

# Tech Tip



*From your friends at New York Bus Sales*

- Complaint -** When starting the bus the engine cranks and then stops as if the starter has disengaged
- Cause -** The wiring for the ignition is set so that when oil pressure is sensed that power is dropped from the ignition circuit. This is done so that the engine starter cannot be engaged while the unit is running. When it is colder, the oil heavier and engine may crank longer which causes the oil pressure to build and sends a signal to cut out the ignition circuit causing the issue.
- Correction -** Seeing as the Blue Bird ignition circuit requires you to always turn the key to the off position before trying to start the unit again we can remove the signal being sent to the PCM by following the steps below-

**Step #1 –** Locate the oil pressure switch – it is plumbed in above the oil filter on the left rear corner of The motor (Figure #1)



**Figure #1**



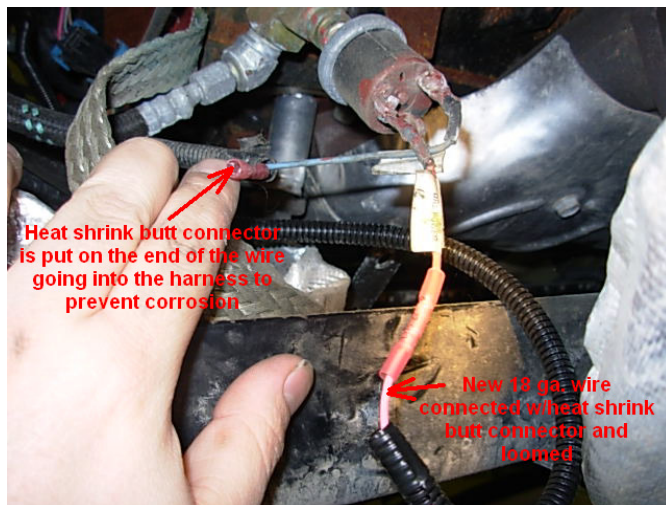
**Figure #2**

**PLEASE NOTE –** The engine ground strap is located in that same location and if you see that there is the possibility of it contacting the terminals of the pressure switch as in Figure #1 we recommend that it be tie out of the way as in Figure #2 using a zip tie.

**Step #2 – Locate the red wire on the oil pressure switch (Figure #3), it is labeled “DRL POWER” and cut the wire. The end that goes toward the loom should be sealed with a heat shrink butt connector to prevent corrosion. The end of the red wire going to the oil pressure switch should be attached to a new 18 gauge wire with a heat shrink butt connector. (Figure #4)**

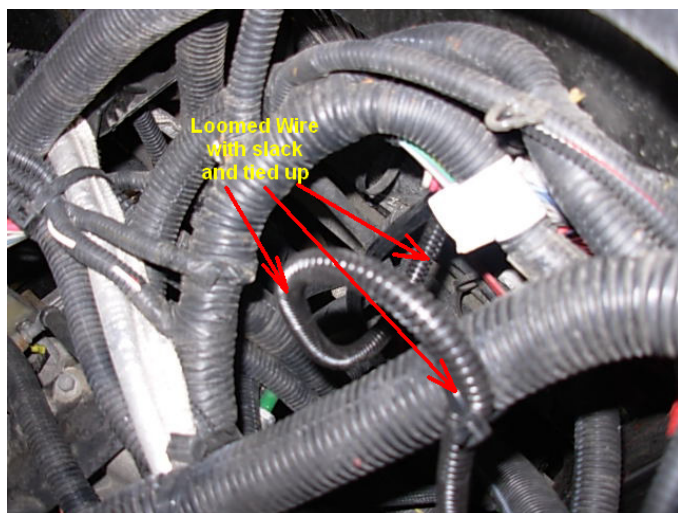


**Figure #3**

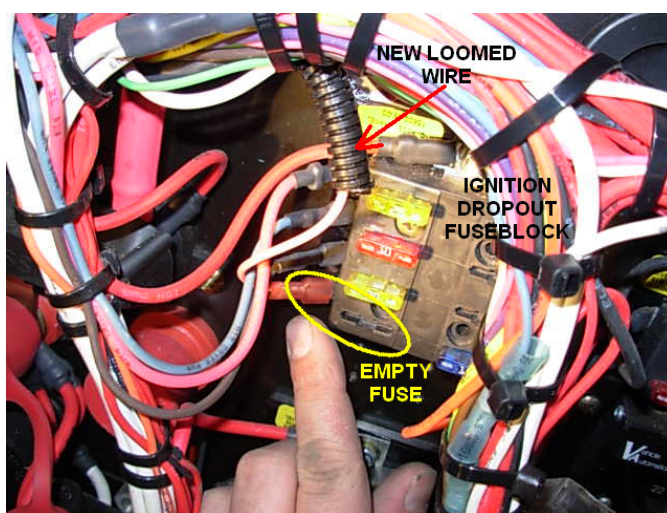


**Figure #4**

**Step#3 – The wire should be loomed, and run behind the engine block along with the other harnesses, away from the exhaust, up to where the shifter cable enters the bus at the top of the PDU box. Zip ties should be used to secure the wire to other wiring harnesses. A drip loop should exist in the wire where it leaves the engine compartment to prevent water from being drawn into the bus. (Figure #5)**

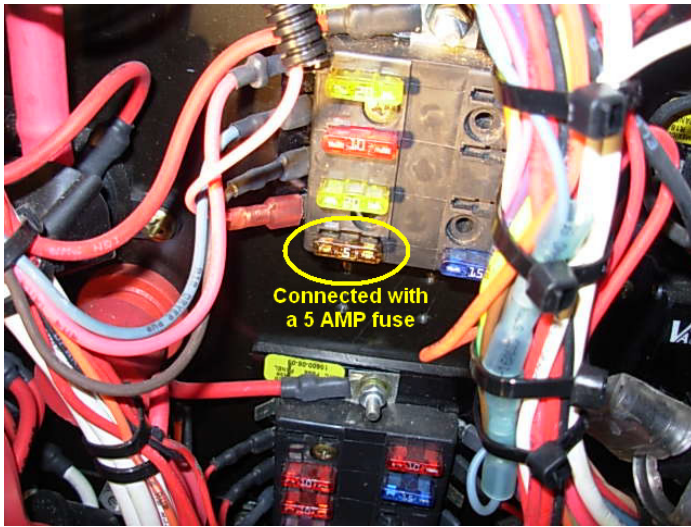


**Figure #5**



**Figure #6**

**Step #4 – The new wire can be connected to any empty fuse location in the upper left hand (ignition dropout) fuse block of the PDU box. (Figure #6)**



**Figure #7**

**Step #5 – Install a 5 AMP fuse (Figure #7)**

**Step #6 – Test that the connections are correct by starting the engine and releasing the parking brake. If the daytime running lights work, then the connections are correct.**



**Contact Our Service Department with Any Questions**

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