

SERVICE NOTICE



From your friends at New York Bus Sales

Blue Bird Vision with Stoneridge Dashes and Air Brakes

We have found a difference which exists with ABS notification where the programming of the dash affects what the driver sees when an ABS issue occurs.

Basically the dash has 2 ways to read inputs from the ABS System.....Through the J1939 which when there is an issue sends a “COMM FAIL” (Figure #1) and thru a Binary source which will activate an “ABS” light (Figure #2). This is an option which can be set through the dash programming. (Please Read Below on How To Find Out How The Dash is Set)

We have found that when a certain connector (C504) is unplugged when the dash is set to Binary that the ABS light will not illuminate even though the system is not operational. Blue Bird has checked and found that this still meets the FMVSS requirements but you should be aware so that drivers can be trained.

The training should basically consist of explaining that the unit normally goes through an ABS modulator test when the ignition is turned on. This consists of 4 sets of 2 “clicks” which is the ABS controller checking each modulator for response. If an issue were to occur than either the ABS light would remain on or the “COMM FAIL” will read in the LCD panel (Further Info Figure #4). **IF THE SYSTEM FAILS TO GO THROUGH THIS SYSTEM CHECK IT SHOULD IMMEDIATELY BE REPORTED TO THE SERVICE TECHNICIANS!**

PLEASE NOTE: When either the J1939 or the Binary option is chosen the ABS light will illuminate when the dash goes through its bulb test on start up! (Figure #3)



Figure #1



Figure #2



Figure #3

Chuff Test

Current Bendix® ABS ECUs on this Blue Bird Product are capable of automatically performing a check of the ABS modulators when ignition power is applied. This check (commonly referred to as a "chuff" test) is a diagnostic enhancement designed to assist maintenance technicians in verifying proper modulator wiring and installation when servicing the ABS. This bulletin concerns the potential for contamination in ABS modulator valves to limit or prevent the audible "chuff" test sequence at vehicle start up.

How Chuff Test Works

When ignition power is applied, each modulator solenoid is briefly energized. If the air system is fully charged and the service brake pedal is completely depressed during ignition, the modulator creates a single, sharp audible "chuff" of air pressure. The modulators are energized in a certain pattern, as follows: right front, left front, right rear, left rear. This test is performed only when the vehicle is stationary (the ECU will not perform a chuff test if the vehicle is in motion). Refer to the service literature for the specific ECU (available for download at www.bendix.com).

Purpose of the Chuff Test

The chuff test is a diagnostic enhancement designed to assist the maintenance technician in verifying proper modulator wiring and installation when servicing the ABS. This diagnostic check is not required to be conducted by vehicle operators at every ignition cycle. Rather, the ABS indicator lamp on the vehicle dash is designed to give the ABS status to the vehicle operator. Vehicle operators should observe the ABS indicator lamp at start up and during vehicle operation.

Figure #4

To see what your dash is set to:

Step #1 – Locate the 3 buttons on the wiper stalk located on the right side of the steering column as shown in Figure #5



Figure #5



Figure #6

Step #2 – Pressing button #2 once will change the LCD to read as in Figure #6, then pressing button #3 down you will come to the “DIAGNOSTICS” line as shown in Figure #7.



Figure #7



Figure #8

Step #4 – Press button #2 and you will be taken to the next screen where “Fault Diagnostics” will appear as in Figure #8 and pressing button #3 down to “Configuration” then pressing #2 will ask for a password as in Figure #9



Figure #9



Figure #10

Step #5 – Using the #3 & #2 buttons enter the password as in Figure #10

Step #6 – Once the “Configuration” box is open you can scroll down to “ABS WL Source” and press button #2 Figure #11. Then you can see what the dash is set to and again using button #3 change if you would like and again press button #2. Once that has been done and it is set as desired you can escape back out using button #1 or simply cycle the ignition key.



Figure #11

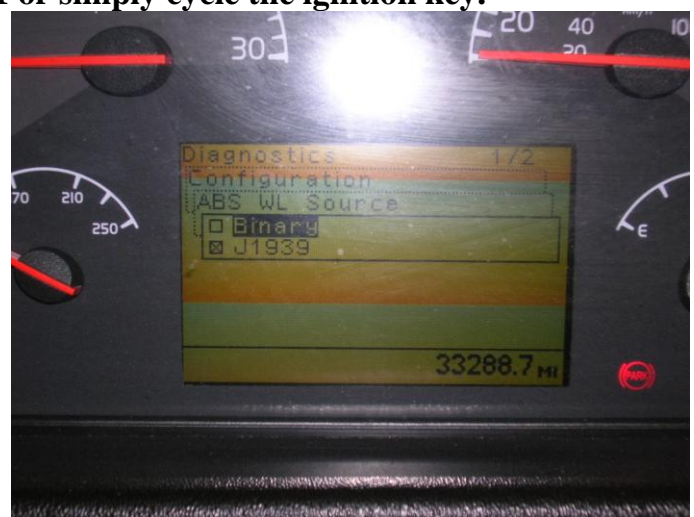


Figure #12



Contact Our Service Department With Any Questions

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