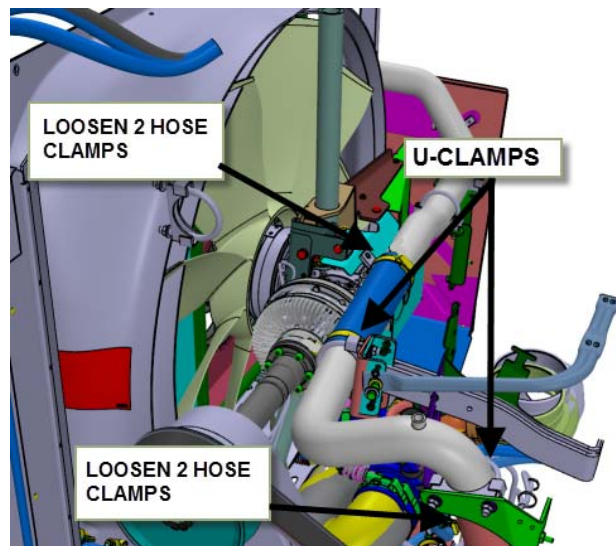


FIGURE 4

- To ease removal, remove the transmission dipstick tube clamp identified on FIGURE 5 (see also FIGURE 6: DIPSTICK TUBE CLAMP REMOVED).
- Take the coolant pipe out and the flexible hose with it.

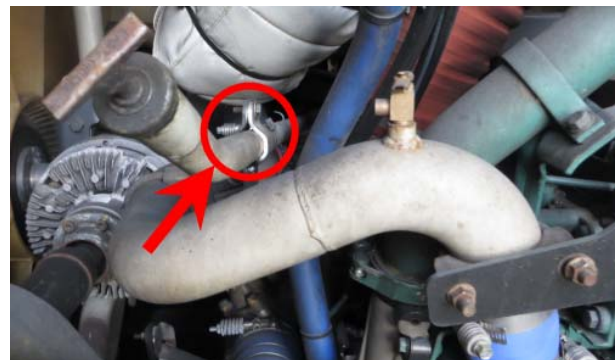


FIGURE 5: TRANSMISSION DIPSTICK TUBE CLAMP

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FIGURE 6: DIPSTICK TUBE CLAMP REMOVED

REMOVAL

10. Disconnect the actuator assembly electrical connector at the wiring harness (FIGURE 7). Cut any tie straps as needed.

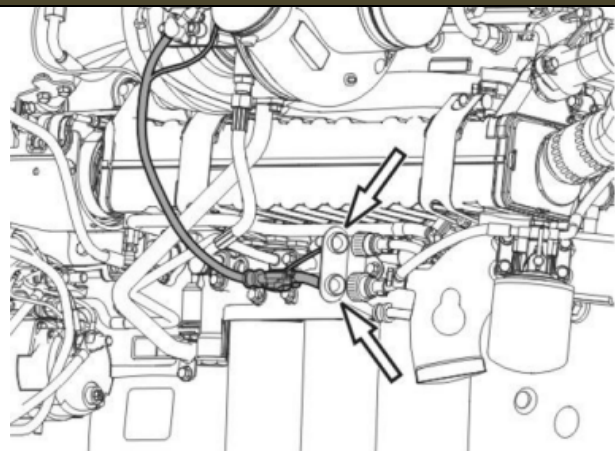


FIGURE 7

11. Disconnect the coolant lines from the actuator (FIGURE 8).

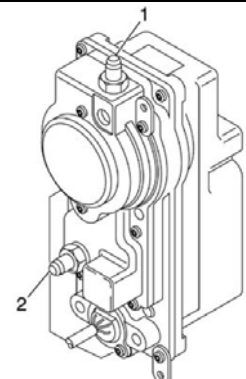


FIGURE 8

Caution: Protect the insides of the actuator assembly and the exposed parts from contamination when removed. Failure to do so can result in component malfunction or failure.

- 1) Coolant Return Port
- 2) Coolant Inlet Port

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12. Unscrew the four hex socket head bolts (item 4) holding actuator to the turbocharger and remove the actuator. Remove and discard the gasket (FIGURE 9).

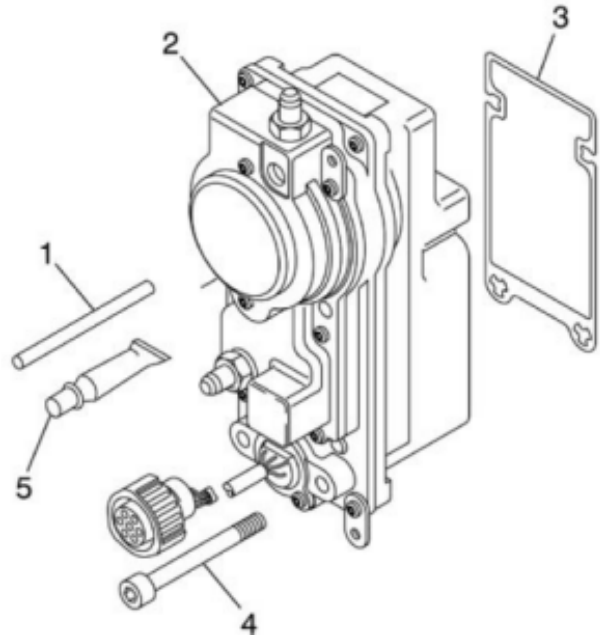


FIGURE 9

- 1) Alignment Pin
- 2) Actuator Housing
- 3) Gasket
- 4) Screw (4 Required)
- 5) Grease Applicator Tube

INSTALLATION

13. Using gloves, manually rotate the turbocharger sector gear back and forth (counterclockwise and clockwise) (FIGURE 10). It should be noted that when the sector gear is at the end of travel, or at an end stop, it can require significant force to overcome friction then, start its motion in the opposite direction. This is normal and not cause for concern. Apply more force to move the sector gear. Once in motion, the sector gear movement should be smooth, without binding or sticking until it reaches its end of travel (end stop).

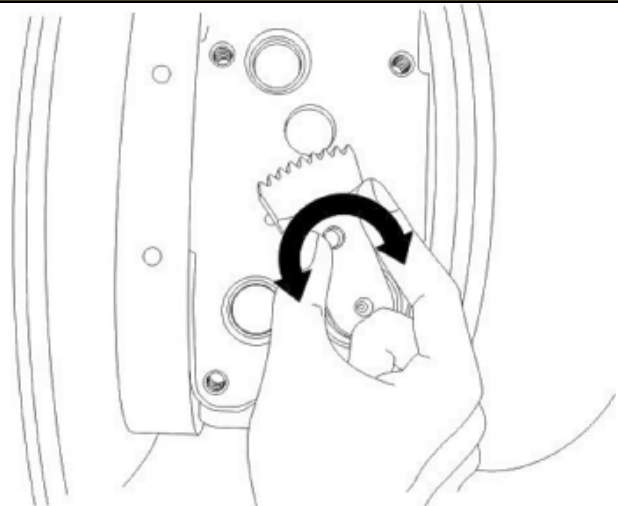


FIGURE 10

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14. Rotate the sector gear fully counterclockwise until contact is made with the end stop of the variable geometry internal mechanism. 1/4 to 3/4 of the 3mm (0.118 inch) reference hole should be visible at the edge of the sector gear nearest the turbine housing (FIGURE 11).

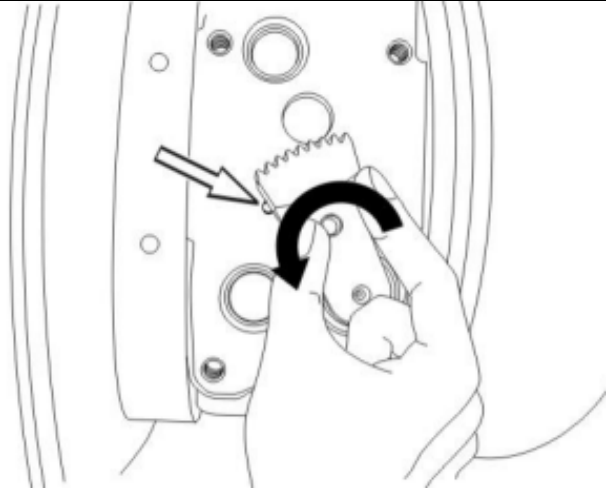


FIGURE 11
ALIGNMENT HOLE INSPECTION, 3MM (0.118 INCH) HOLE

15. For turbochargers manufactured without the small 3mm (0.118 inch) alignment hole, a portion (half) of the 5mm (0.197 inch) alignment hole should be exposed at the compressor housing side of the sector gear when the sector gear is fully rotated toward the turbine housing (FIGURE 12).

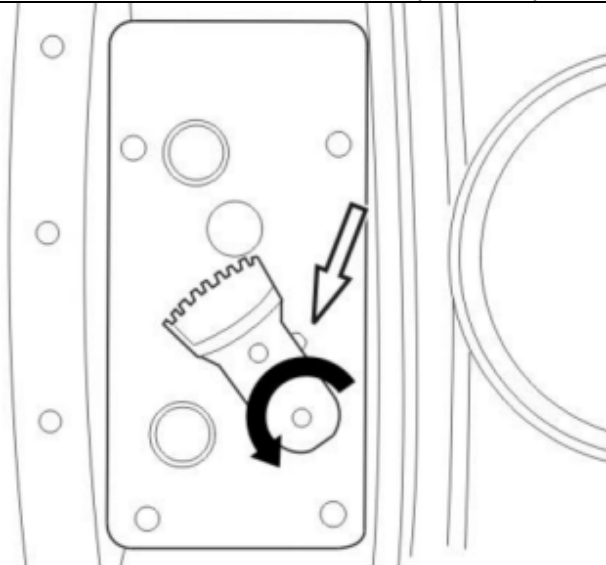


FIGURE 12
ALIGNMENT HOLE INSPECTION, 5MM (0.197 INCH) HOLE

16. Rotate the sector gear fully clockwise. Make sure that the alignment pin fits through the sector gear into the alignment hole in the housing (FIGURE 13). The diameter of the alignment hole is 5mm (0.197 inch).

Note: If the sector gear does not align properly with the alignment hole or does not rotate properly in either direction, replace the turbocharger.

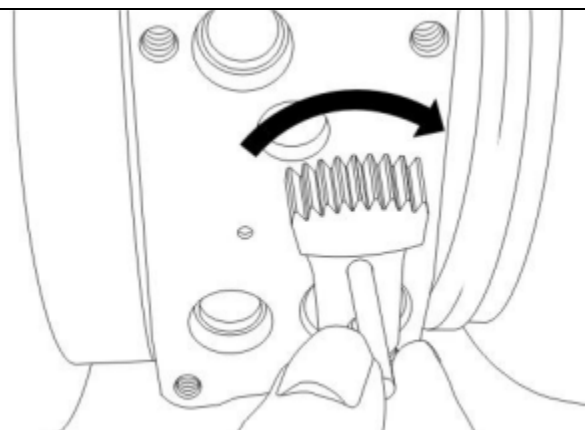


FIGURE 13

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IMPORTANT NOTE: Make sure that the actuator and turbocharger housing mating surfaces (where the gasket sits) are clean and smooth (see the mating surface on the turbocharger housing on FIGURE 14).



FIGURE 14

17. Lubricate the sector gear teeth using the grease applicator tube that comes in the installation kit (FIGURE 15).

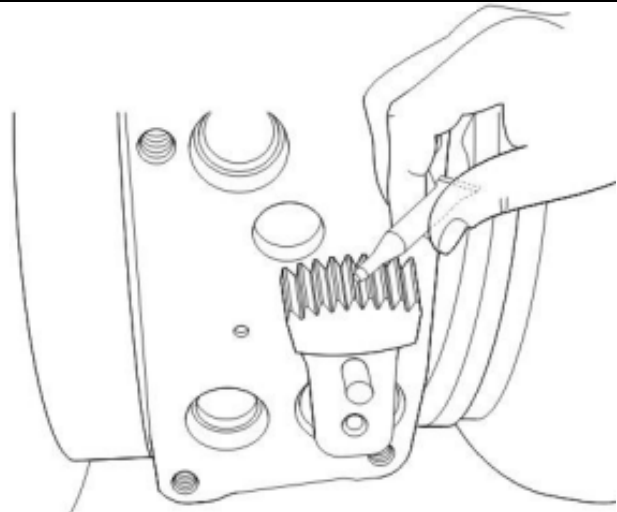


FIGURE 15

18. Remove the alignment pin without disturbing the position of the sector gear. The gear must not be moved from this position (FIGURE 16).

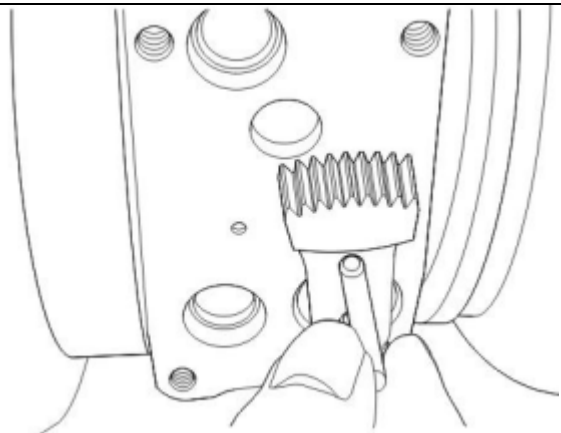


FIGURE 16

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19. Connect the actuator electrical wiring harness connector to the engine wiring harness connector. Install tie straps as needed to secure the harness (FIGURE 17).

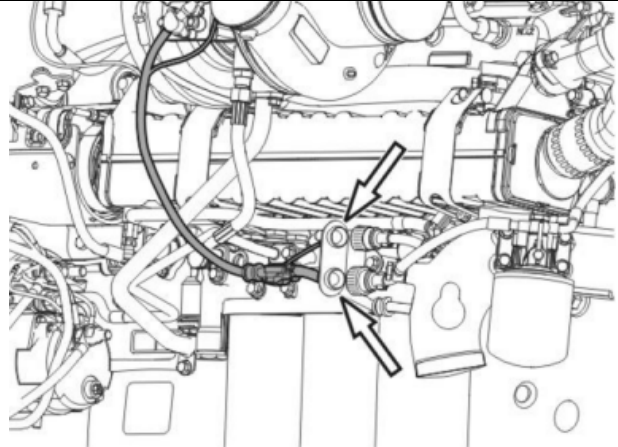


FIGURE 17

20. Connect the VCADS Pro PC (PTT) to the vehicle diagnostic data connector and turn the ignition switch ON. Using the on screen directions in VCADS Pro, perform the VGT calibration procedure. Perform the actuator drive gear install position, which is step 2 of the calibration procedure.

VGT CALIBRATION

PTT OPERATION NUMBER: 2551-07-03-01

Note: Do not disturb the actuator drive gear after the gear is in the install position. Proper calibration of the actuator drive gear to the turbocharger sector gear must be maintained for proper operation.

Turn the ignition switch to the OFF position when done.

21. Install two new mounting screws diagonally across the actuator. Place a new gasket over the protruding screws at the back of the actuator (FIGURE 18).

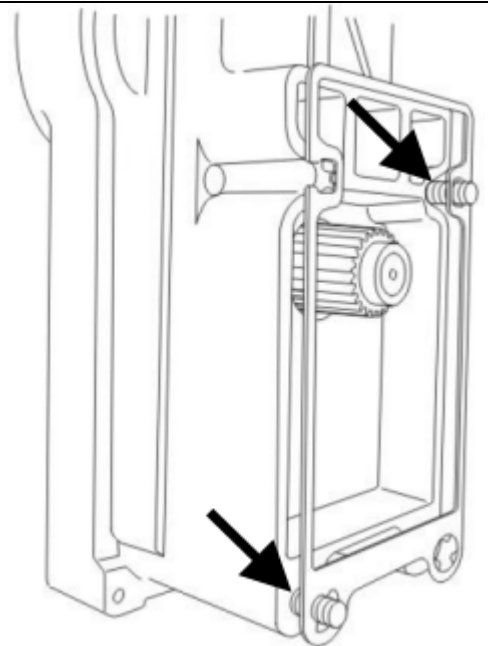
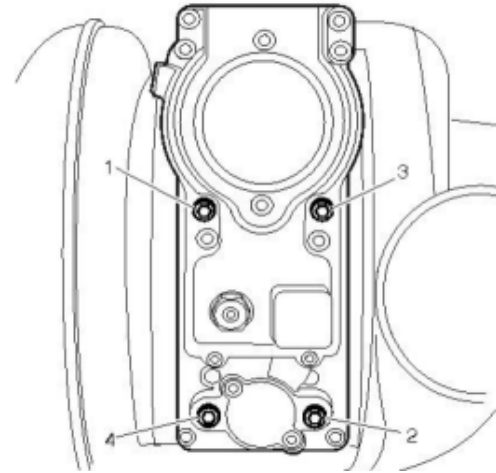


FIGURE 18

Note: Always use the new screws and gasket provided in the actuator installation kit.

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22. Carefully align the actuator with the turbocharger and install it into position. Hold the actuator in place and hand tighten the two screws. Install the two remaining new screws and finger-tighten. Use the following steps to tighten the screws (FIGURE 19).



a) tighten the screws in the pattern shown to: 27 in-lbf (3 Nm)

b) tighten the screws in the pattern shown to: 97 in-lbf (11 Nm)

Once properly torqued, apply torque seal

FIGURE 19

23. Turn the ignition key back ON. Using the on screen directions in VCADS Pro, complete the final step of the VGT calibration procedure. If the actuator is installed correctly, the procedure indicates a successful VGT calibration with a green check mark.

The SRA runs from full open to close nozzle positions to ensure proper calibrated SRA travel.

If the calibration fails, either the pre-positioning of the actuator drive gear is incorrect, the sector gear positioning is incorrect, the actuator is faulty or the turbocharger sector gear and nozzle ring mechanism is damaged. Turn OFF the ignition switch when done.

24. If the actuator is suspected of being faulty and requires replacement, follow the preceding installation steps with the new actuator.

25. Connect the coolant lines to the actuator and tighten the fittings (FIGURE 20).

coolant inlet & return port fitting:

Torque 9±2 lbf-ft (12±3 Nm)

Once properly torqued, apply torque seal

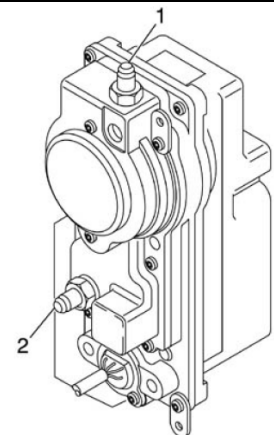


FIGURE 20

- 1) Coolant Return Port
- 2) Coolant Inlet Port

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REINSTALLATION OF COOLANT PIPE

26. Reinstall the coolant pipe loosely (A on FIGURE 21).

27. Place the two (2) hose clamps (B on FIGURE 21).

Note: Pay attention to the position of the clamp. Refer to FIGURE 21.

Do not tighten to final torque

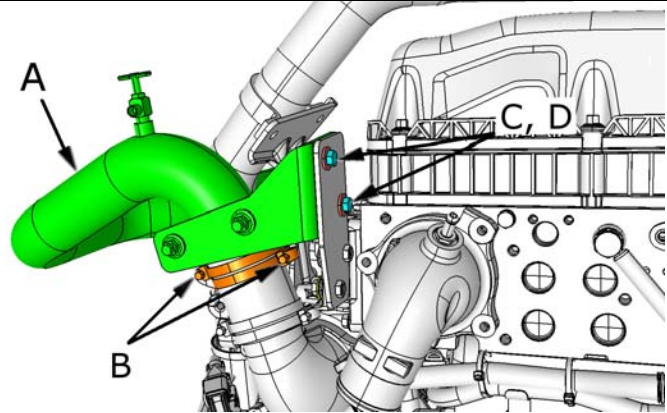


FIGURE 21

28. Connect the flexible hose at the furthest end of the coolant pipe.

29. Reinstall the U-clamps (2 U-clamps) loosely (FIGURE 22).

Do not tighten to final torque

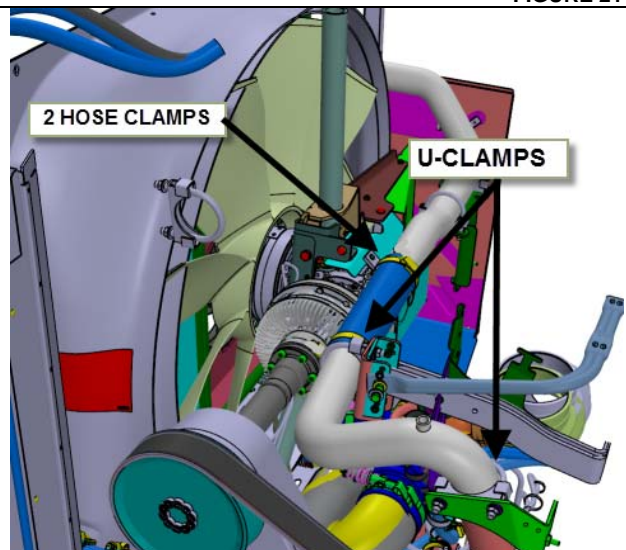


FIGURE 22

Note: Pay attention to the position of the hose clamps. Refer to FIGURE 23. The screw should be oriented to 45°.

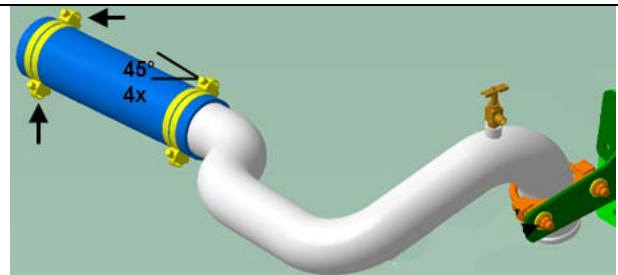


FIGURE 23

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02.2016	02.2018	4	11(12)

30. Place a 13/64" (5mm) shim between the coolant pipe and the EGR pipe so that a functional clearance will remain once the clamps and U-clamps will be tightened (FIGURE 24).
31. Tighten the U-clamps. No specific torque value for this piece of hardware.
32. Tighten the hose clamps to 30 lbf-in.
33. Reinstall the transmission dipstick tube clamp.
34. Replenish the cooling system.



FIGURE 24

35. Use the coolant extractor to refill the cooling system.

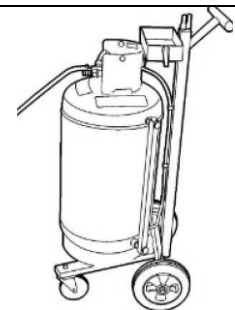


FIGURE 25

36. Reset the main circuit breakers equipped with a trip button if applicable. Set the battery master switch (master cut-out) to the ON position.
37. Turn the ignition key to the ON position. Set the starter selector switch to the rear start position.
38. Press the starter push-button switch (FIGURE 26). Release push-button after the engine starts. Check for leaks and proper operation. To check proper operation, use PTT VGT function test, Operation 2551-08-03-02.
39. After shutdown, replenish fluids as necessary.
40. Set the starter selector switch to the NORMAL position. Close the engine compartment door.

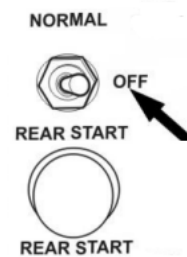


FIGURE 26

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02.2016	02.2018	4	12(12)

PARTS / WASTE DISPOSAL

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

ESTIMATED TIME

The time required to perform this special bulletin is approximately six (6) hours.

OTHER

VBC Bulletin	N/A
Fail Code	01.00-2
Defect Code	09
System Condition	B
Causal Part	021517180

Prevost engages in a continuous program of testing and evaluating to provide the best possible product. Prevost, however, is not committed to, or liable for updating existing products.

Date	Expiration	Release	Page
03 2016	03 2018	0	1(3)

Initial release

14 mars 2016

BATTERY DECAL REPLACEMENT

Prevost vehicles

DESCRIPTION

On the vehicles affected by this bulletin, replace the battery connection decal by a new version.

MODEL YEAR(S) AND VEHICLES INVOLVED

<i>NOTICE TO SERVICE CENTERS</i>	
<i>Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.</i>	
Model	VIN
X3-45 Commuter Model Year : 2014 - 2016	The following individual vehicles: 2PCG33495EC73 5590 , 2PCG33498EC73 5602 . And from 4RKG33497F973 7001 up to 4RKG33497G973 7209 incl.
This bulletin does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery. The owners of the vehicles affected by this bulletin will be advised by a letter indicating the Vehicle Identification Number (VIN) of each vehicle concerned.	

MATERIAL NEEDED

Order kit SP16-304:

Part No.	Description	Qty
060144	DECAL,M4 EL BATTERY CONNECTION	2

NOTE
<i>Material can be obtained through regular channels.</i>

Date	Expiration	Release	Page
03 2016	03 2018	0	2(3)

PROCEDURE



DANGER

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

- 1) Open the engine compartment curb-side door (Fig. 1, Item 2,)

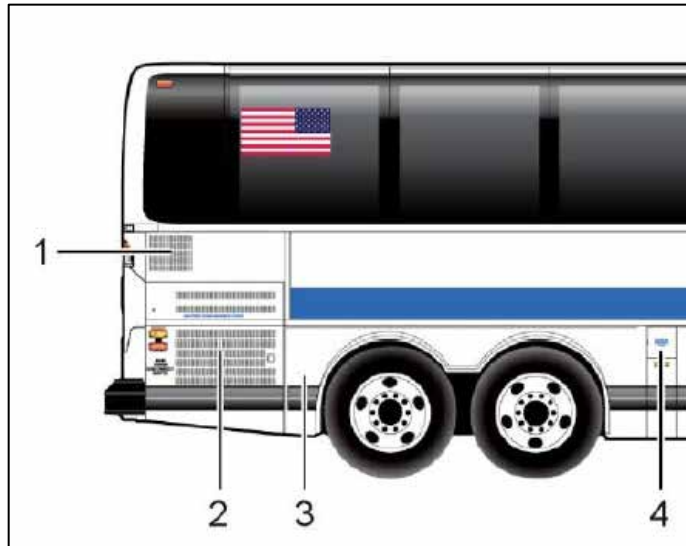


Figure 1

- 2) Locate instruction decal on the battery cover. (Fig. 2, 3)

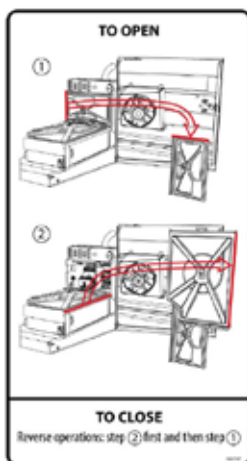


Figure 2: Battery cover instruction decal

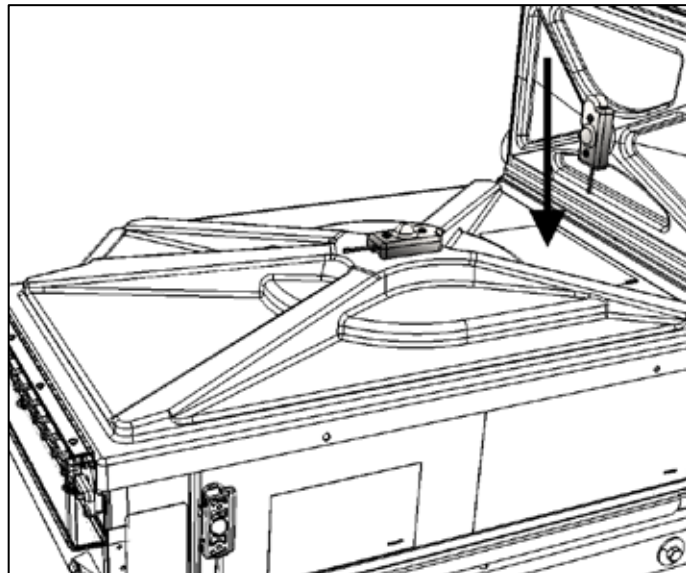


Figure 3: Decal location

- 3) Remove and store the covers following instructions on the decal.

- 4) On the battery access door, remove existing decal #069416.
- 5) Clean the surface and affix new decal #060144.

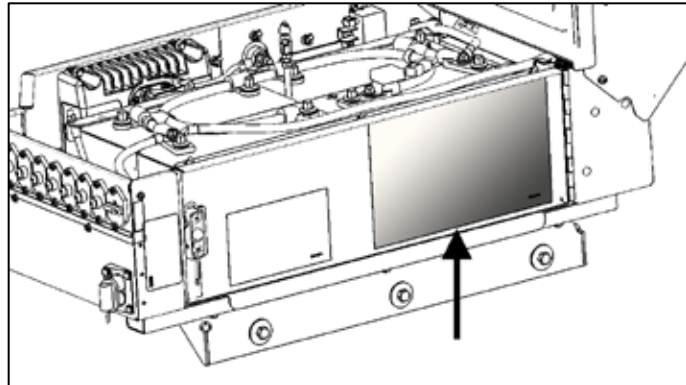


Figure 4

- 6) Open the battery access door.
- 7) On the inside of the access door, remove existing decal #069416.
- 8) Clean the surface and affix new decal #060144.
- 9) Close battery access door.
- 10) Place covers back in place
- 11) Close the engine compartment curb-side door.

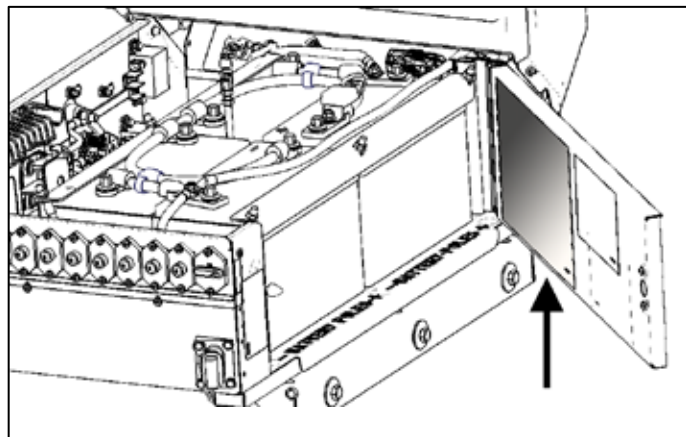


Figure 5

PARTS / WASTE DISPOSAL

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

ESTIMATED TIME

The time required to perform this special bulletin is approximately 30 minutes.

OTHER

VBC Bulletin	N/A
Fail Code	06.11
Defect Code	09
System Condition	B
Causal Part	069416

Prevost engages in a continuous program of testing and evaluating to provide the best possible product. Prevost, however, is not committed to, or liable for updating existing products.

Special Bulletin

SP16-306

Date	Expiration	Release	Page
03.2015	03.2017	0	1(3)

INNER FENDER PANEL REPLACEMENT

Prevost vehicles

DESCRIPTION

On the vehicles affected by this bulletin, replace an access panel aft of the tag axle wheel, road side.

MODEL YEAR(S) AND VEHICLES INVOLVED

NOTICE TO SERVICE CENTERS	
<i>Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.</i>	
Model	VIN
X3-45 Commuter Model Year : 2014 - 2017	<i>Vehicle population not determined yet. Pending production retrofit</i>
This bulletin does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery. The owners of the vehicles affected by this bulletin will be advised by a letter indicating the Vehicle Identification Number (VIN) of each vehicle concerned.	

MATERIAL NEEDED

Order SP16-306 which includes the following parts:

Part No.	Description	Qty
050018	Access trap door assembly	1

NOTE

Material can be obtained through regular channels.

PROCEDURE



DANGER

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

- 1) Release the rear road side (left) fender (Fig 1) by pushing the spring rods.

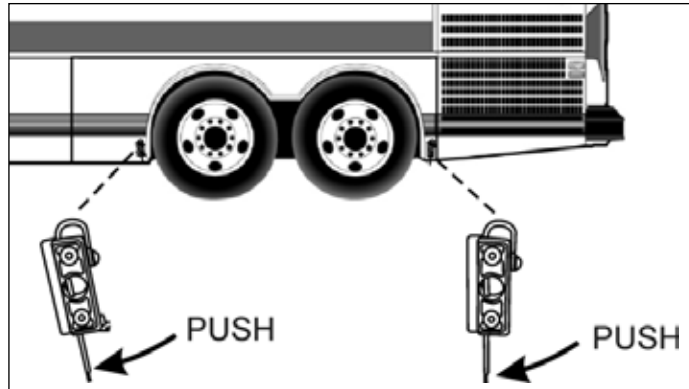


Figure 1

- 2) On the inside of the fender, next to the front lock, depress the *secondary lock lever* (Fig. 2) to fully release the fender.



Figure 2 Secondary lock (Curb side shown)

- 3) Lift all the way up until support arm keeps the fender in the "up" position.
- 4) Remove the four screws holding the access panel in place. (Fig. 2) Keep for re-use.
- 5) Slide out and discard panel.
- 6) Replace by new access panel **050018**.
- 7) Secure new panel with the previously reserved screws.
- 8) Close the fender in reverse order and make sure it is secured in the "closed" position



Figure 3

PARTS / WASTE DISPOSAL

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

ESTIMATED TIME

The time required to perform this special bulletin is approximately 15 minutes.

OTHER

VBC Bulletin	N/A
Fail Code	18.10
Defect Code	09
System Condition	B
Causal Part	053455

Prevost engages in a continuous program of testing and evaluating to provide the best possible product. Prevost, however, is not committed to, or liable for updating existing products.