

Tech Tip



From your friends at New York Bus Sales

Complaint - There are new crossover mirrors on our buses and the driver's cannot see the warning lights -

Cause - This is correct – Blue Bird has gone to the Rosco “Eye-Max LP/Hawk” crossover mirror as it is currently considered the optimum crossover mirror for student safety. The new design replaces the popular “Hawk-Eye” and “Mini Hawk-Eye” but with even greater performance.

Correction - If the warning lights cannot be seen then the mirrors may not be properly adjusted. Attached please find Rosco's “Field of Vision” which gives the proper set up to meet FMVSS guidelines and assure driver's have proper visibility for optimum safety.

UPDATE – 10/8/11 – FOR MOST DRIVERS THE CROSSOVER MIRRORS, EYE-MAX LP CANNOT BE ADJUSTED TO GIVE A VIEW OF THE WARNING LIGHTS AND WHILE WE KNOW THAT THE REQUIREMENT IS FOR THE DRIVER TO CHECK THE WARNING LIGHTS AS PART OF THEIR PRE-TRIP MANY ALSO CHECK THE WARNING LIGHTS THROUGHOUT THEIR RUNS WITH THE CROSSOVER MIRRORS.

WHILE THE EYE-MAX LP GIVES UP TO A 33% LARGER VIEW OF OBJECTS AND IS DEFINITELY A SUPERIOR CROSSOVER MIRROR TO THOSE PREVIOUSLY USED, WE HAVE FOUND A VIABLE SOLUTION WHERE DRIVERS CAN STILL USE THESE MIRRORS AND ALSO GET A VIEW OF THEIR WARNING LIGHTS!

ADDING A ROSCO 801D MIRROR TO THE UPPER RIGHT HAND REARVIEW MIRROR BRACKET GIVES YOU A DIRECT SIGHTLINE TO THE FRONT WARNING LIGHTS!

PLEASE SEE FIGURES #1 thru #4

UPDATE – 11/12/12 – BLUE BIRD WAS ALSO MADE AWARE OF THE SUBJECT ISSUE AND CHOSE TO WORK WITH ROSCO TO ADDRESS THE ISSUE ON NEW UNITS.

THE CHANGE WAS MADE TO INCREASE THE ANGLE OF THE MAIN BRACKET WHERE THE HEAD OF THE MIRROR MOUNTS TO 88*. NEW YORK BUS SALES WAS CHOSEN TO TEST THE NEW BRACKETS AND WHEN INSTALLED THE DRIVERS WERE VERY SATISFIED AS THEY WERE NOW ABLE TO GET THE OPTIMUM VISION THE EYE MAX OFFERS AS WELL AS BEING ABLE TO SEE THE WARNING LIGHTS (NOTE THAT DEPENDING DRIVER HEIGHT AND SEAT POSITION MOVEMENT OF THE DRIVER'S HEAD MAY BE REQUIRED TO GET FULL SIGHT OF THE WARNING LIGHTS BUT JUST ABOUT EVERY DRIVER COULD AT LEAST SEE THE BOTTOM HALVES OF THE LIGHTS).

WORKING WITH JOE AND DOC FROM EAST SYRACUSE MINOA WE LEARNED THAT THE EXISTING ARMS COULD BE "ADJUSTED" TO THE REQUIRED ANGLE BY JUST USING A COMMON SHOP VISE PLEASE READ BELOW- STARTING ON PAGE #4



Eye-Max LP® left side as seen by driver
Asymmetric Cross View Mirror System
 The Eye-Max LP™ represents the next step in the evolution of cross view mirrors. It improves on the performance of the already successful Hawk-Eye® and Mini-Hawk-Eye® mirrors which have been the "Workhorses" of the school bus industry for the past fifteen years. The novelty of the Eye-Max LP™ is the revolutionary asymmetric shape of its mirror lens. Different sections throughout the mirror yield optimum viewing parameters for specific danger zones around the bus. These asymmetric mirror divisions are designed to increase image-size and coverage in all areas around the bus.

- Enhanced definition (larger image) of passengers passing through the danger zones around a school bus
- Lower profile reduces forward blind spots
- Enhanced coverage of dangerous passing traffic on driver side during load and unload stops
- Surpasses System "B" mirror requirements per FMVSS-111

Figure #1

PLEASE NOTE: Above in Figure #1 is information on the new mirror system along with an attached brochure.....

More information can be found at www.roscomirrors.com

WORKING TOGETHER, ROSCO AND NEW YORK BUS SALES HAS COME UP WITH THE FOLLOWING KIT TO INSTALL THESE TO YOUR UNITS-

PART # 805DX	PRICE \$12.36
THESE CAN ALSO BE ADDED AS AN OPTION TO YOUR NEW BUS ORDER	
OPTION #BDY130	PRICE \$25.28



FIGURE #2

**SPECIAL THANKS TO MITCH
AT TRUMANSBURG CENTRAL
SCHOOL FOR POINTING THIS
ORUIGINAL FIX OUT!**

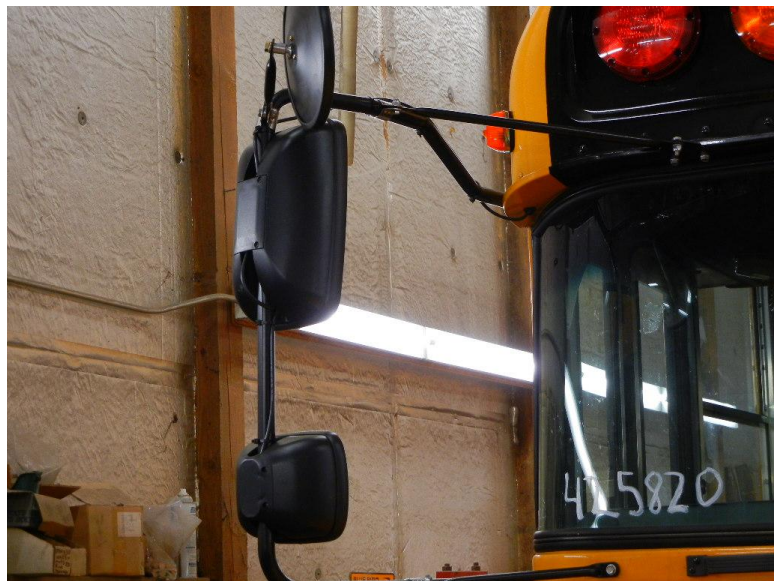


FIGURE #3

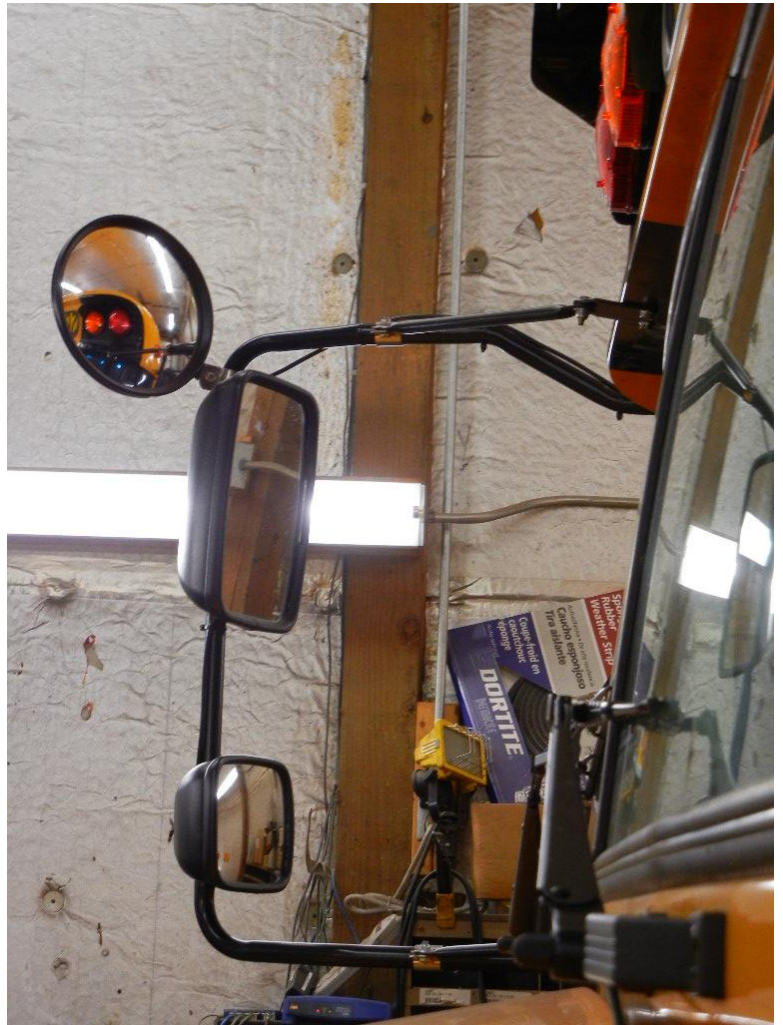
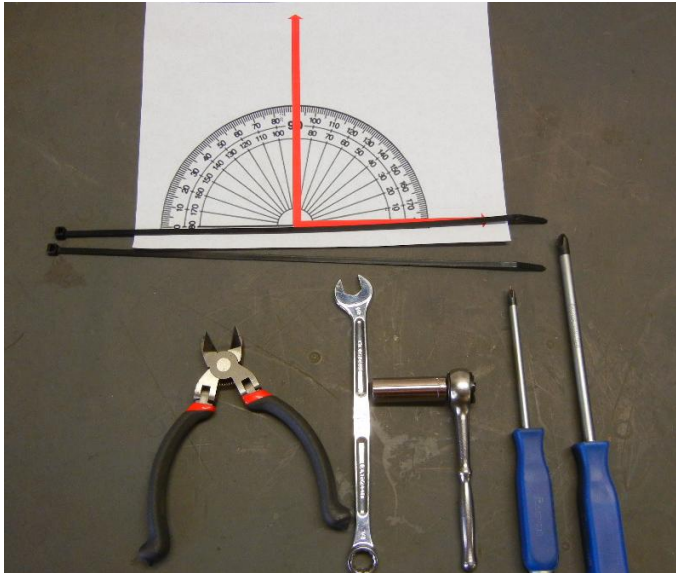


FIGURE #4

REPAIR FOR UPDATE OF 13/8/8 –

STEP #1 – PARTS AND TOOLS.....



As shown in the photo to the left 2 Phillips head screw drivers (#2 & #3), ½ wrench, ½ socket (1/4” or 3/8”), wire cutters, 2 zip ties, the attached template and bench vise (not shown)

STEP #2 – REMOVE THE BRACKET

On the heated version of the mirror, you will find that the wire to the mirror head runs along the angled brace that runs from the horizontal portion of the main bracket to the vertical portion. There is only “1” zip tie that is attached to the main bracket at the curve to where the head mounts and must be removedsee figure to the right.



Using the wrench and socket, remove ALL the 5/16”X3/4” bolts that are through clamps that attach to the main bracket

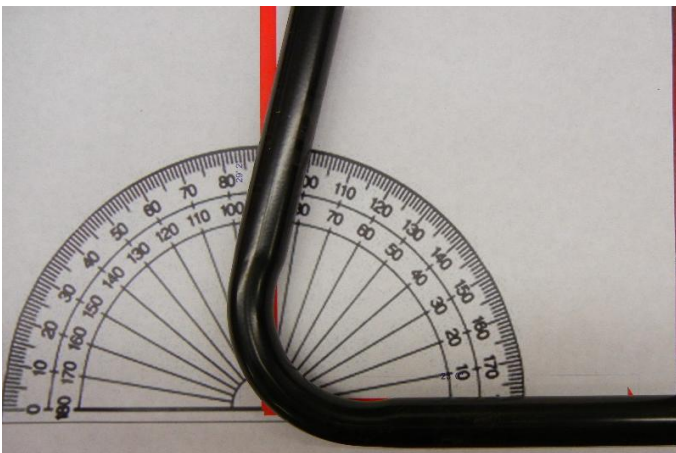
Using the #3 Phillips screw driver, loosen the 4 screws on the back of the mirror head and lift the head from the main bracket. With the heated head you will shave the wire and support bracket attached. This can be placed behind the turn signal while the remaining work is done as shown in the photo to the right-

At this time the #2 Phillips can be used to loosen the 6 screws which are in the main hood mount for the bracket.

The bracket can now be removed –



STEP #3 – ADJUST THE BRACKET



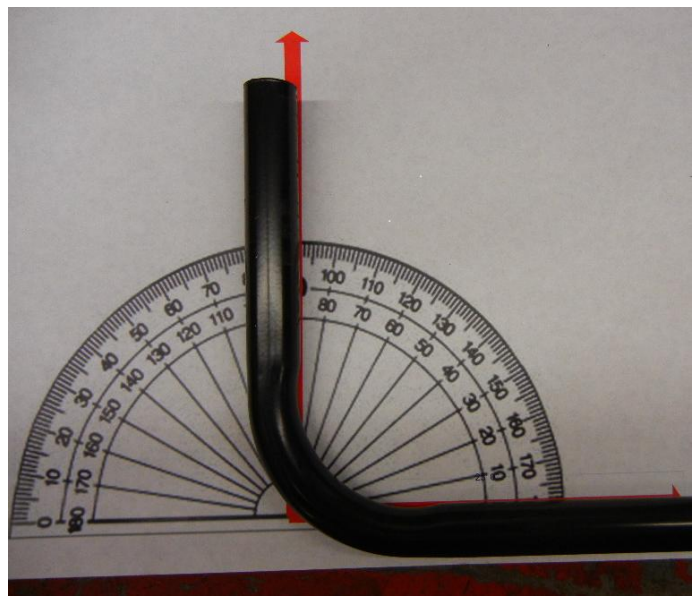
Using the template attached, put the horizontal portion of the main bracket along the lower edge of the red line and see how much the area where the mirror head mounts needs to be “adjusted” to run along the vertical red line....NOTE – Use the inside of the lines as that is the proper dimension of 88*

Using the shop vise, “lightly” clamp the bracket where the mirror head mounts as shown in the figure to the rightNOTE – A rag can be used if the clamping surface has sharp teeth to protect the bracket!



Lightly apply pressure to the curve where the horizontal and vertical parts of the bracket come together and adjust as needed – you may need to readjust a couple of times to get the angle correct

The bracket should look like the one to the right once properly adjusted!



REASSEMBLE IN REVERSE MANNER OF DISASSEMBLY and ADJUST MIRRORS
(PLEASE NOTE – Use caution if reassembling with a power screw driver
as the base or mirror head could crack if the tool is not properly set)



This is what
was seen by a
6' driver once
adjusted...
**OPTIMUM
OF THE EYE
MAX LP AND
SIGHT OF
THE
WARNING
LIGHTS**



Contact Our Service Department With Any Questions

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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>