SECTION 18

BODY JACK / SUPPORT POINTS

Death or serious injury could occur if you are working under an improperly supported coach if it should drop suddenly. Prevost shows in their owner's manual and shop manual where the coach is to be jacked or supported. That information is to be followed anytime you go under the coach or need to jack it up.

The following is to be used solely to guide you in understanding more clearly where Prevost intends the placement of jack, supports, jackstands or blocking. Under no circumstances is the following to be used or interpreted as being in lieu of the Prevost manuals.

20.1 Supporting or Jacking the Chassis

Any time you work beneath the coach, regardless of the inflation height of the air bags you should support the body. It is important to define the difference between supporting (or jacking) the body as opposed to raising an axle such as to remove a wheel.

The body support points will keep the body of the coach from dropping, while jacking or supporting the axle will not prevent the body from dropping.

20.2 Front of Coach

In the Prevost manual for a 1997 coach the front of the body can be jacked or supported in front of the front axle across the width of the coach area between the wheel wells. If you want to understand why this area, and any other jack or support points listed below are acceptable, you only have to understand that you are supporting the body under or near some very strong vertical frame structure steel members. These vertical members are part of the large structural box weldment that carries the body skeleton and contains the axle assemblies. The picture below shows a jack in position towards the outside of the forward jacking cross member.

This is forward of the front wheel well, and in the photo the RH side support point is shown.
At the rear of the same structural box weldment are two more support points at the rear of the radius rods.
Notice the vertical box shape that is carrying the load all the way up to the coach skeleton. Another photo, looking from the rear is below.
It should be pointed out that if you are lifting (as opposed to supporting) the front of the coach, it is best if you unload the air pressure in the tag axle. This will reduce the
weight being lifted, as well as prevent any possible damage to the tag axle assembly or suspension.

**20.3 Rear of Coach.**

The body support or jacking points for the rear are located behind the tag axle assembly at the radius rod attach points. The photos below show a jack in that position.
Notice again the vertical steel structure above the jack point. This photo is looking toward the rear of the coach and shows the support point for the LH side.
A wider view showing the point near the rear radius rod attach point.

I am a confirmed chicken when it comes to risking a support failure especially when I have to put my body between pinch points. For this reason, whenever it is possible
I will jack or support the body at multiple points. Prevost does not show a support point forward of the drive axle (as they have two points, one in front and one in the rear for the front axle or body) so I have determined that as a back up to the rear coach support point I add one more support forward of the drive axle. Note the location in the photo below.
This is the front of the drive axle radius rod, and it is NOT on the “floating” assembly or cradle that carries the drive axle assembly.
Not visible from this view of the same point from the rear center is the strong vertical structure above the radius rod. This is not a point shown in the Prevost manual and therefore should not be used as a jack or support point. I use it exclusively as a backup to the primary support point.
20.4 Jacking Under The Axles

Any time I have to raise the axles (not the body) I jack under the flat area closest to the axle end. Even though I may not put myself into a pinch point, as a practice I raise the axle to the intended height and then I place a second jack or a support under the corresponding body jack or support point.

20.5 Jack Recommendations

In my garage I have a strong concrete floor so I feel very comfortable using 12 ton or 20 ton jacks (depending on location) at any of the four (or eight) points discussed above. Be aware however that hydraulic jacks can fail, so make sure your air bags are supporting the coach and the jacks are the back up to the air bags. If you are going to be working on the air system and especially the suspension portion, make sure you use something not prone to failure so you retain a near fail safe support for the body. When in doubt I use hardwood blocking.

If you are on gravel or dirt (or even asphalt) make sure you spread the load with a large hardwood pad to spread the load under the jack or support.

If you use jack stands make certain they are of sufficient capacity. The front of my coach weighs about 14,000 pounds and the rear weighs about 33,000 pounds. Make sure you know how much weight you will be supporting so you do not exceed the capacity of your jacks or stands.

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