



## **PARTS, SERVICE and SUPPORT**

CUSTOMER CARE  
WARRANTY

MCI PARTS STORE  
SERVICE CENTERS

### **TECHNICAL SUPPORT**

- Technical Training Institute
- Service Bulletins
- Maintenance Tips
- Preventive Maintenance
- Quick Reference Charts
- Publications

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- Emergency Roadside Assistance
  - Locate a Service Center
  - Locate your Customer Solutions Team
  - Parts Credit Application

## **MAINTENANCE MATTERS**

### **Pre-Start Inspection**

Fluids — and we're not just talking fuel here — are the lifeblood of your motor coach. And making sure that all fluid-dependent systems are well-oiled and ready to go should be among your highest priorities. High lube maintenance items such as engine crankcase oil, transmission fluid, and other components shown in the "Inspection Schedule" should be checked daily or before the start of each run. A general check for other potential problems is in order as well. The following steps are meant as a guide for a pre-start inspection. They do not, however, replace the checklist established by your company.

### **With the engine off and park brake set:**

- ✓ Inspect beneath the coach for wires or other objects that may be hanging down.
- ✓ Look inside the wheels for any dampness that might indicate leaking seals.
- ✓ Check the ground beneath the coach for signs of fluids such as coolants or lubricants that might indicate a leak.
- ✓ Check the wheels to ensure they are not bent, cracked or show signs of welded repair.
- ✓ Check the coolant level of the radiator.
- ✓ Check the lubricant level of the engine oil, power steering fluid and transmission fluid. Top off all fluids to the correct indication on the dipstick. **NOTE:** If your vehicle has an automatic transmission, fluid level will be checked later in the process.
- ✓ Examine all belts for wetness, dimples, cracks, excessive wear and adequate tension.
- ✓ Check for leaks around the seals of the water pump, hoses and clamps. In addition, check the hoses for cracks, bulging and softness.
- ✓ Inspect the air compressor and engine compartment for oil leaks.
- ✓ Check the air lines for cracks and wear caused by lines rubbing together or against other components.
- ✓ Check the alternator for signs of visible wear or corrosion around the terminals.
- ✓ Inspect all wiring in the engine compartment for frayed or worn insulation and corroded terminals. Ensure the wiring is securely fastened.
- ✓ Inspect the exhaust system for visible leaks around the clamps or hoses that could allow gases to seep into the passenger compartment.

### **Lubricating Oils & Grease**

**Heavy-Duty Engine Oil:** Engine operation requires heavy-duty lubricating oils with specialized additives for diesel engines. These oils provide better lubrication, have more heat resistance and counteract sludge formation more effectively than mineral-type oils.

**Detroit Diesel Series 60 Engine:** Series 60 engines use SAE 15W-40 grade heavy-duty engine oil exclusively. API CI-4 oil **must** be used in all engines manufactured after October 2002.

**Caterpillar C12/C13 Engines:** C12/C13 engines use SAE 15W-40 grade heavy-duty engine oil, depending on locale. All API CH-4 and CI-4 oils are acceptable if the requirements of Caterpillar's Engine Crankcase Fluid specification--1 (ECF--1) are met. Oils that do not meet this specification may cause reduced engine life.

**Multi-Purpose Gear Oil:** The axles use full synthetic gear oils or hypoid gear oils with extended drain intervals. The viscosities can be adjusted for temperature ranges in which the coach is operated. Generally, an SAE 75W-140 to 75W-90 grade oil is suitable. The oil-lubricated wheel bearing on the front and tag axle can use either multi-purpose or synthetic gear oils.

**Automatic Transmission Fluid:** Allison automatic transmissions use lube oils that qualify under torque fluids specification C-4 (i.e., Dexron IIIE or Dexron III). Coaches with the Allison extended warranty are required to use TranSynd automatic transmission fluid. ZF automatic transmissions use Castrol Syntrans, SAE 75W--85. The power steering system uses Dexron automatic transmission fluid.

**Fan Gear Box Oil:** Lubricate the fan gear box before service:

1. Remove the fill plug.
2. Fill the gear box with lubricant (Mobilube 75W90 oil) until the lubricant is shown at the full mark on the sight glass.
3. Install the fill plug securely.
4. After the first 100 hours of operation, drain out the initial oil, flush out the gear case with an approved non-flammable, non-toxic solvent and refill it.

By following the above tips — and keeping the right fluids in your coach — you'll be well on your way to achieving your model's maximum lifespan.

For any technical information, please refer to the Maintenance manual, or call 800-241-2947 and ask to speak to a member of the Technical Call Center team.

