

Tech Tip

FROM YOUR FRIENDS AT
NEW YORK BUS SALES!



Blue Bird BBCV-Vision

- Complaint –** We have developed an issue with our engine where there is excessive crankcase pressure.
- Cause –** There are MANY issues which could case this but the basic issue is that pressure from the cylinders is getting into the base....could be a worn or cracked ring and it “could” be from dirt ingestion!
- Correction –** To avoid seeing the issue from dirt ingestion it would be suggested that along with the required periodic maintenance as specified by Blue Bird of checking the “Air Restriction Indicator” daily and replacing the air filter annually, there are some other “precautions” which should be taken to insure the issue is NOT caused by dirt ingestion.
- When we have seen an issue with “dirt ingestion” or “dusting” it has been from the “air intake” portion of the system. Looking at Figure #1 you can see the dirt around the neck of the elbow and if left long enough the charged air portion of the system will show the dirt as well.....see Figure #2.
- Figures #3 (BBCV) and #4 (T3FE) show the air filter set up and #3 actually shows where the restrictor is located.
- Figure #5 shows the layout on a BBCV including the charged air system (Please Note that it does NOT indicate the clamp to the air intake which would be on the elbow where the “Air Restriction Indicator” is located). Figure #6 shows the layout of the air intake of the T3FE and #7 shows the charged air layout on the T3FE.
- The first recommendation would be to “NOT” depend on the “Air Restriction Indicator” to tell you there is an issue or the air filter needs to be changed as in doing so if you were to miss when the indicator got to a “vacuum” and something in the system such as the filter were to become compromised causing dirty air to be allowed into the engine. Next would be to periodically check the clamps circled in red for the proper “fit” and torque so that dirt is not allowed into the system.

It would also be recommended to check the torque of the clamps for the charged air system (indicated in blue), but generally if there is an issue with those you will have an engine with low power or you will have a “whining” when accelerating.



Figure #1



Figure #2



Figure #3



Figure #4

PLEASE NOTE –

**YOU SHOULD REFER TO YOUR
TECHREF CD OR SERVICE MANUAL
FOR PROPER TORQUE VALUES
FOR THE CLAMPS**

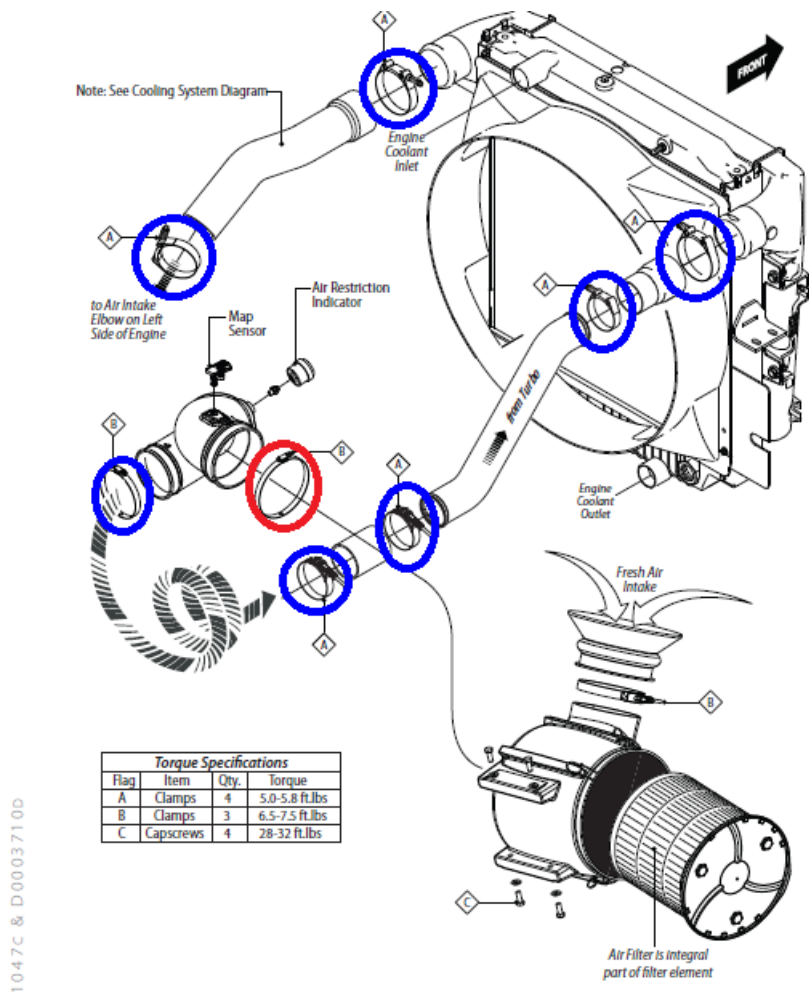


Figure #5

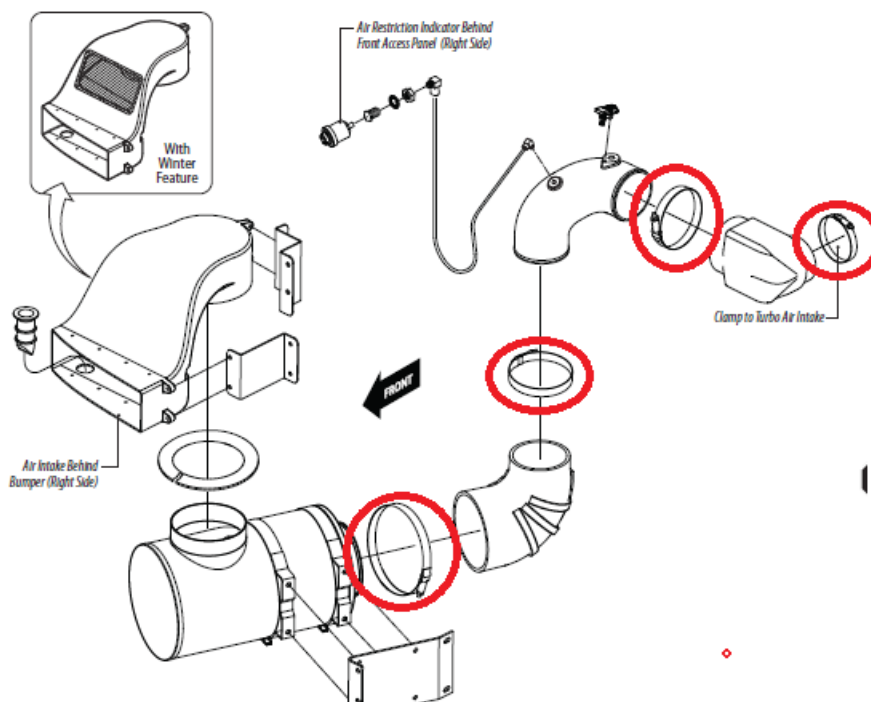


Figure #6

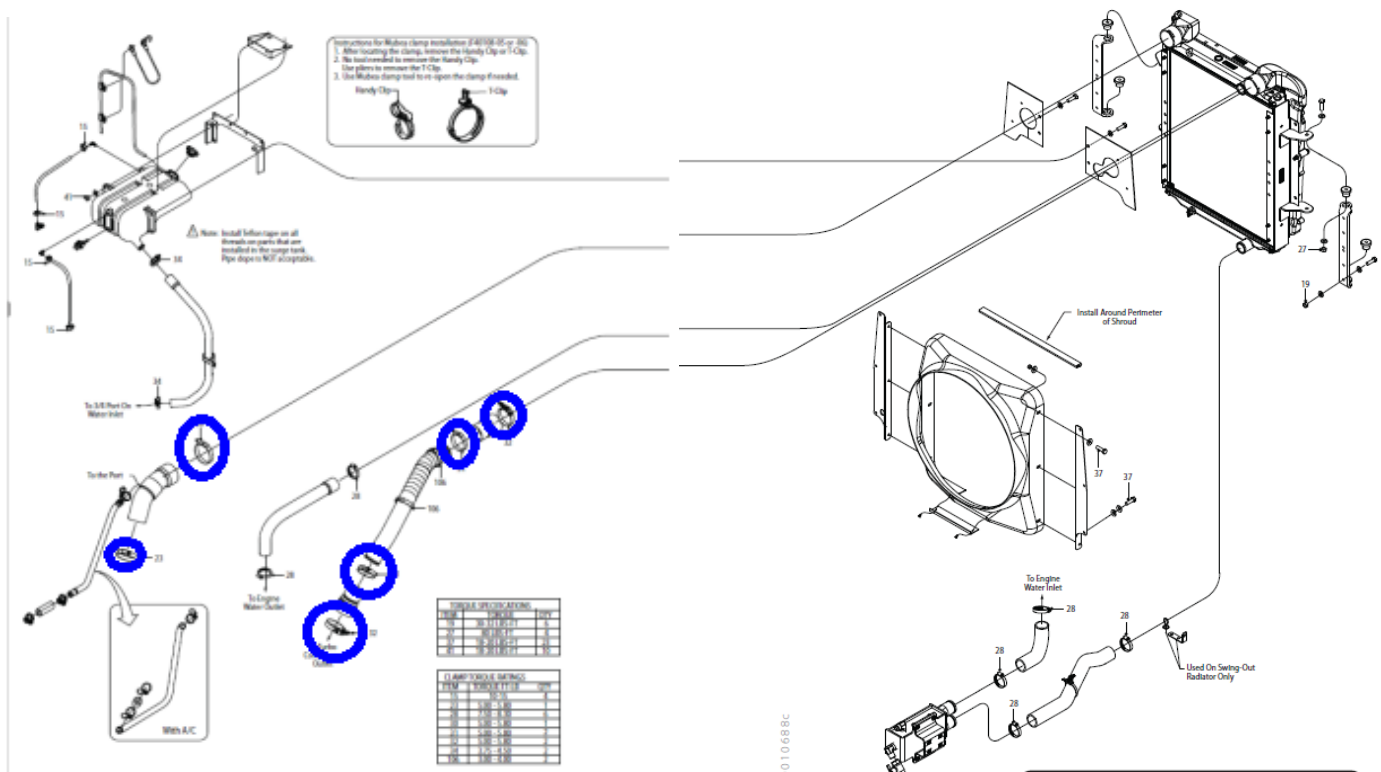


Figure #7

Contact Our Service Department With Any Questions

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Or at the New York Head Mechanic website at

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