



Maintenance Information

EASY CARE TIPS FOR YOUR COMMERCIAL VEHICLE PAINT FINISH

CONGRATULATIONS! Your vehicle has been painted with “Sikkens” brand paint, manufactured by AKZO NOBEL – the world’s largest coating manufacturer. To maintain the factory appearance, be sure to follow these simple tips when caring for your finish.

For the first 90 days:

NO WAXING OR POLISHING

NO ABRASIVE CLEANING METHODS OR MATERIALS

Proper Care

Use cool water with a mild detergent when washing.

Wash in a shaded area.

Wipe only with a cloth that is damp or wet.

Once clean water no longer beads up on the surface, use wax or polish specific for urethane paint and clear coat finishes.

Avoid:

Commercial washes that use high pressure, steam or caustic cleaners. Poorly maintained brush type vehicle washes. Exposure to common fluids (diesel fuel, gasoline, antifreeze or brake fluid) should be washed off immediately with mild detergent and cool water followed by a clean water rinse.

Note: Failure to follow maintenance steps can result in forfeiture of warranty coverage.



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Fluorescent Light Maintenance

For preventive maintenance you should replace the fluorescent tubes when they turn black at the ends, when the light does not come to full brightness when first turned on, or if the light flickers when first turned on. Replacing the fluorescent tubes at regular intervals will prevent inverter ballast failure.

When a fluorescent light is turned on, it should be left on for a minimum of five minutes to allow the gasses in the fluorescent tubes to be activated fully. Failure to do this will shorten the life of the fluorescent tubes.

Please note that there is no such thing as a 12 volt D.C. fluorescent tube. All fluorescent tubes are for A.C. operation. The inverter ballast takes the 12 volt D.C. input and changes it to the A.C. requirement of the fluorescent tubes. Each different wattage fluorescent tube has a different A.C. requirement. Therefore inverter ballasts are lamp specific and not interchangeable for different wattages.



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This section should be carefully reviewed. It provides a maintenance schedule for those items that need the most frequent attention. The systems cited below are also described in the Systems Operating Section and the Maintenance and Service Information Section.

Daily Maintenance Check

- ◆ Battery Water Level and/or Charge Condition Indicator
- ◆ Lighting Systems

Check all bulbs daily, internal and external

- ◆ Charging System Performance

See Electrical Systems Operations. Continuously monitor the ammeter and voltmeter while vehicle is in operation. Refer any problems to a qualified technician.

- ◆ Siren System Performance

Check to see that both speakers are operating. The siren will work with one speaker but adequate sound levels cannot be obtained unless both speakers work properly. Please refer to system manual for further details.

- ◆ Engine Fluids

Be sure to follow the chassis manufacturer's recommendations for quality and quantity of fluids to be added and keep within the time schedule for fluid changes. Always maintain a 50/50 coolant to water ratio in the radiator



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While the electronic unit itself does not require maintenance, the throttle actuator may require fine adjustments from time to time. The auto-throttle rpm setting must be checked every 2,000 miles; **the first 2,000 mile check is particularly important.**

Some auto-throttles are adjustable to compensate for possible changes in the alternator's output and vehicle loads. It may be necessary to increase or decrease the auto-throttle setting. If nothing is on besides the circuits which the vehicle needs to run in idle, the auto-throttle setting should never be greater than half the rpm required to reach the SAB Net Horsepower rating. Ford auto throttles should not exceed 1400 rpm. Please see manufacturer's operating manual for more information.

The *Wheeled Coach* ammeter should show charging (+) or (0) when items 1 through 9 listed on the yellow "Test Data" sticker are in operations. If it shows a negative (-) reading, have the system checked by a qualified technician.

Belts and Pulleys

All belts are regarded as "normal wear" items and should be checked for signs of wear, cracking and abrasions whenever the vehicle is to be placed into service.

Whenever a belt is replaced, see that all residual rubber from the old belt is removed from the pulley grooves. Lacquer thinner or fine emery paper can be used for this purpose. If not removed, the glazing will cause the new belt to slip. Please refer to Original Equipment Manufacturer's (OBM) specifications for proper belt information.

Compartment and Access Door

The basic latch system consists of two-stage rotary latch, paddle handle, and a steelstriker pin. Each of the larger doors has two rotary latches and incorporates a 5/32" plated rod(s) to couple the rotary latches.



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Ground Fault Circuit Interrupter (GFCI)

The shoreline AC power input line is protected by a ground fault circuit interrupter. Should an electrical short or ground fault occur on the ambulance while off-vehicle AC power is being used, the circuit breaker will trip and disconnect the AC power. To reconnect AC power, the circuit breaker must be set manually. Do not reset it until the cause of the short has been corrected.

We recommend testing the Ground Fault Circuit Interrupter (GFCI) each month. The test procedure and a chart on which to record data are provided on the unit itself. Any repair of the GFCI equipment should be undertaken only by a licensed electrician.

Heat/Cool Air Conditioner

The patient compartment air conditioner has been specially designed for ambulance service. When properly maintained it has an indefinite life expectancy. You should therefore refer to the manufacturer's instructions in *Equipment Manufacturer's* section and also observe the following suggestions for keeping your unit in prime operating condition.

Keep the condenser and evaporator fins clean. The dirt on the fins is dry so a soft brushing or wiping with a soft cloth should be adequate. Clean the fins on a regular basis but observe caution; the fins are made of very soft metal and can be easily damaged. See the *Equipment Manufacturer's* section.

Check and clean the secondary condenser, if equipped, which may be located on the front of the module, or underneath the module depending on the selected option.

Check all water hoses and fittings. Look for leaks and signs of deterioration such as weak points. Bubbles, cracks, swelling, or hoses which feel spongy or soft to the touch. Defective parts should be replaced immediately. Hoses should be replaced every 24 months as part of the coolant system tune-up which consists of:

- ◆ Draining and flushing the radiator
- ◆ Refilling the system with fresh coolant. Maintain a 50/50 mixture ratio of coolant and water
- ◆ Replacing all water hoses



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Check the compressor drive belt tension. Adjust the tension or replace the belt as necessary per OEM manuals.

Two vacuum shut-off valves in the engine compartment stop the flow of hot water into the rear heater core.

Replacing a Hose

1. Drain the radiator completely, or at least below the level at which you are working. The vehicle should be on level ground.
2. Loosen the hose clamps and move them away from the connection. Rusted clamps can be cut with metal snips. Use worm-driven stainless steel replacement clamps which are sturdy and can be easily adjusted with a screwdriver.

Caution: Silicone hoses require a special non-serrated clamp to prevent hose damage.

3. Be gentle with hose connections. If a hose does not twist off easily, cut the hose lengthwise to remove it from the nipple.
4. Clean the nipple with a wire brush and file smooth any rough or sharp edges.
5. Place the new clamps over the new hose and slip the hose over the nipple. Check to see that the hose is free of obstructions.
6. Position and tighten the clamps around the hose, centered over the nipple.
7. Close the drain cock and refill the radiator with a 50/50 mixture of coolant and water. Start the engine and check the connection for leaks. Check again after several days of vehicle use and keep a close watch on the engine temperature during this time in case of further tightening in necessary.