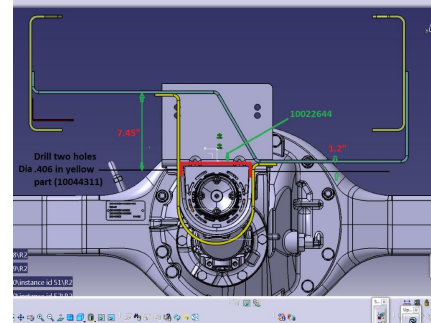
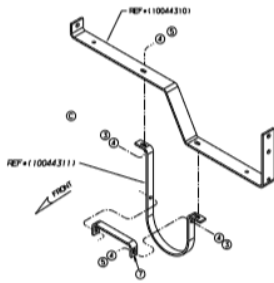


# Driveline Guard – Missing Brace on A3FE and BBCV Units

## Service Notice #18-1109REVA



### Missing Brace May Cause Driveline to Contact Air Brake Components on A3FE and BBCV Units

We have found that with a specific driveline guard configuration that a cross-brace was left off. Without this brace there is the possibility that the driveline could contact an air tank and air lines should the driveline break free.

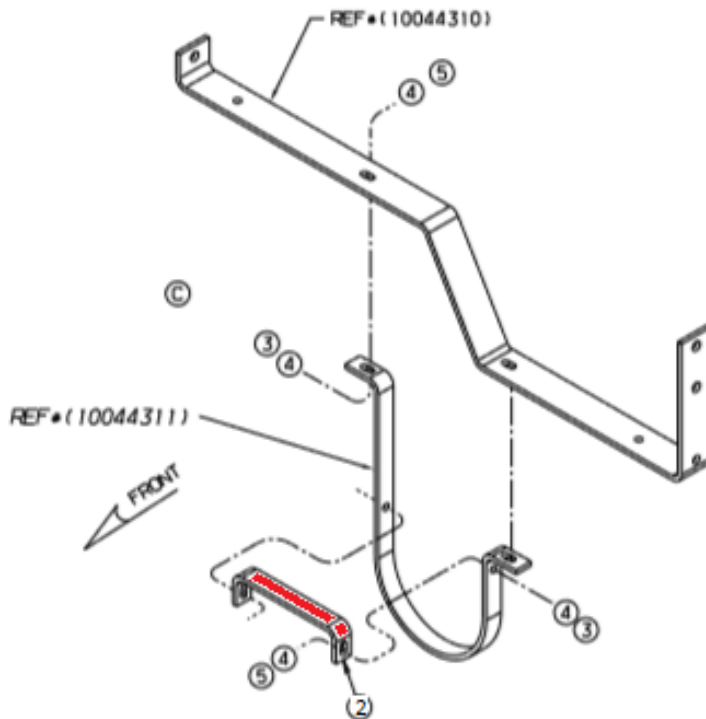
The guard in question is shown in Figure #1 and is a “mid-mount” guard which is generally mounted to protect the center section of the driveline near the air tanks as in Figures #2 & #3.

Generally we have found that most units have the holes predrilled in the “loop” for the cross-brace and installing is a matter of bolting the brace (shown in red in Figure #1) and torquing the bolts to 29-33 ft/lbs.

We are asking that customers inspect their units to ensure the bracket is in place, if it is not please contact New York Bus Sales and we will provide the part at N/C.

There is an added photo showing the brace placement in Figure #4 should holes need to be drilled.

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KEY	P/N	DESCRIPTION	QTY
ⓑ 1	SEE CHART	STRAP, GUARD, DRIVE LINE	1
2	10022644	BRACKET, CROSS, DRIVE LINE GUARD STRAP	1
3	00559195	CAPSCREW, HEX HD, 3/8-16 X 1, GR8, YEL ZN DICH	4
4	01107085	WASHER, FLAT, 13/32X13/16X3/32, HDN, BLKZN	8
5	00826297	NUT, HEX HD, .375-16, LOCK, YEL ZNDICH	4

TORQUE ITEM #5 29-33 FT-LBS.

Figure #1

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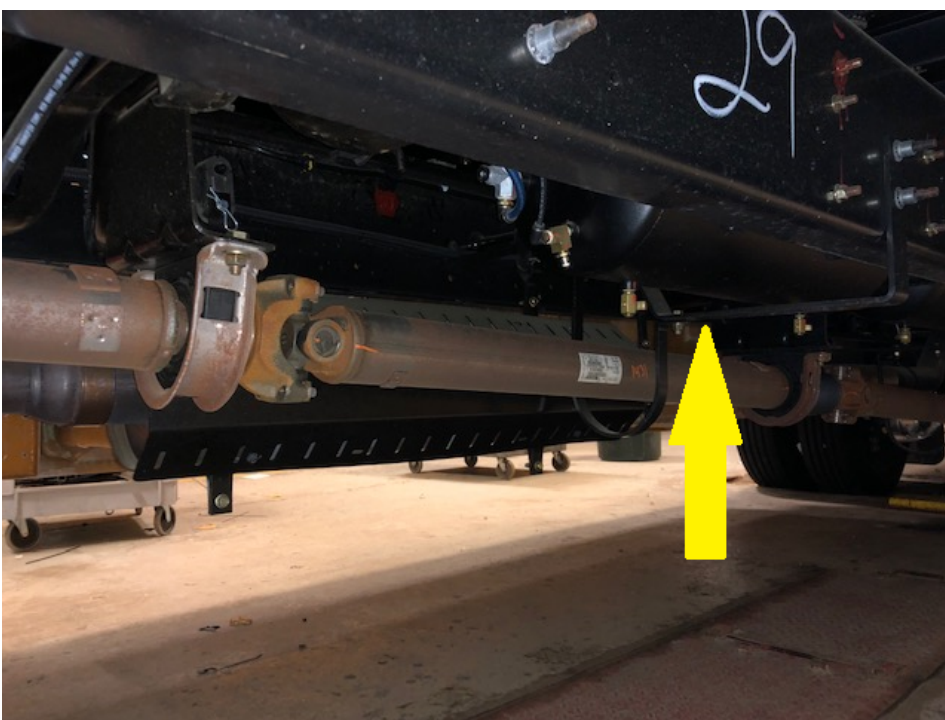


Figure #2



Figure #3

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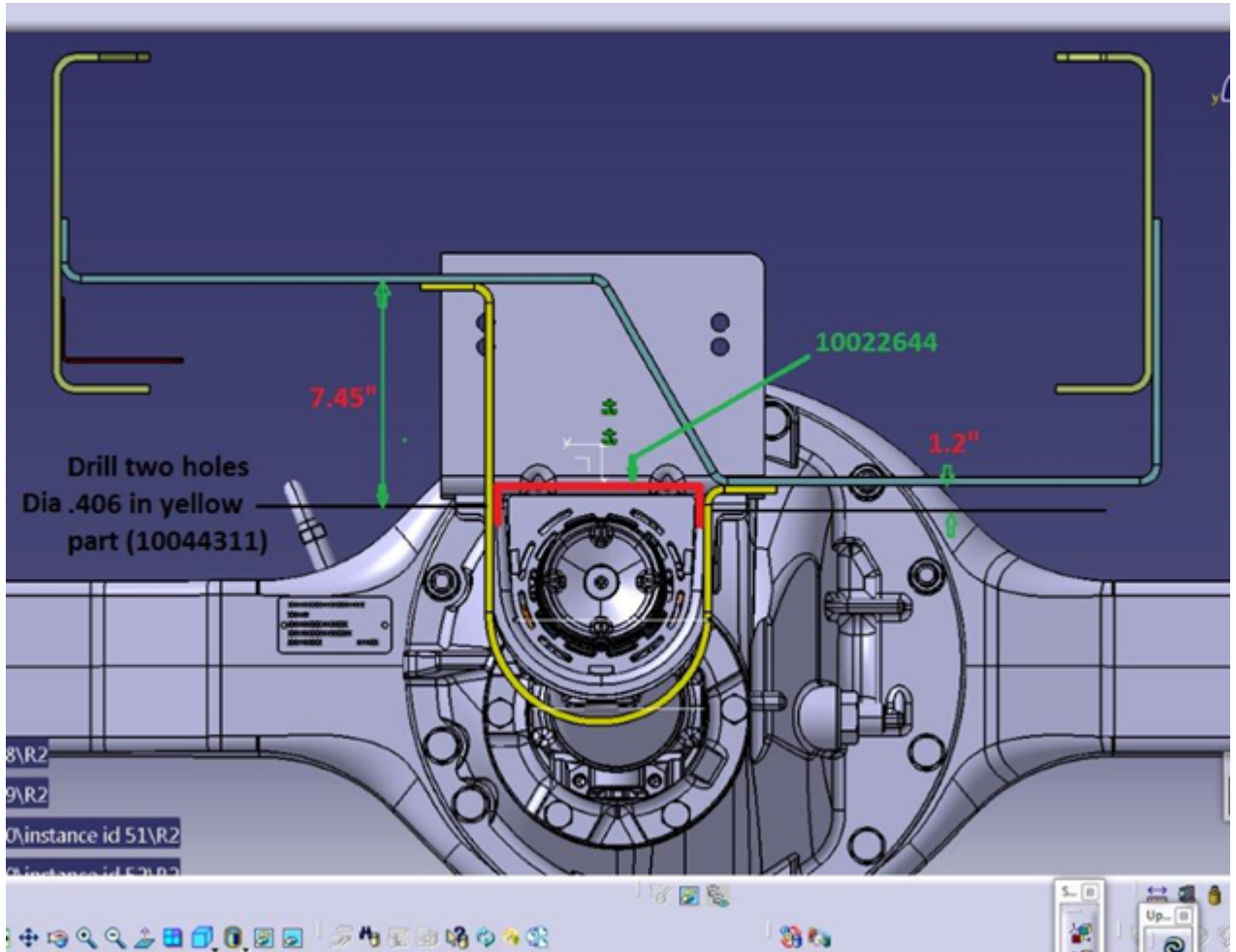


Figure #4

## BRACE PART #10022644

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UPDATE: 12-31-18

It has recently been brought to our attention that there may be some confusion as this style guard is used in several applications as far as wheelbase is concerned and the added brace may NOT be required in some cases and in others there may be a need for another style brace.

First we would like to point out when the brace is required and the best approach to check.

#1 – Obtain a string and using a tape of some sort secure the string to the driveline section in question at the rear mount. (Figure #5)

#2 – Pull the string forward through the driveline guard and straight up toward the front of the vehicle and check to see if it contacts the air tank, fittings or lines. Figure #6 shows the string touching the air tank (Yellow Arrow) while it is still a slight distance away from the guard (Red Arrow). This indicates the brace is needed.



Figure #5

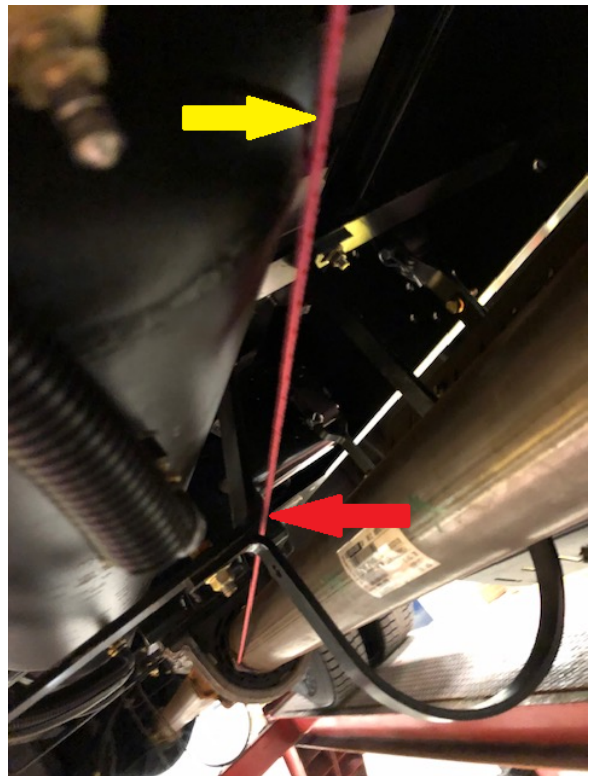


Figure #6

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#3 – Once the brace is added as in Figure #7, you can see that the string is a distance away from the air tank which indicates that should the driveline fail, the guard would protect the air tank. As you can also see in the figure, the brace is fairly close to the driveline. In this instance it is at the minimal ½” spacing.

These are from a 65 passenger unit with a 252” wheelbase and as stated when used on a longer or shorter wheelbase there may be a difference in the brace

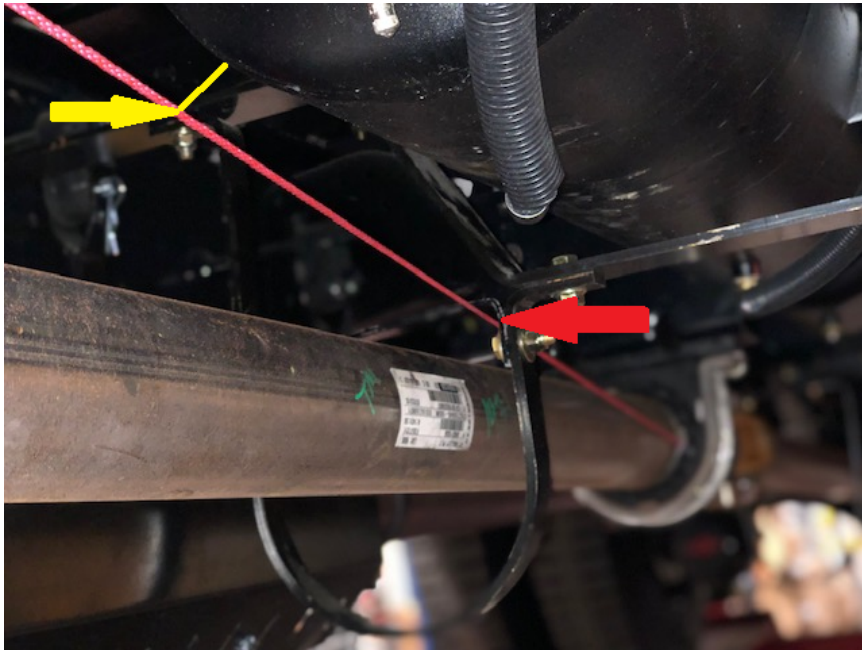


Figure #7

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On some units what we have found is that this same design hanger is used in more than one location. When it is used, there are some instances where the brace is not required and other times when there needs to be a brace but the driveline runs too high and the brace cannot be installed.

The FIRST step if you think it may be required is to do the “string” test. If you find that there is an issue, we have come up with a brace that will work to protect the air system (tanks) against driveline damage should an issue occur.

Figure #8 shows a brace that New York Bus Sales makes should the Blue Bird brace not work due to the driveline being too high in the guard. This brace is also NOT drilled so that correct placement can be made.



Figure #8

## **EXTENDED BRACKET PART #NYB-085**

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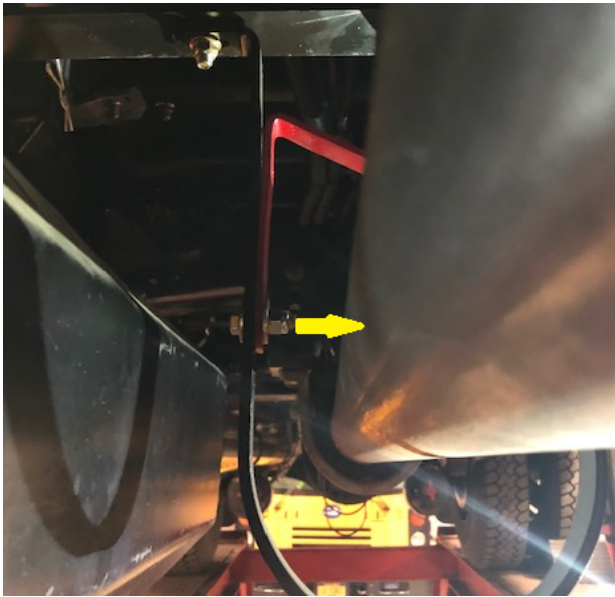


Figure #9



Figure #10

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## CONTACT OUR SERVICE OR PARTS DEPARTMENT WITH ANY QUESTIONS

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Marc Matwijec

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