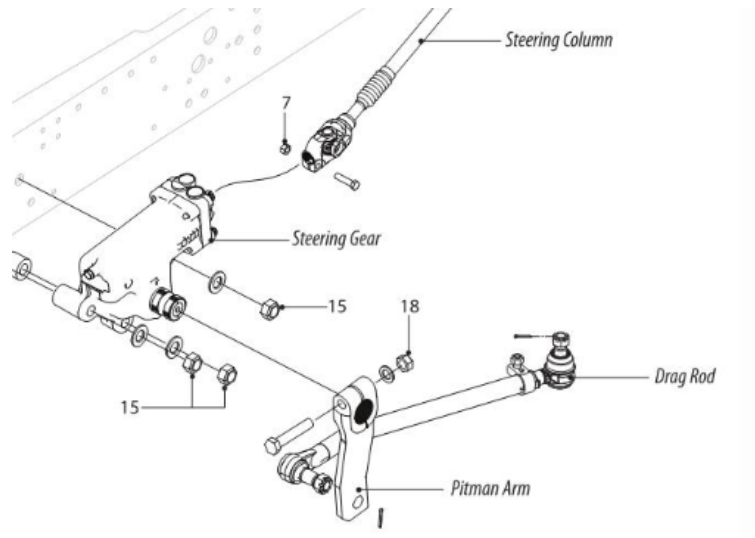


BBCV “Vision” Draglink Nut Torque Service Update #20-0111



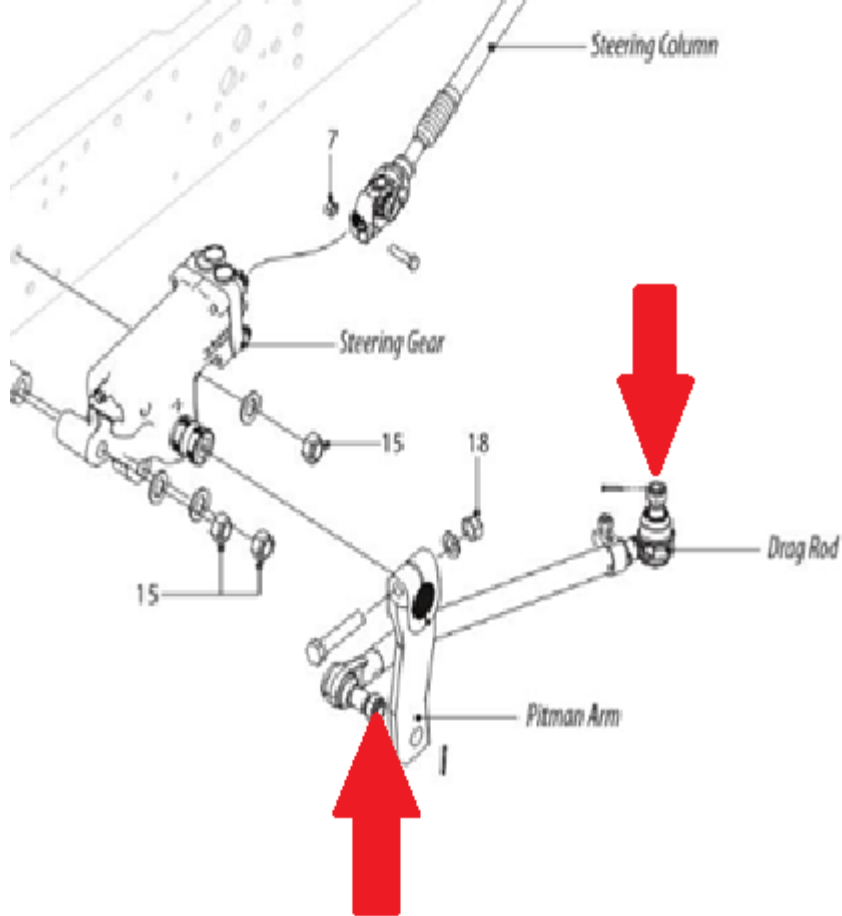
Draglink Nut Torque Should Be Checked

It has come to our attention that upon inspection of the draglink ends on recently delivered units that the “castle” nuts were found to not be properly torqued. Under a normal inspection, the draglink is checked for play at the ball and socket at each end while the vehicle is in the air and supported so that the tires are off of the ground.

In a recent inspection where the vehicle was on the ground it was noticed that with the “load” of the vehicle weight on the tires and motion of turning the steering wheel showed slight movement of the castle nut on the draglink end.

We are recommending that the torque of the castle nuts on BOTH ends of the drag link be checked on vehicles delivered this year.

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Please note where the castle nuts are located in FIGURE #1 and per the Blue Bird Service Manual:

“Torque each castle nut to 120-170 ft/lbs. (162.70-230.49Nm), then align a castle nut slot with the cotter pin hole. Tighten further just enough to align if necessary. Install a new cotter pin and bend each end at least 45 to hold it in position.”*

Thank you to the Techs at Middleburg Central School and NYSDOT inspector Langerlaan for bringing this to our attention!

If you find units which are not properly torqued, we would appreciate a call with the body number!

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