

Tech Tip



From your friends at New York Bus Sales

Product Effected – Blue Bird Type C&D

Complaint - The unit appears to have a fuel leak at the tank -

Cause – After looking at the unit and the top of the tank is found to be dry the only other spot found to have an issue is the tank “vent line” – you should check to see which vent is in your tank.

There was a new style vent that was used in production which is pictured in Figure #1, this vent contacts fuel at a lower level than the first production vent which is shown in Figure #2. If you look at the design of the tank, especially those “mid-mounted” in the frame even if the “first-click” method is used in fueling the tank it will allow the tank to take on more fuel as there is a 2-1/2” fuel fill line from the tank to the fuel fill which needs to be filled with fuel before it will “clock off”.

This higher level also causes the tank to allow fuel to be released from the vent line which would appear as a fuel leak.

Correction Once you are sure this is the location of the leak you should pull the vent and inspect. The “new” style vent should be replaced with the “old” style vent.

In changing the vents you are raising the fuel contact point of the vent which if the first click method is used will cause no problems with a vent line leak.

NEW TANK VENT #00066606

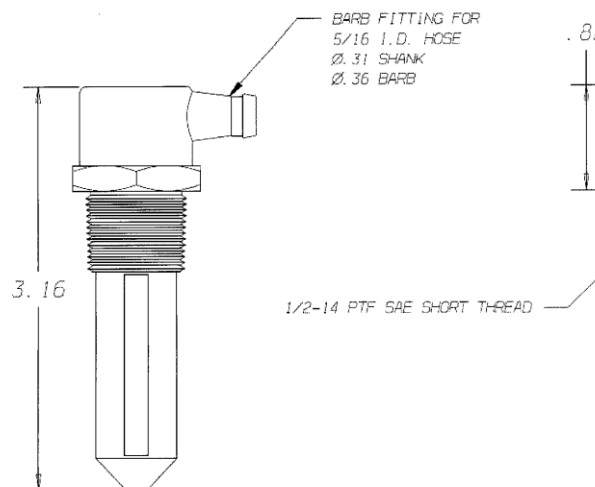


Figure #1

OLD TANK VENT
#01237072

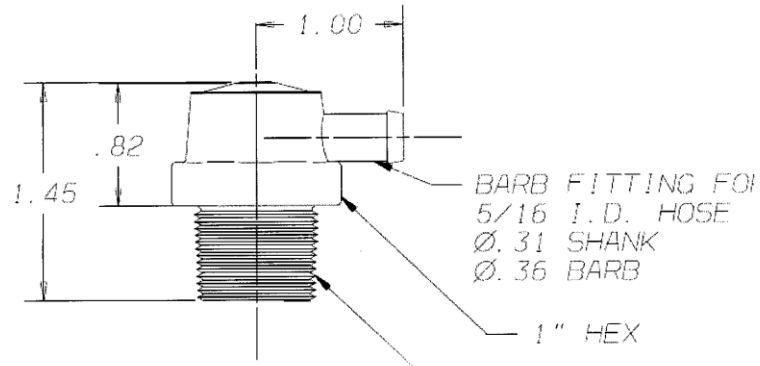
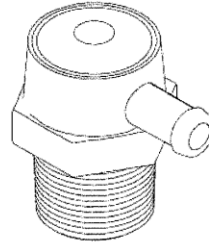


Figure #2

UPDATE – April 4, 2011 – Region 4 DOT today brought to our attention that the new style (Part #00066606) also has an issue with separating
– As you can see in Figure #3 the material make up of the 2 vents is very different.....the old style is a single “cast” piece which is less affected by elements where the new style has potential for corrosion to cause the plastic cap to be forced off the main body as in Figure #4 and be ineffective.



Figure #3



Figure #4

UPDATE – April 5, 2011 – BLUE BIRD IS NOW USING PART #10013053...THIS IS AN UPDATED PART AND REPLACES “ALL” PREVIOUS TANK VENTS – IT CAN BE IDENTIFIED BY THE EXTENSION OF THE POT INTO THE TANK AND THE GOLD CAP ON THE TOP AS SHOWN IN FIGURES #5 AND #6



FIGURE #5



FIGURE #6

As Mr. Seastrum so eloquently put it “You know of our problem with liquid vehicle eliminator here in the Northeast. And, of course, the ice control materials accumulate on the top of the fuel tanks.”

When this reaches the #00066606 vent and causes the deterioration where the plastic separates then nearly the whole tank becomes covered in fuel residue and dirt let alone what is allowed to drop into the tank-

Just to avoid any issues it might be recommended that these vents be removed and replaced with the new #10013053!

ALSO TO HELP AVOID FURTHER ISSUES-

- *If/When the vent is removed please make sure the hose is securely on the vent and runs down below the tank!*
- *Drivers just fill until the pump handle clicks off – with weather getting warmer during the day, a tank filled during the cold morning or evening then warmed during the day may experience expansion and cause fuel to push from the vent hose!*

Contact Our Service Department With Any Questions

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Thank You to NYS DOT Region #5 for pointing this out to us!

ALL of our Tech Tips can be found on the New York Bus Sales website at

<http://www.newyorkbussales.com/pages/bulletins.cfm>

Or at the New York Head Mechanic website at

<http://www.nyhma.org/viewforum.php?f=2&start=0>