

Tech Tip



From your friends at New York Bus Sales

Blue Bird All American w/Actia Dash and 2007 Emissions CAT or Cummins Engines

Complaint - The Unit Is Displaying an “ENGINE WARNING” Signal Followed By an Audible “BEEP”

Cause / Correction There has been a failure of sorts with the engine which cause the signal to be activated. There of course is programming which is run through a laptop which is used by certified repair facilities to see what the code is BUT there is also the option of gaining access to the code through the dash of the unit. Below are the steps to get the code so that you might repair at your facility or so you have the code to explain when you call for service-

PLEASE NOTE – Vehicle should be parked and brakes set, key should be turned to the “on” position and should you have problems or get to a point that you cannot get exactly where you want to go the key can be cycled off and on again to restart the process.

Step #1 – Seated in the driver’s seat you will notice 2 large round gauges, the one to the left is the Speedometer and within that you will notice an “LCD” screen with the words “ENGINE WARNING” which is shown in Figure #1. There also is a yellow light saying the same in the “tell-tale” bar.

Step #2 – Locate the 2 buttons on the Speedometer just below the LCD as shown in Figure #2
Button #1 – MODE (M) **Button #2 – TOGGLE (T)**



Figure #1

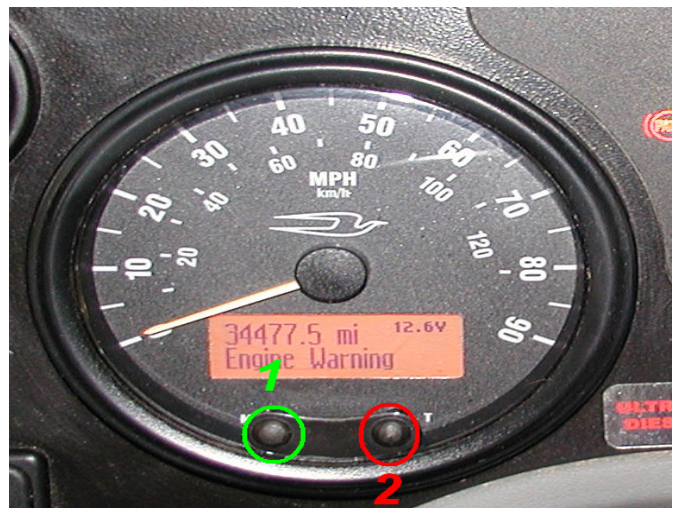


Figure #2

Step #3 – Press both buttons at the same time (Figure #3) and hold for 30 seconds and you will see the LCD change to show the menu as in Figure #4.



Figure #3



Figure #4

Step #4 – The 2 buttons now become the “scroll” buttons and you use them to scroll through the menu left is down – right is up (shown by small arrows above the buttons) as seen in Figure #4.



Figure #5



Figure #6

Step #5 – Once you get to #5-Engine Diag you again press both buttons simultaneously and code will now show in the LCD screen as in Figure #6.

Step #6 – Now you can read the code. There are 2 sections to the coding, one being the “SPN” and the other being the “FMI”. Codes for BOTH CAT and Cummins use this format and there are 2 separate code listings which are attached. The engine on the unit used for this has a Cummins and as you read the code as shown in Figure #6 you see the SPN=97 and the FMI=3 –

Step #7 – Read from the Reference for Cummins (Figure #7) you see the issue is with Water-in-Fuel sensor

~~(08-fc426) Water-in-Fuel Indicator Sensor Circuit - Voltage Above Normal or Shorted to High Source~~
(08-fc429) Water-in-Fuel Indicator Sensor Circuit - Voltage Below Normal or Shorted to Low Source
(08-fc431) Accelerator Pedal or Lever Idle Validation Switch - Data Erratic, Intermittent, or Incorrect

97 3
SPN 97 FMI 4

Figure #7

PLEASE NOTE: With the attachments for BOTH Cummins and CAT attached you will see that CAT has a direct cross to the SPN-FMI numbers whereas Cummins does not. In the attachment of the Cummins codes to the right you will see numbers hand written in which are the listings thus far that we have been able to cross....the first number is the “SPN” and the second is the “FMI”. We will update and we will make that easier to read in the near future.



Contact Our Service Department With Any Questions

CHITTENANGO – phone 800-962-5768 or

Daryl Wallace : dwallace@newyorkbussales.com

Brian Lamaitis : blamaitis@newyorkbussales.com

ROCHESTER – phone 800-463-3232 or

Gary Chichester: gchichester@newyorkbussales.com

ALBANY – phone 866-867-1100 or

Ben Reiling: breiling@newyorkbussales.com

Steve Searles: ssearles@newyorkbussales.com

WARRANTY – 800-962-5768 ext 237

Morgan Jenkins: mjenkins@newyorkbussales.com

ALL of our Tech Tips can be found on the New York Bus Sales website at

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

Or at the New York Head Mechanic website at

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