

Warning Light Switch & Wiring

New Update #19- 0622/Revision of Tech Tip #14-0610



UPDATED WARNING LIGHT MASTER WIRING

The wiring of the Warning Light Master Switch has been updated so there is no need for previously used relays in the system.

The original Tech Tip is attached on the last 6 pages of this document for review.

The new switch being used is part #00123239 which allows us to eliminate the 2 relays which were previously required but to use the switch it is still necessary to modify the jumpers on the back of the switch and should be done as follows:

- #1- On the back of the switch you will notice 2 brass terminal “jumpers” as seen in Figure #1. Remove them from the switch (Figure #2).
- #2- Place the longer jumper between terminals #7 and #8 as shown in Figure #3.
- #3- For the Vision (BBCV) product, use the schematics in Figure #4 to connect the switch and for the T3FE/RE (All American) product, use the schematics in Figure #5 to connect the switch.

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WARNING LIGHT MASTER SWITCH Part #00123239

Modification

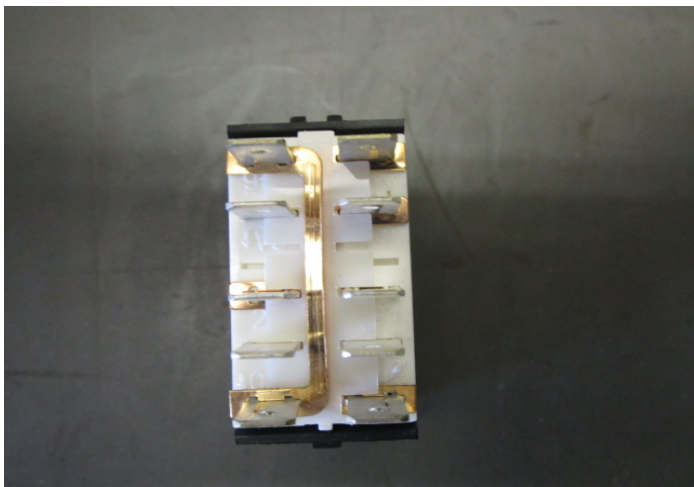


Figure #1

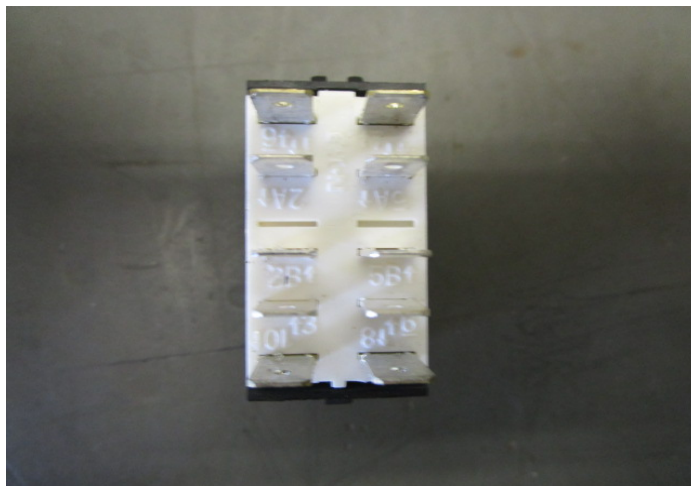


Figure #2

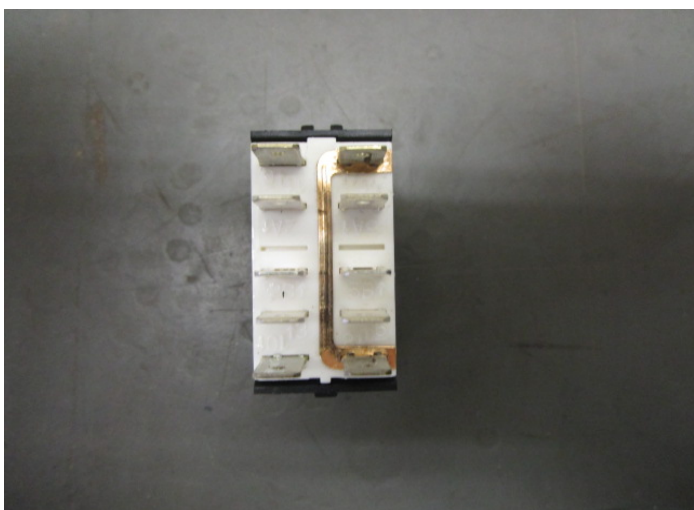


Figure #3

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BBCV

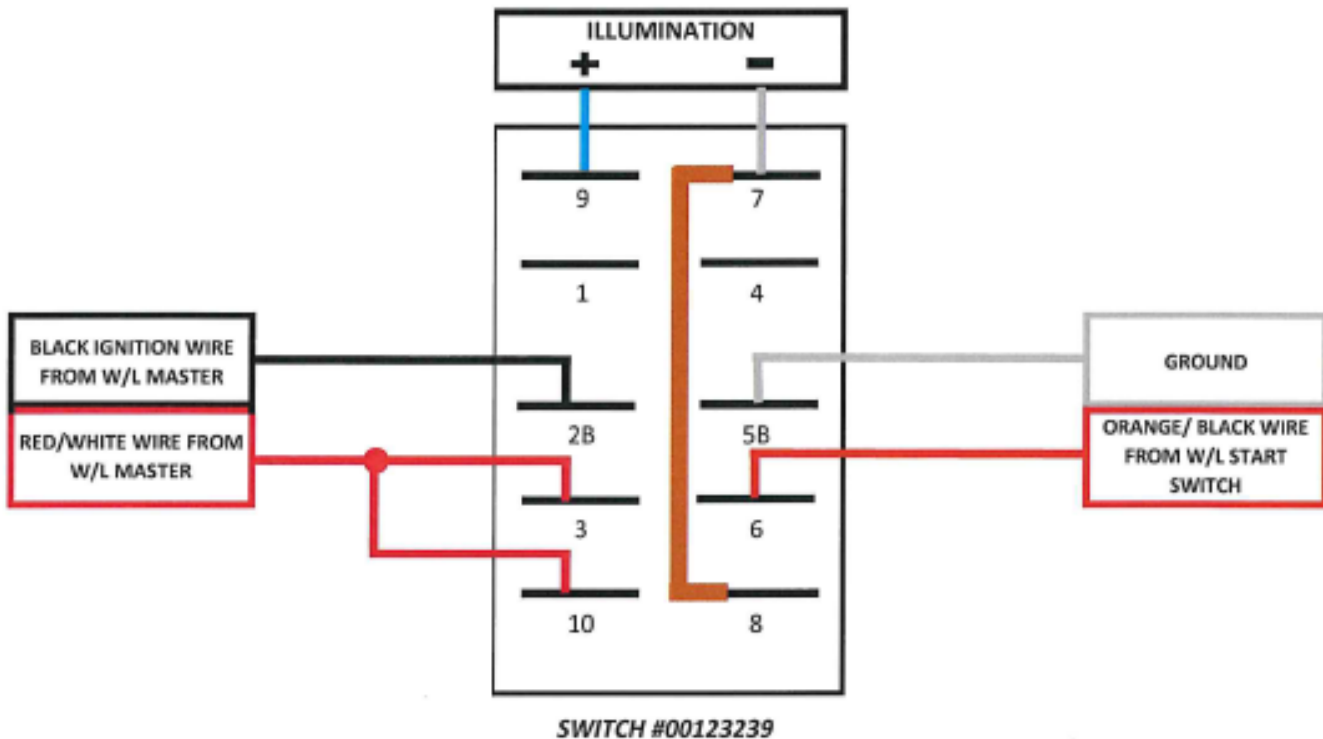


Figure #4

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T3

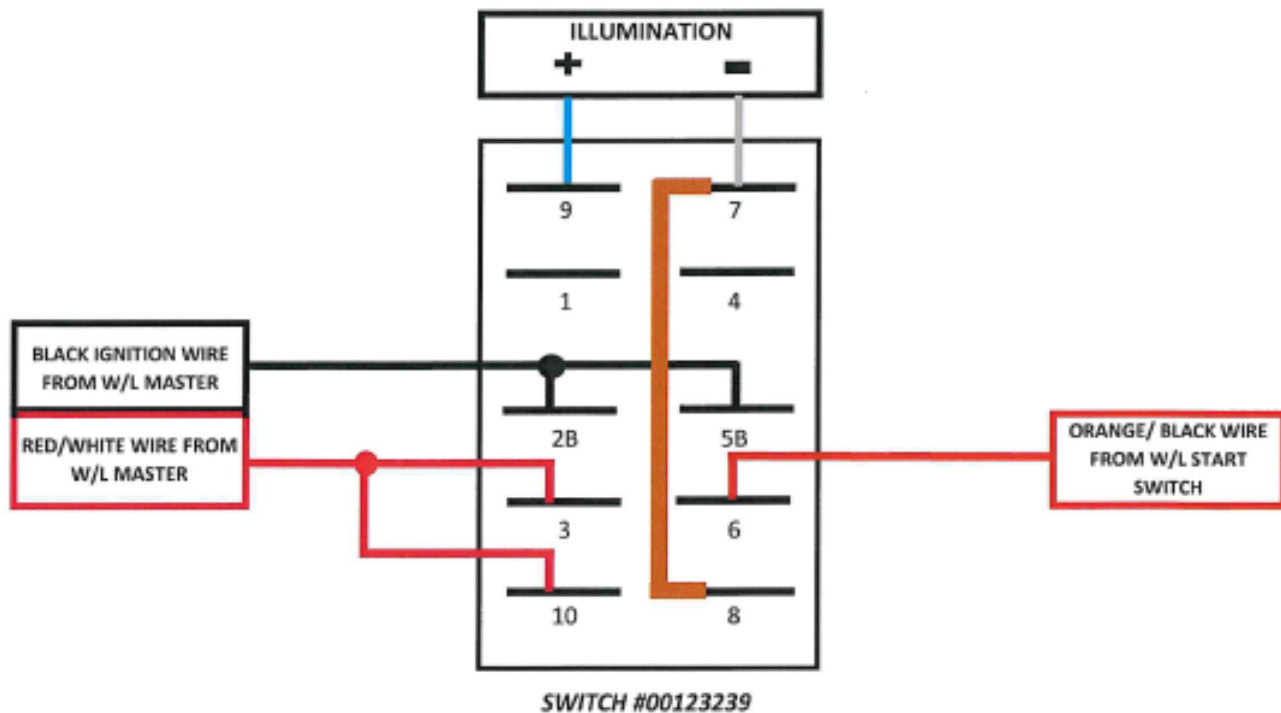


Figure #5

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Tech Tip

FROM YOUR FRIENDS AT
NEW YORK BUS SALES!



Warning Light Switch & Wiring

- Complaint –** We had to change the warning light switch and when we plugged a new one in and pressed the switch ALL the body lights lit up! We went to the Blue Bird website but can't figure out where the issue is as the wiring does not appear to be the same.
- Cause –** Due to popular demand from customers, New York Bus Sales has been changing the Warning Light switch set up on units to simplify operation for drivers. Previously there were 2 switches, a "MASTER" which armed the system and a "START" which would activate the lights (FIGURE #1). With the change there is now only one "3 position" switch which is marked "MASTER" that is "OFF" when down and is "ON" when in the middle position, it "ACTIVATES" the warning lights when pressed up (momentary operation) (FIGURE #2). In doing so we have changed some of the wiring and also slightly modified the switch and if the switch is changed without making the modification all the body lights will illuminate when the switch is activated.
- Correction –** Switch part # is 00027288 (FIGURE #3) and if you look closely at the spades on the back of the switch you will see a brass "connector" which is used on the switch for ground transfer from 2 spades (FIGURE #4). As you can see from the attached schematics for both the BBCV and T3 product, those spades must be separated and to do so the connector must be removed. Using a small flat headed screw driver or a knife, pry up on the connector (FIGURE #5) and it will slide up the spades and away from the switch (FIGURE #6). Once you move the connector away from the switch base you will notice a thin piece of Teflon which is just below the connector which separates the connector being removed from another connector which is required to remain on the switch and is shown on the schematics (FIGURE #7). Once removed the Teflon spacer and

connector can be discarded and the switch plugged in. Test to assure the issue has been resolved.

Should this fail to address the issue, attached are copies of the schematic should you need to diagnose an operational issue further on either the BBCV (VISION) or T3FE/RE (All AMERICAN). Relays will be found in the electrical panel under the driver's window.



FIGURE #1



FIGURE #2



FIGURE #3

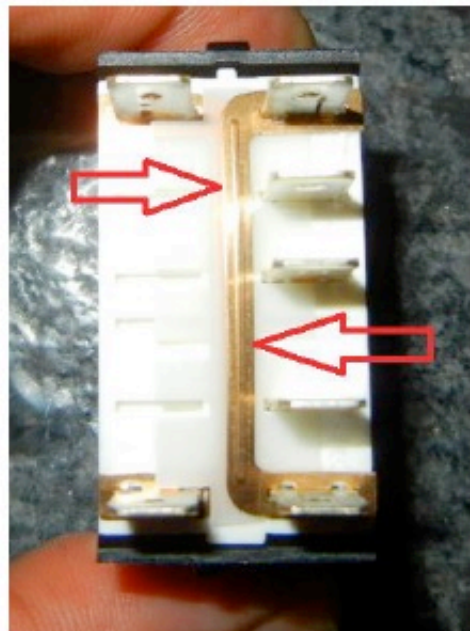


FIGURE #4

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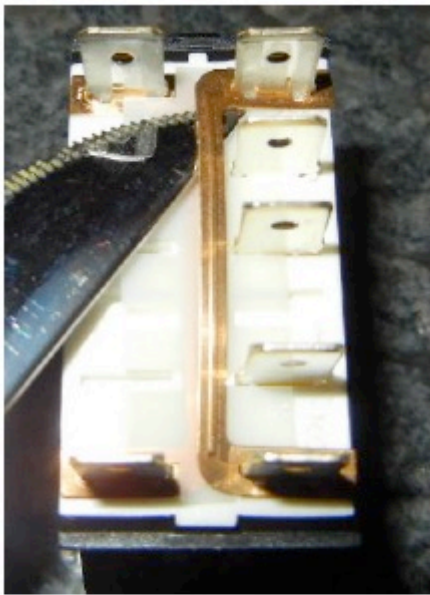


FIGURE #5

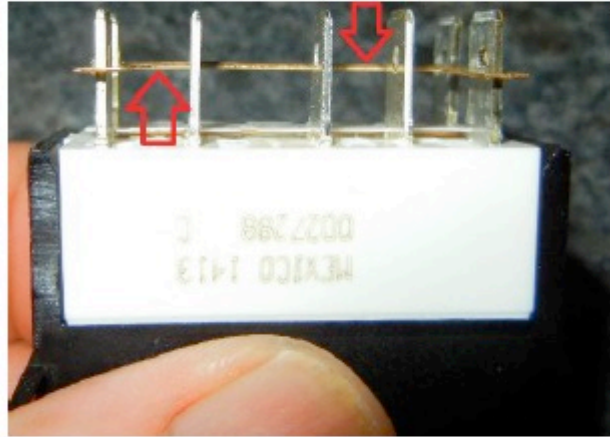


FIGURE #6

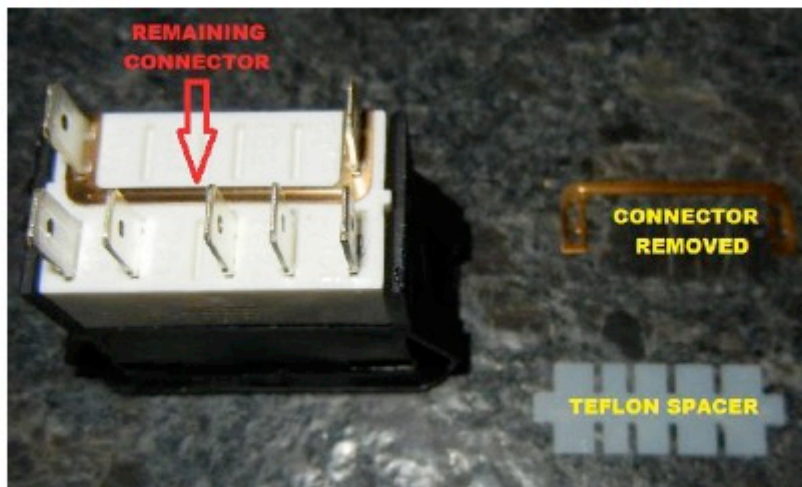


FIGURE #7

UPDATE – 10/3/14

Of late we have seen an increased amount of failures with these switches and even those new ones taken off the shelf bad. We are currently contacting the manufacturer to try and determine the cause of the failure and rectify the situation. Although in all honesty we cannot guarantee a switch might not fail prematurely after installation, we do have a way to determine if the switch is bad prior to installing.

- Check the switch operation prior to installing as we have seen some “mechanical” issues....those that when the rocker is installed on the switch it seems to “bind” and not work smoothly
- Check continuity, using an ohm meter on spade numbers 2 and 3 of the updated BBCV diagram below, you should have continuity in the “OFF” (Down) position and not in the “CENTER” (On) position or the “MOMENTARY” (Up) position.
- Check continuity, using an ohm meter on spade numbers 3 and 4 of the updated BBCV diagram below, you should have continuity in the “MOMENTARY” (Up) position and not in the “CENTER” (On) position or the “OFF” (Down) position.



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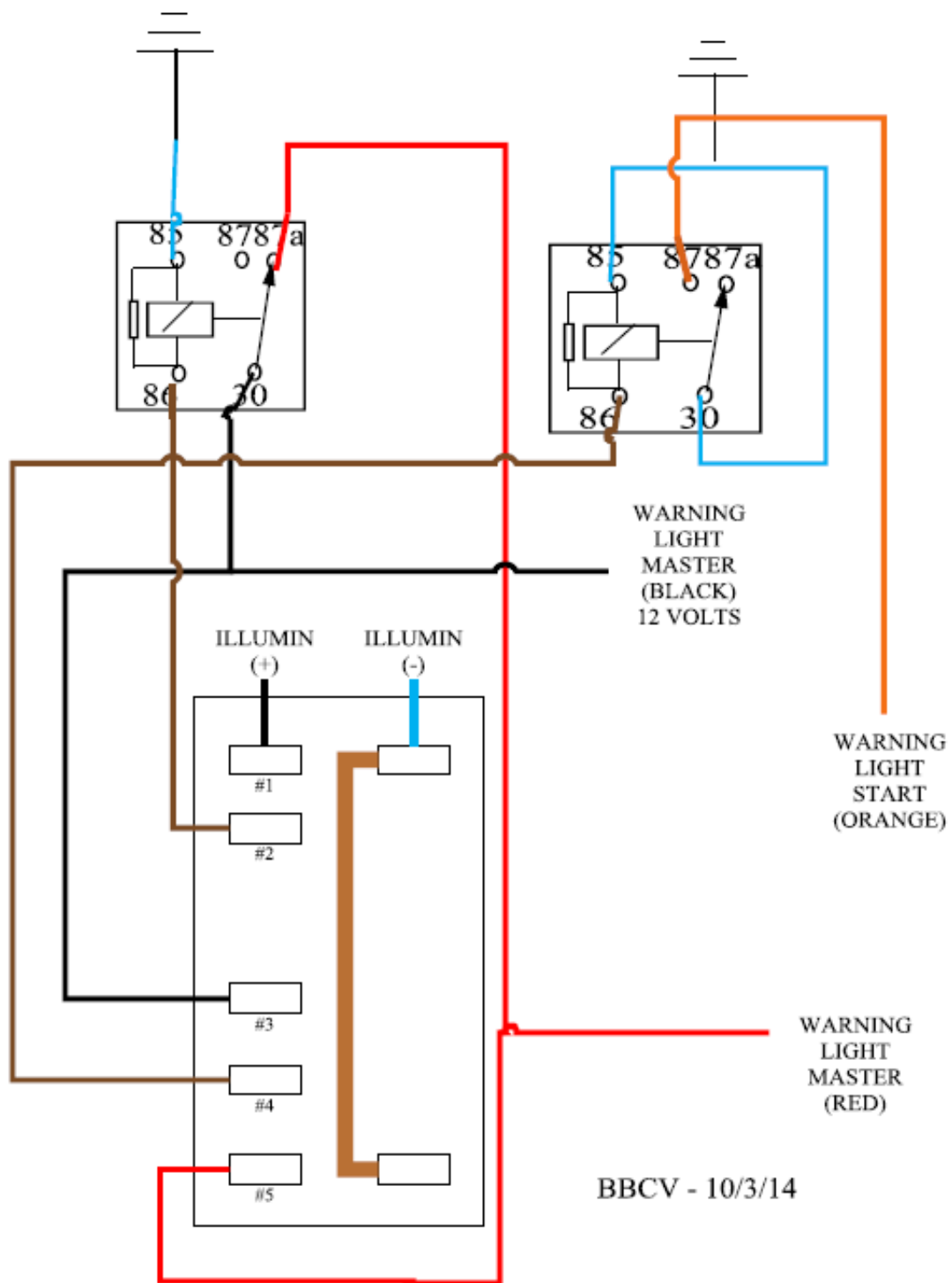
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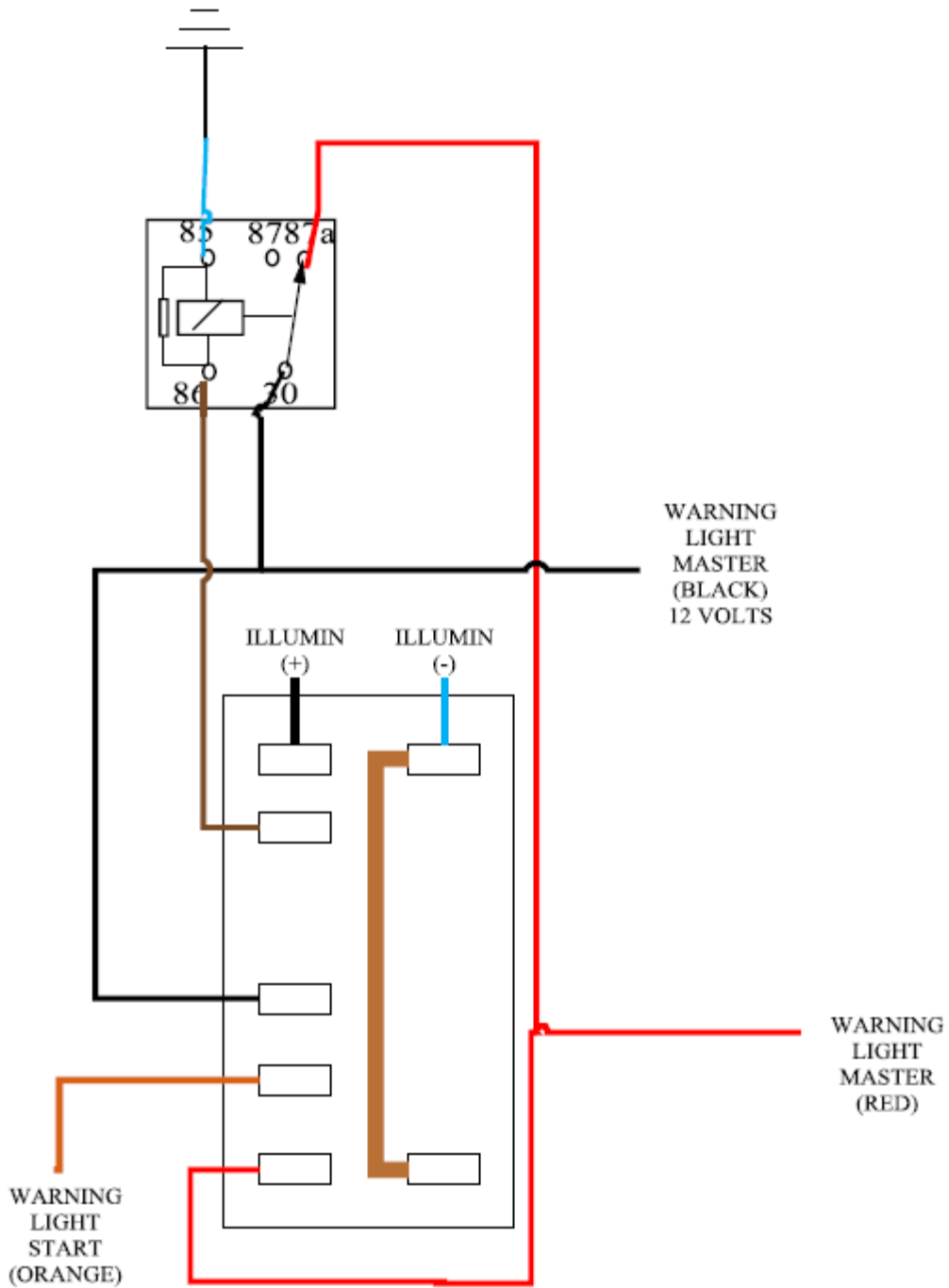
<http://www.newyorkbussales.com/pages/bulletins.cfm>

Or at the New York Head Mechanic website at

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

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T3FE/RE - 6/10/14

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