



BLUE BIRD

Parking Brake Pedal Separation

RECALL

Models Affected: Certain 2015 & 2016 All American Front Engine and Vision Buses Equipped with Hydraulic Brakes

ISSUE

The parking brake pedal assembly on buses equipped with hydraulic brakes may not have been manufactured correctly by the supplier and could separate allowing the pedal to bend. If separation should occur, the bus parking brake may not engage properly.

CORRECTIVE ACTION

Inspect pedal date code. If within defective date code range, remove and replace original parking brake pedal assembly with new replacement parking brake pedal assembly. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures.

PROCEDURE

WARNING: Always follow all Federal, State, Local, and Shop safety standards and use proper safety equipment when performing these procedures. Thoroughly read and understand all instructions before performing this procedure.

Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated or approved by the vehicle and component manufacturer. Always wear safety glasses.

Instructions for inspecting park brake pedal assembly for date code.

1. Park bus on a level surface, apply parking brake, switch engine off, remove ignition key.
2. Chock wheels.
3. Locate manufacturing date code on right side of park brake pedal assembly. The date code is the series of numbers beginning with 14. See figure 1 below. Date codes found beginning with year and month of 1406 or 1407 must be replaced. *If any other date codes are found, do not replace pedal assembly.*
4. Once date code is located, write date code along with body number and date inspected on the Recall R14XR Inspection Reply Sheet included with your recall documents. If date code is within the defective date code range, provide your shipping address, contact name, and telephone number in the space provided at the bottom of the R14XR Inspection Reply Sheet and a new replacement brake pedal assembly will be shipped to you at no charge.

Date Code Location



Fig. 1

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Instructions for replacing park brake pedal assembly.

If a replacement park brake pedal is needed, use the following instructions to install the new park brake pedal assembly.

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1. Park bus on level surface, apply parking brake, switch engine off, remove ignition key.
2. Chock wheels then release parking brake.
3. **Warning: Park brake cable tension must be released.** Locate bellcrank at transmission. (Fig. 1) Using a pipe wrench adjusted to the bellcrank width in area shown in Fig 1, rotate bellcrank counter clockwise to remove cable tension and then remove clevis pin.
4. Disconnect parking brake release handle by removing the cotter pin and flat washer and set aside for use later. (Fig. 2) See step 6 on page 4 for cotter pin location.



Fig. 1



Fig. 2

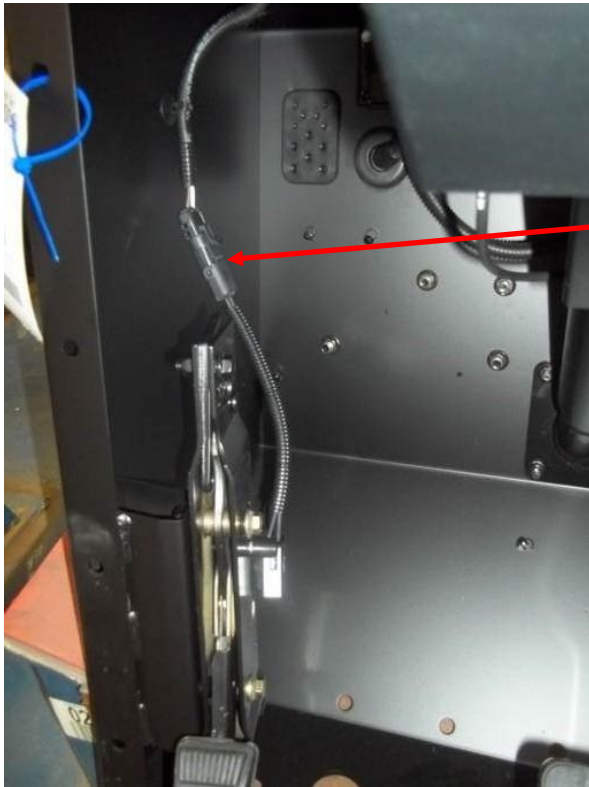
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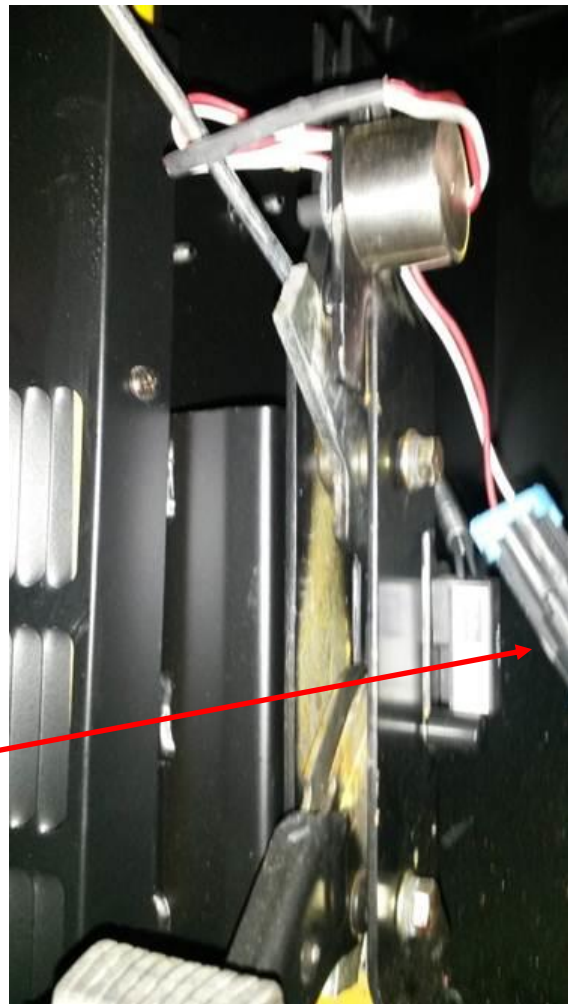
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5. Disconnect brake switch connector (Fig. 3) and solenoid connector, if present. (Fig.4)



Brake Switch Connector

Fig. 3



Solenoid connector
(Park brake assembly
with optional solenoid
shown)

Fig. 4

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6. Remove cotter pin, then the flat washer from release handle mechanism. (See Fig. 5)
Note: Retain these parts for installation of new park brake lever assembly.



Remove cotter pin and flat washer

Fig. 5

7. Using a 1/2 inch socket and ratchet remove both mounting bolts (Fig. 6). Ensure spacer on lower mounting bolt between park brake assembly and panel and all washers are saved for reinstallation. (Fig. 7)

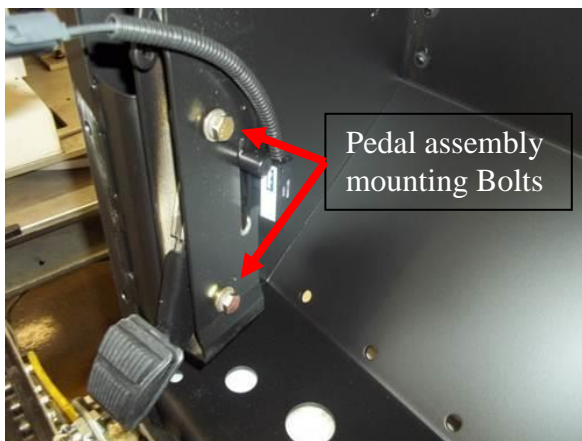


Fig. 6



Fig. 7

R I 4 X R

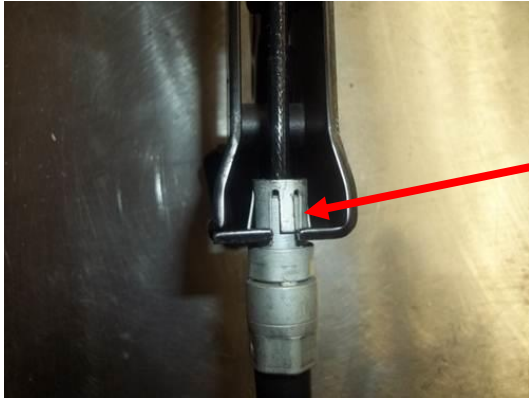
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8. Rotate cable in assembly so one of the clips is in line with opening. (Fig. 8)



Cable clip shown in line with opening

Fig. 8

9. A modified wrench (Fig. 9) will be provided with each order consisting of a 13mm wrench with a slot cut in the top side of the box end and machining the hex open to approximately .585 Dia. This will give enough clamp pressure to depress the locking tabs.

Modified wrench to aid in removing cable

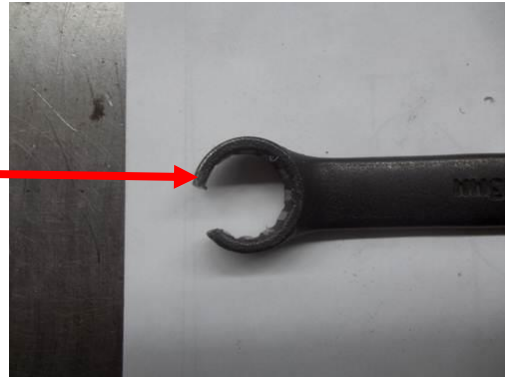


Fig. 9

10. Using the modified wrench, slide wrench down over cable connector. (Fig. 10)



Wrench shown over cable connector

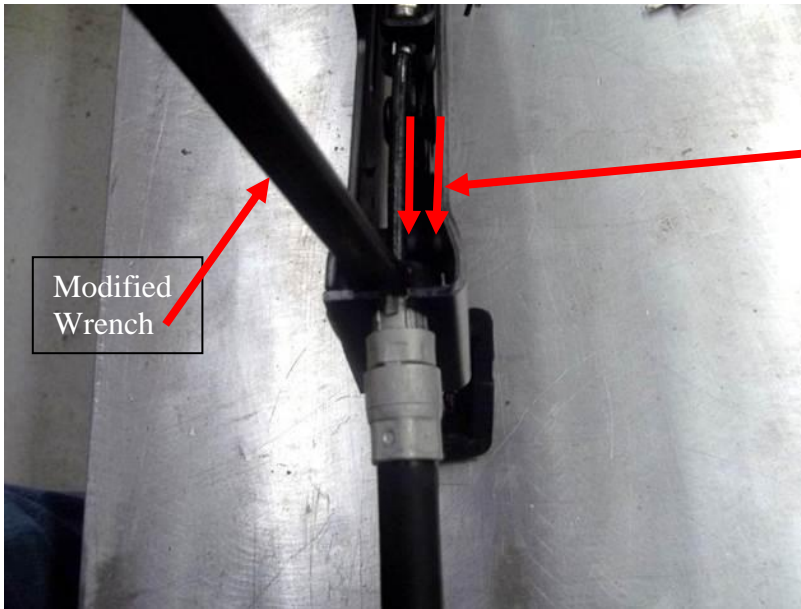
Fig. 10

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11. Slide modified wrench over connector (Fig. 11) to disengage the locking tabs.



Slide wrench in direction as shown by arrows

Fig. 11

12. Once wrench is properly located, pull cable straight out to remove from assembly. (Fig. 12)



Fig. 12

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13. Once cable is disengaged from assembly, position pedal in a “full up” position. (Fig. 13)



Fig. 13

14. Lift cable end from the retainer and separate from park brake lever assembly. (Fig. 14)



Fig. 14

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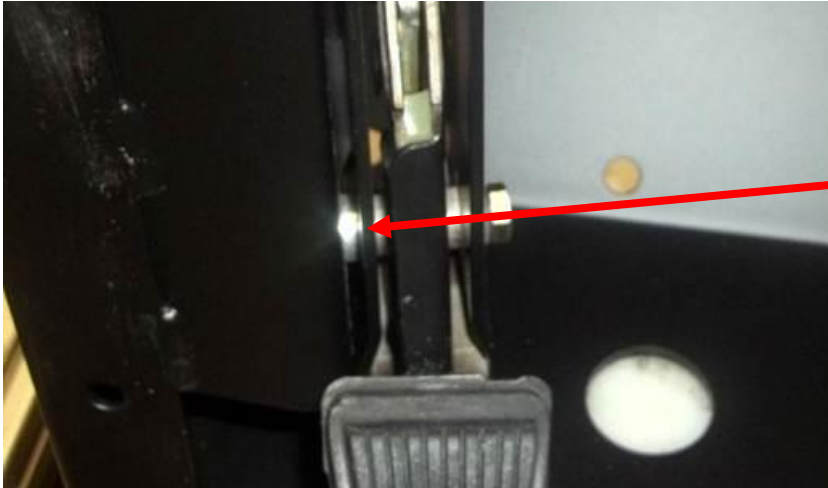
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15. Remove brake switch and solenoid (if equipped) from pedal assembly for reuse on new pedal assembly.
16. Installation is in reverse order. Ensure spacer (Fig. 15) retained in Step 6 is placed between box assembly and park brake to prevent damage to assembly when installing lower mounting bolt. Torque park brake assembly 5/16-18 mounting bolts to 150-200 in-lbs.



Spacer (retained in Step 7)

Fig 15

17. Be sure to reattach brake release lever.
18. Be sure to reattach cable at bellcrank on transmission.
19. See attached Page 9 for park brake adjustment instructions.
20. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.
21. Dispose of removed pedal assembly in accordance with all Federal, State and Local Regulations.
22. Remove chocks from wheels.
23. Return bus to service.

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PARTS LIST:

Part No	Qty	Description
10020420	1	Pedal Assy, Brake, Park, Reinforced, <i>Without Solenoid</i>
10020421	1	Pedal Assy, Brake, Park, Reinforced, <i>With Solenoid</i>
NPN	1 per order	Wrench, 13mm, modified

Park brake pedal adjustment instructions

The parking brake should be adjusted so as to achieve following pounds force at the third “click” of the parking brake pedal.

120-130 pounds force—Vision **Cummins** engine equipped

110-120 pounds force---Vision **Ford** propane engine equipped

130-150 pounds force---All American front engine

Always apply the brake fully, pressing it down to achieve at minimum, a third “click” of its detent setting.

Two cable adjustment locations are provided:

- On right side of transmission housing, the outer cable is clamped to a bracket, which has three sets of mounting holes. Any of the three sets of holes can be used to achieve the proper working range for the finer adjustments.
- The clevis at the transmission end of the cable is threaded onto the swaged fitting of the inner cable. The effective cable play can be adjusted by:
 1. Loosen the clevis lock nut.
 2. Disconnect the clevis by removing its cotter pin and clevis pin.
 3. Turn the clevis to adjust the cable length. Be sure to always leave at least a few threads of the cable end fitting showing inside the clevis.
 4. Reattach the clevis using a new cotter pin and tighten the lock nut.

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