



**Buzz Here! Pressure
Regulator Crossing Arm
and Stop Arm
troubleshooting
information for the C2.**

We have communicated with you recently about trying to help prevent rejected warranty claims by component manufacturers. We see a lot of crossing arm claims kicked out by Specialty so this “Bus Buzz” offers hints to help you specifically in this area.



The pressure regulators on a C2 are easily accessed left of the driver in a nice removable access panel. See Yellow knobs below.
REFER TO PHOTO BELOW FOR REFERENCE

There are two pressure regulators in this area.
LEFT (Toward back of bus): For the Stop Arm.
RIGHT (toward front of the bus): For the Crossing Arm

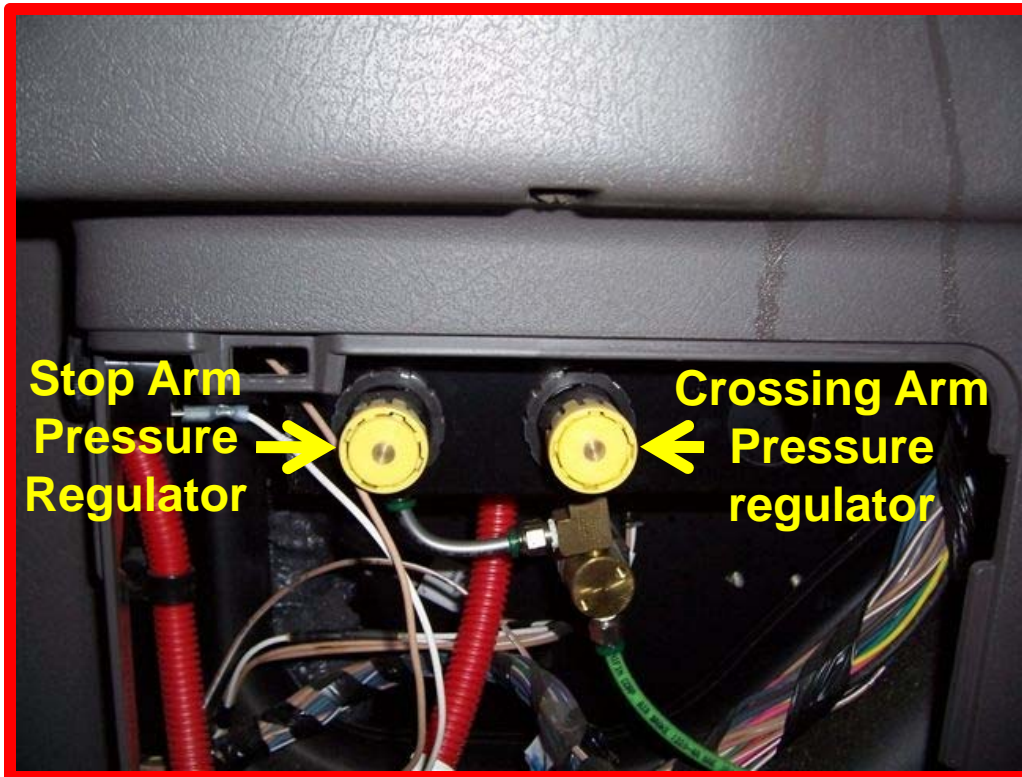
NOTE: SPECIALTY IS INFORMING US THAT THE STOP & CROSSING ARMS WILL ONLY WITHSTAND 12-15 PSI SO IT IS CRITICAL THAT THIS REGULATOR NOT BE ALLOWED TO FORCE TOO MUCH AIR PRESSURE TO THIS COMPONENT. THE BUS CAN PRODUCE IN EXCESS OF 120PSI FOR THE BRAKE SYSTEM.



REFER TO CLOSE UP PHOTO BELOW FOR REFERENCE

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Procedures for adjustment after replacement or suspected pressure Issue.

Step 1: The pressure valves should always start fully closed and allow no air pressure through the valve. Specialty indicates that new valves are shipped in the fully closed position.

Step 2: Activate stop arm/crossing arm system. Slowly open valve by turning yellow knob clockwise until the stop/crossing arm comes to full open position. (perpendicular to bus.)

Step 3: Activate and de-activate system several times to make sure that the pressure setting is correct.

Step 4: Lock regulator to desired setting by pushing yellow knob down. For added security, install torque seal and mark the regulator position.

Specialty indicates that excessive pressure is a non-warrantable failure.





Our goal is make your jobs easier. We are continually meeting with these vendors and providing feedback on their components on your behalf.

Please keep us in the loop if you have information that will help us help you.

