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19000LBS INDEPENDENT FRONT SUSPENSION INSPECTION

Prevost Vehicles

DESCRIPTION

On the vehicles affected by this bulletin, there is a contact possibility between some parts of the IFS suspension components and steering linkage when the wheels are rotated to their maximum left or right position and the suspension is fully extended or lowered.

Consequently, the Prevost engineering department is requesting an inspection on about 15 vehicles (built between September 2013 and December 2014) equipped with the 19000lbs IFS suspension to have a clear picture of the vehicles out in the field and identify necessary actions to be taken.

Please fill the SP15-60 inspection sheet and include enough clear pictures of any contact area you may find.

Procedure, link to the inspection sheet as well as a four inspection steps can be found below.

MODEL YEAR(S) AND VEHICLES INVOLVED

NOTICE TO SERVICE CENTERS	
Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.	
Model	VIN
H3-45 VIP motorhomes Model Year : 2014 - 2015	From 2PCVS3493EC71 2481 up to 2PCVS3493FC71 2885 incl.
X3-45 VIP commercial use Model Year : 2014- 2015	From 2PCCS3498EC73 5505 up to 2PCCS3499FC73 5840 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.	

PROCEDURE

- 1) Perform the four inspections outlined below and fill an inspection sheet with your results (include pictures). Inspection sheet is named "[SP15-60 IFS inspection sheet](#)" and can be found on the service portal under the following link:
[Service tips/Technical publications/Z Bulletins Requiring Feedback from the Field/Sp15-60 IFS Inspection](#)
- 2) Rename and save the inspection sheet under: SP15-60 + Vehicle "short" VIN
(Example: **SP15-60 E-2850**)

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NOTE

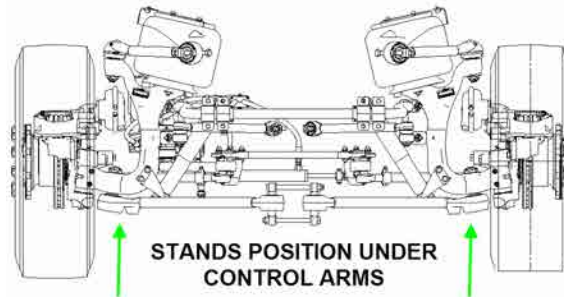
Some inspection points outlined below will require the vehicle to be lifted with its suspension at its lowest (Low Buoy) or highest (High Buoy) position with the front wheels free to be moved from left to right (no weight on the front wheels).

Follow these steps to properly and safely lift the vehicle:

Make sure that there is sufficient air in the vehicle air tanks to fully lift the suspension.

High Buoy :

- With the vehicle still on the ground, inflate the suspension to its maximum high position (High Buoy).
- Lift the vehicle by the wheels.
- Put stands under the vehicle lower control arms ball joint.
- Lower and remove the front lifts.



Low Buoy (from lifted, High Buoy position) :

- Put back the lifts under the vehicle front wheels.
- Either lift the vehicle slightly or remove the stands to put weight on the suspension.
- Inflate the suspension to its minimum height position (Low Buoy).
- Put back the stands under the vehicle lower control arms ball joint.
- Remove the front lifts.



DANGER

The front end of the vehicle must be supported by jack stands to allow complete wheel rotation from left to right while the vehicle is in the air.

- Make sure the jack stands used are of sufficient capacity to support the vehicle front end.
- Make sure wheels and other front end components will not hit the jack stands while moving.



CAUTION

Do not modify (raise or lower) the suspension position with the front of the vehicle supported by stands under the lower control arms.

Do not turn the vehicle wheels while the front is supported by the lifts.

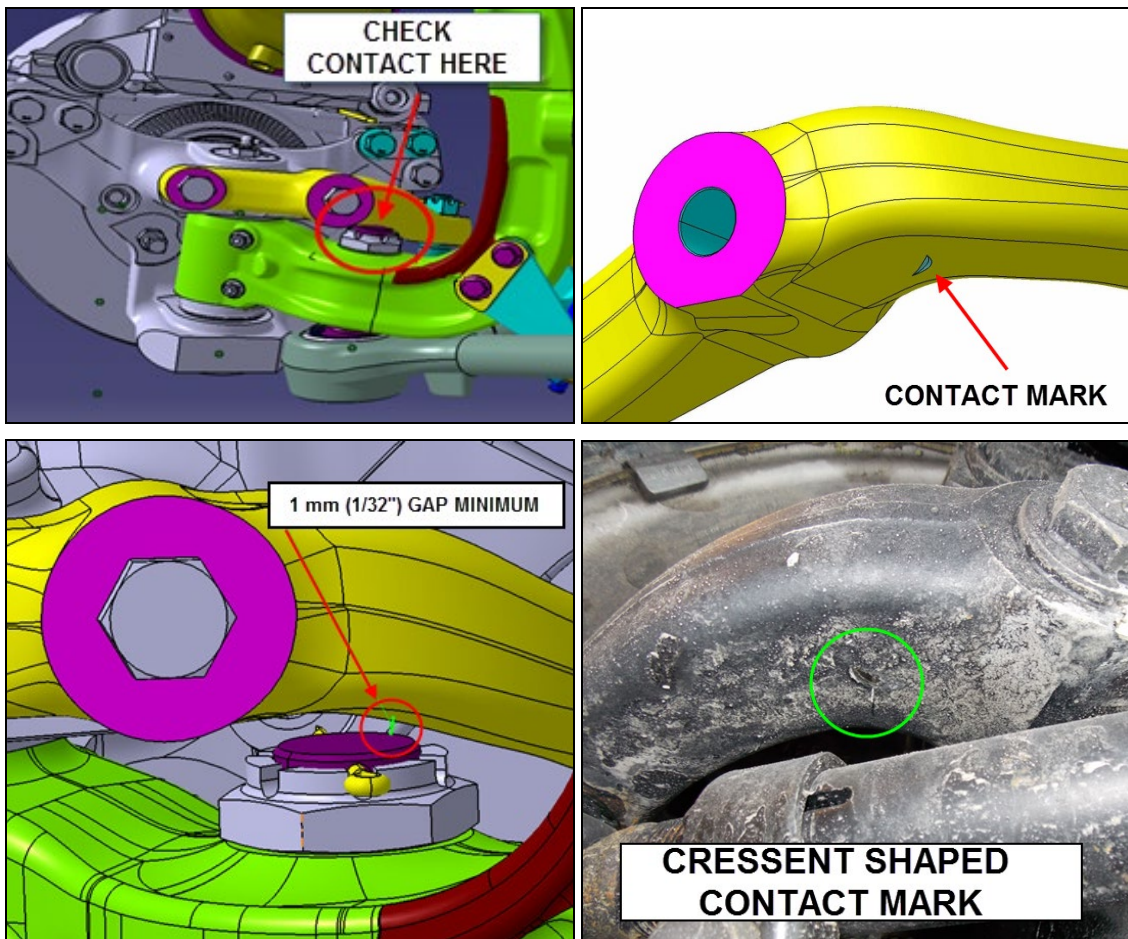
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INSPECTION # 1 (ALL SUSPENSION POSITIONS)

1. Lift the vehicle by the wheels, put stands under the lower control arms ball joint and remove the lifts (see note above).
2. Turn the vehicle wheels and check to see if the top threaded part of the lower ball joint touches the steering arm when the wheels are at their maximum left or right position as shown in the pictures below.

- There should be at least 1mm (1/32") between the top of the ball joint and the steering arm.

- A contact mark may be visible on the underside of the steering arm as shown.

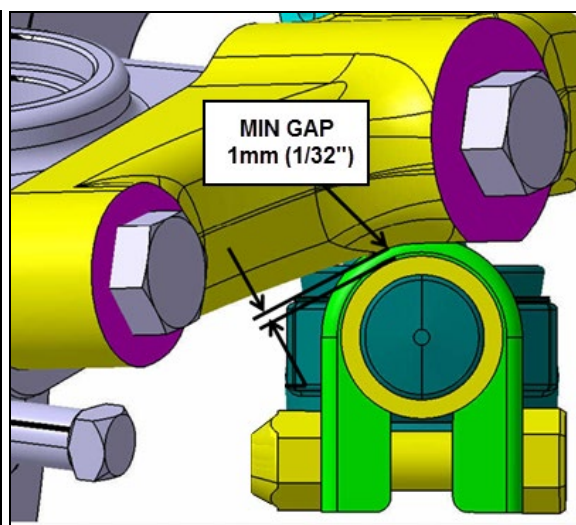
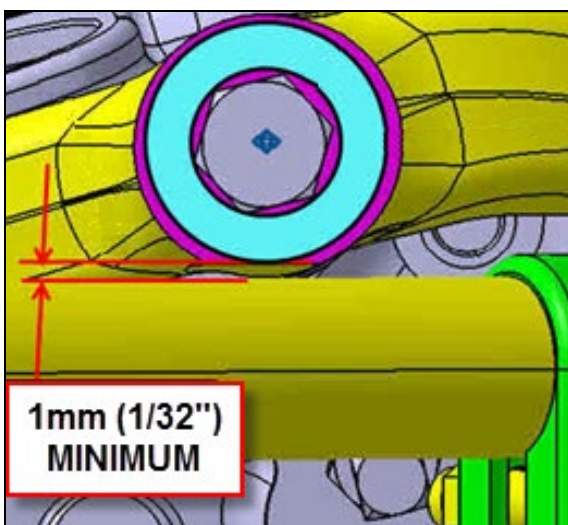
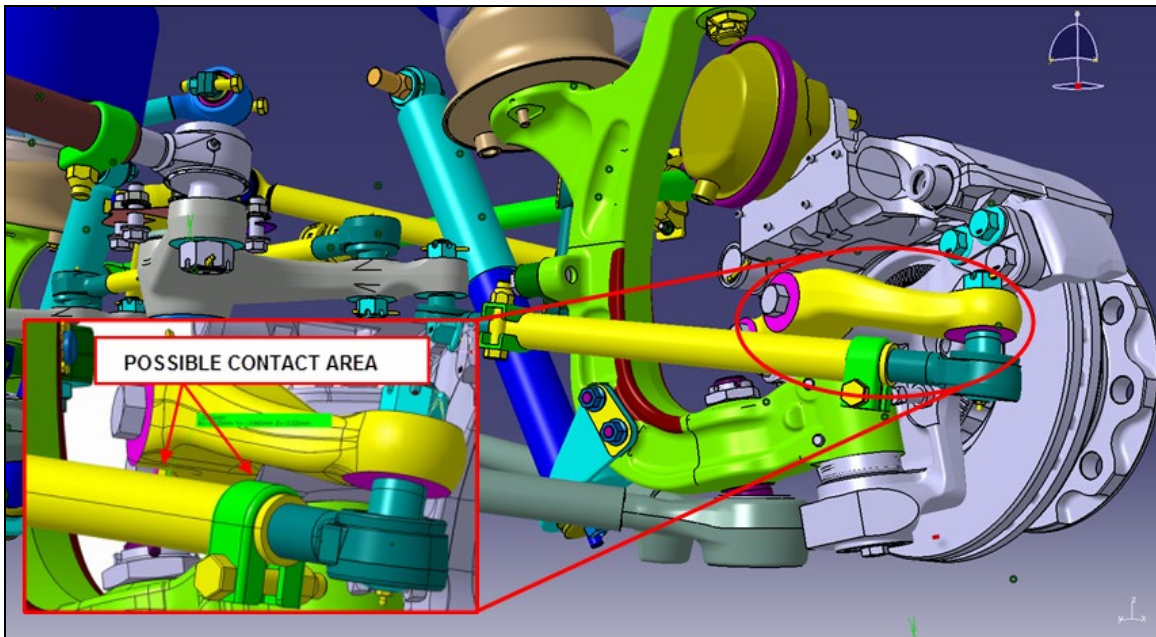


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INSPECTION # 2 (SUSPENSION IN HIGH BUOY – MAX LIFT)

1. With the suspension fully lifted, turn the wheels to their maximum left and right positions to check if there is contact between the steering lever arm and the steering rod (check both possible contact points on each side as shown in the pictures below).

- There should be at least 1mm (1/32") between the arm and the rod at all points).

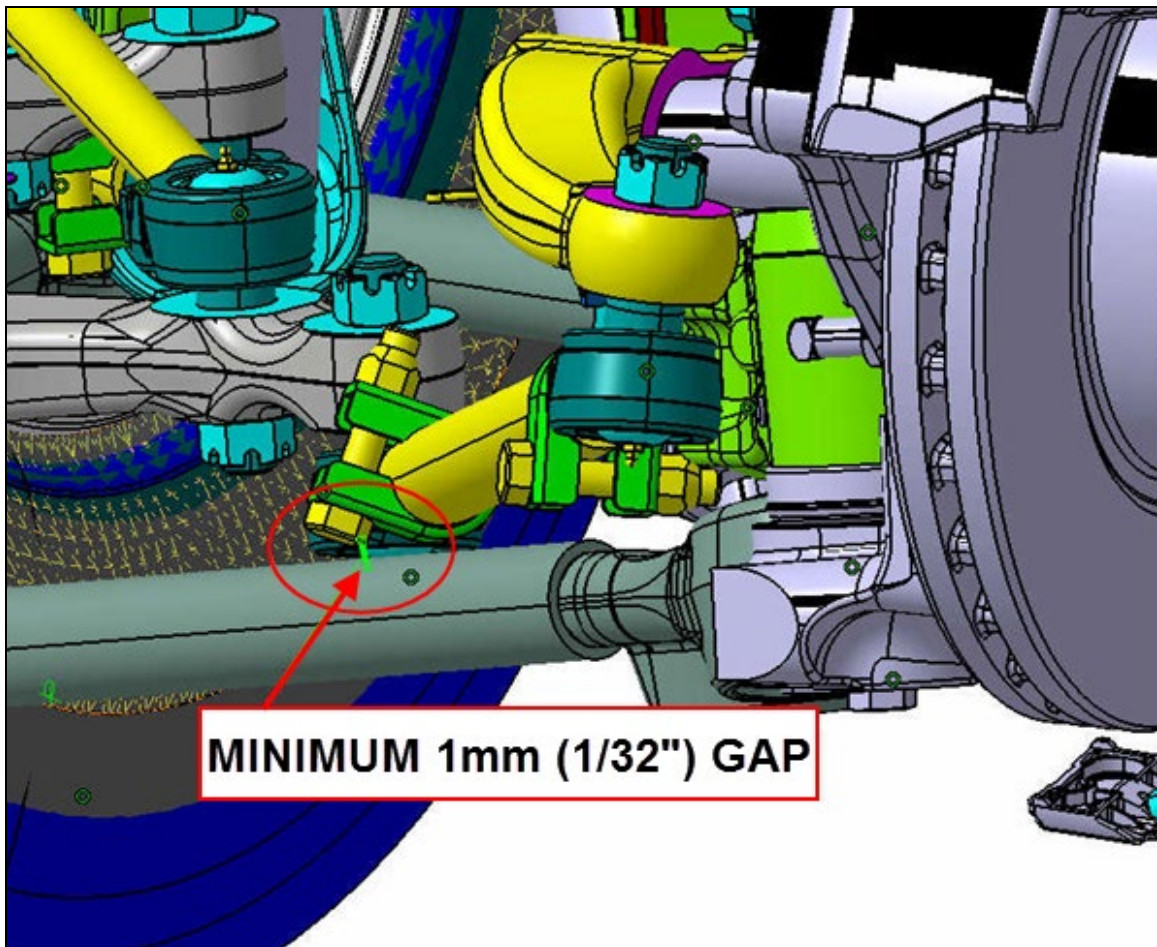


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INSPECTION # 3 (SUSPENSION IN LOW BUOY – MIN LIFT)

1. With the suspension at the lowest position and the wheels completely turned to the *left* (driver side), check that there is no contact between the steering rod clamp and the lower A-arm as pictured below.

- There should be a gap of at least 1mm (1/32") between the clamp and the A-arm.

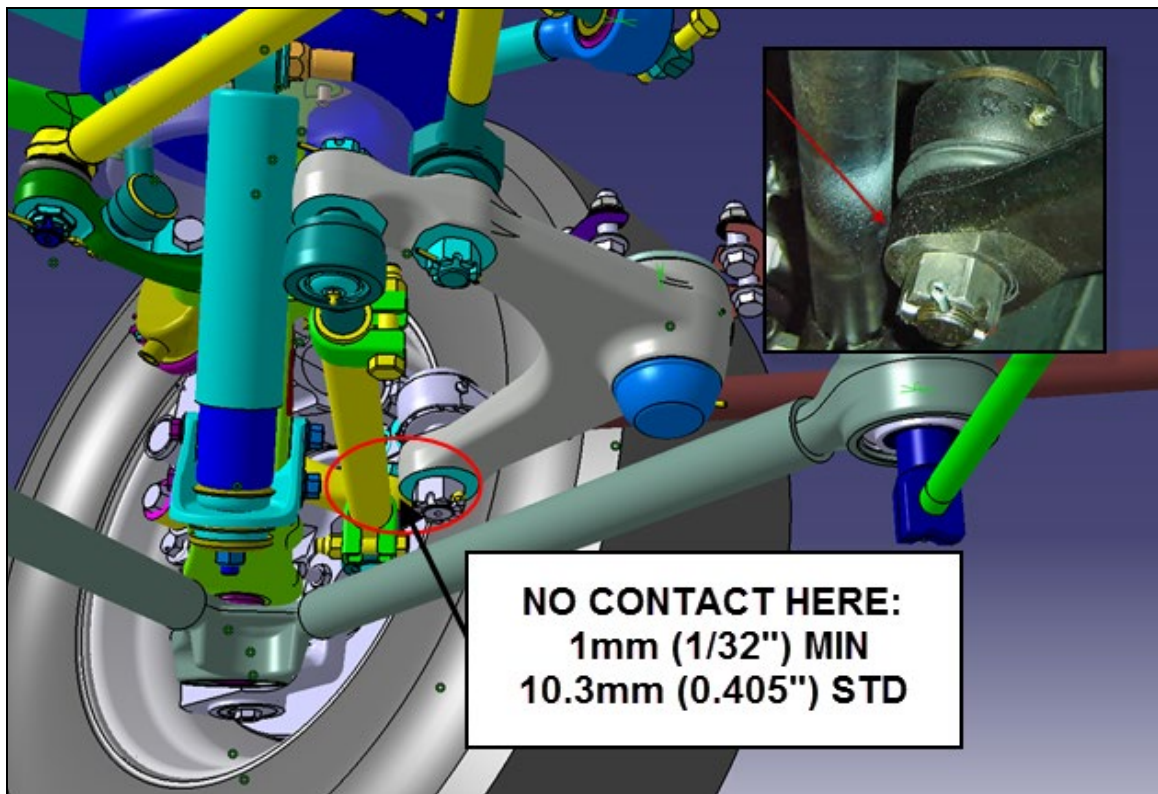


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INSPECTION # 4 (SUSPENSION IN LOW BUOY – MIN LIFT)

1. With the suspension at the lowest position and the wheels completely turned to the right (curb side), check that there is no contact between the steering rod and the bell crank as pictured.

- There should be at least 1mm (1/32") of clearance between the steering rod and the bell crank.



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ESTIMATED TIME

The time required to perform this special bulletin is approximately one (1.0) hour.

OTHER

VBC Bulletin	N/A
Fail Code	16.07
Defect Code	09
System Condition	B
Causal Part	612378

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.