



## Side Emergency Door – Luggage Door Obstruction Tech Tip #15-1001REVB

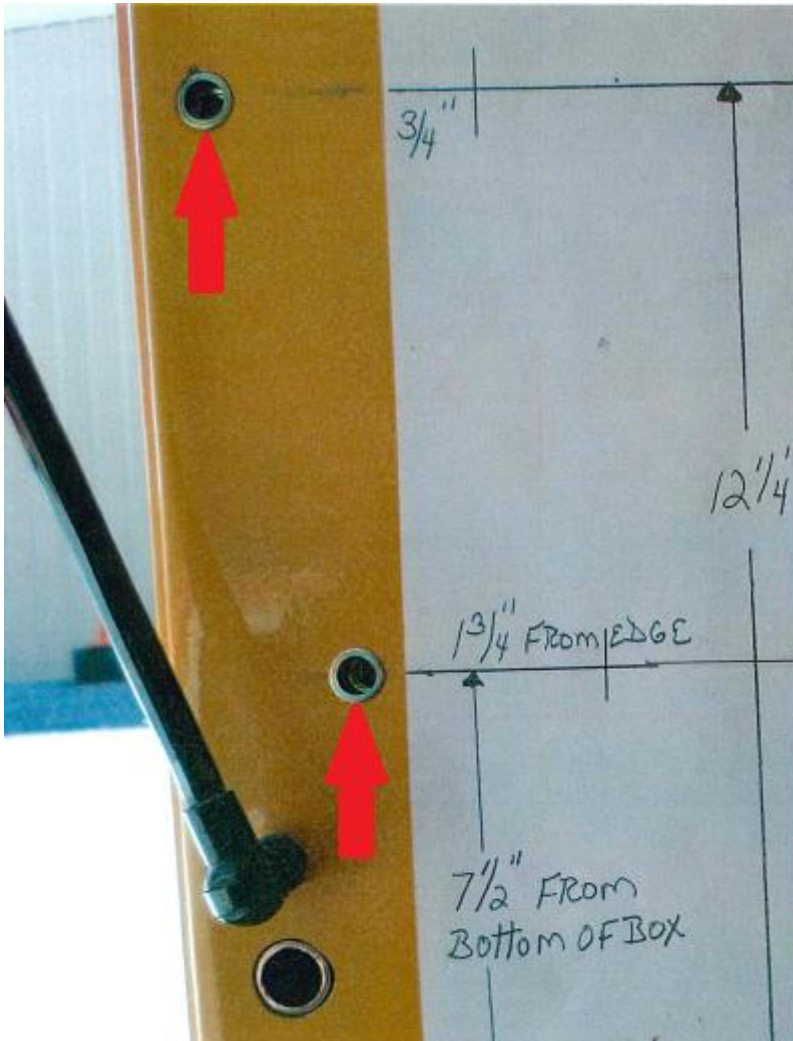


### THE NEW YORK BUS SALES....STILL LOOKING FORWARD!

Attached you will find Tech Tip #15-1001 which explains how we were addressing concerns associated with luggage doors under side emergency doors by using a cable to limit travel to 90\* so that the luggage door would not obstruct the side emergency door operation.

We have updated our resolution to the issue with what we feel is a more robust and positive hold back for the luggage door which is outlined below.

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On the side with the shock attached, Step #1 - measure up from the bottom of the luggage box floor 7.5" and in 1.75" from the outside edge and install supplied nut sert for bottom pivot.

Step #2 – Measure up from the bottom of the luggage box floor 12.25" and in .75" from the outside edge and install supplied nut sert for the arm stop. See figure to left

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The unit comes assembled as in the photo below on the left. Removing the tape there is a nut sert , plastic bushing and ¼ X 1 (STOP) bolt separate from the assy. #3 in the photo below on the right.



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Step #3 – Install the lower pivot bolt with the nylon washer between the arm and the nut sert, Tighten so that the arm moves freely on the bolt but is not sloppy and then install the locknut in the bolt on the outside of the box to avoid having the bolt back out. Item #2 in the photo to the left below.

Step #4 – Install the “stop” in the upper nut sert with the nylon spacer as shown at #3 in the photo to the left below.

Step #5 – Hold door to just under 90\* and hold upper mount on shock bracket of the door, drill a 17/64” hole and install bolt with nylon spacers and lock nut as shown at #1 of photo below to right.



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FROM YOUR FRIENDS AT  
NEW YORK BUS SALES!



## **Side Emergency Door-Luggage Door Obstruction**

Recently NYS DOT released information concerning side mounted under-body luggage which was under the side emergency door. NHTSA requires that side emergency doors are not at any time obstructed from being open.

Earlier today during the quarterly DOT Partners meeting there was discussion concerning the fact that they were not saying that luggage were disallowed, but the fact that they wanted to be sure that if it was installed the side emergency door was NOT obstructed.

There is not a large population of Blue Bird units delivered by New York Bus Sales affected by this issue, mostly it is seen on fiberglass luggage installed on the left side of units and on Rear Engine units with pass-thru luggage. We would like to clarify that moving forward we have addressed the issue presented and if you have units in service there is a repair which will address the issue to meet NYSDOT requirements.

Below Figures #1 & #2 show the strut which holds the luggage doors open on our fiberglass luggage. As you can see we have added a cable to limit the travel by wrapping the cable around the lower pivot of the strut and then using one of the bolt holes in the door bracket and a fender washer. Limiting the the travel assures the luggage door does not travel the full stroke and obstruct the side emergency door, see Figures #3 & #4

Figure #5 below shows the luggage door on a Rear Engine unit as presented from Blue Bird, their doors are held open by a cable attached to the door and a holder mounted on the body. Making a longer cable will allow the door when opened to be adjusted so it does not obstruct the side emergency door, see Figure #6

**PLEASE NOTE – NYSDOT stated that they would allow 60-90 days to address units in service and they were contacting NHTSA to get further guidance and would send information after they received it.**



**Figure #1**



**Figure #2**



**Figure #3**



**Figure #4**



**Figure #5**



**Figure #6**

## UPDATE: May 14, 2021:

Techs in our shop have come up with a much more simplified method for ensuring luggage doors do not open too far when mounted below emergency doors and meet the necessary requirements.

They have researched to find a gas strut replacement with the proper length to keep the door at a 90\* opening. FIGURE #1 shows the open doors on a unit where the new gas strut is used on the left door and our previous method was used on the right door. FIGURE #2 shows our previous “hold open” device unhooked, and the new strut mounted using the already installed hardware. FIGURE #3 shows the strut, which is part #4683.



FIGURE #1



FIGURE #2



FIGURE #3

**New Strut**  
**Part #4683 List \$22.17**

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