SB-10057478-7197

(NABI) HOUSTON METRO DOOR ADJUSTMENT

PROCEDURE : ENTRANCE AND EXIT

NEW FLYER

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Property name and Top bus number: NABI 40LFW - Houston Metro 326000, 326200, 326400

Issue: Doors are chattering and loose hardware on adjustment rods

Reason/ cause: Doors not adjusted properly

Solution: Adjust door set height, linkage and controls.

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Number of buses affected:	326000	1800 – 1839
	326200	1840 – 1914
	326400	2000 – 2049

Estimate repair hours/bus: 4 hours per bus

Engineering Documentation: N15-37848

Necessary parts: N/A

Necessary tools: Various hand tools, Torque Wrench, Metric Allen wrenches

Note: Prior to adjusting door panel height, the following conditions must be met

- Dump air pressure to the door
- Loosen door track bearings
- Clearance from the w/c ramp or rear step tread must be a minimum of 1/8” to 1/4” from the bottom of the door frame
- Ensure the upper horizontal control arm does not make contact with the bearing track when the door is opened and closed.
- Remove the linkage rods on the teeter plate and make the following adjustments:

1. Loosen all three Allen-head cap screws that hold the upper horizontal control arm to the door shaft. Loosen the center cap screw last.
2. Hold the bottom of the panel flush with the lower step tread while an assistant aligns the top of the panel with the bus body.
3. Move the horizontal arm up or down so the rollers are centered in the track and the arm does not contact the track.
4. Tighten the three Allen-head cap screws to 25-30 ft-lbs. keep spacing on the clamping bracket equal. Allow ½” (+/- 1/8”) gap between the bus body and door edge.
5. On the outside of the bus, push the upper forward corner of the aft door and at the same time, on the inside of the bus, tighten the track bearings Position bearings as far outwards as possible.
6. Repeat steps 1, 2, and 3 for the other panel.
7. The gap between the door panels (metal to metal) should be 4” (+/- 1/8”) with a (+/- 1/8”) gap between rubber seals. To adjust gap, loosen jamb nuts on the upper and lower horizontal rods and turn the center portion of the rods in or out as needed to obtain the required gap.
8. When adjustment is complete, tighten all jamb nuts and apply torque seal
    - Make sure tie rod ends on the top and bottom of doors are parallel to the floor and not twisted
9. Start the bus and let the air pressure build until the governor cut-out

10. Apply air pressure to door drive

11. Turn the door switch to the closed position. Push the upper corners of the doors, near the seal mounted on the bus frame. While applying pressure to the upper corners, reinstall install the connecting rods to the teeter plate shafts.

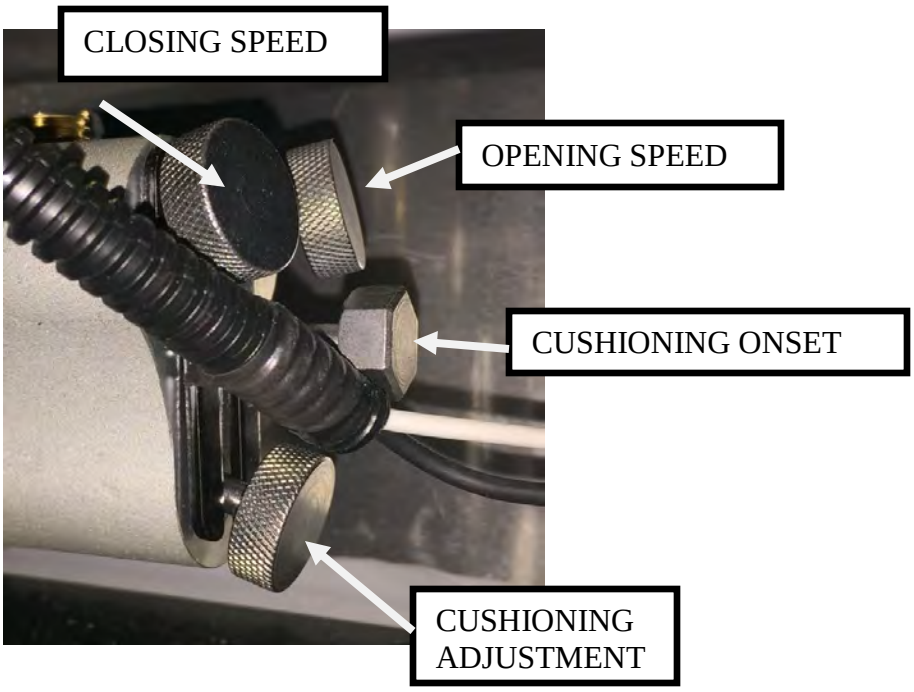
    - Rod ends must slide easily on the shafts

12. After the connecting rods are in place, take a marker and mark an “X” on a flat side of the connecting rod. Shorten each connecting rod by rotating the rods a maximum of 2 full turns each. While turning the rods, ensure that the door panels are moving outward at the trailing edge and tightening against the door post seal.

13. Open and close the doors to check for proper operation. Ensure aft panel leads the forward panel when doors are closing. If aft panel does not lead the forward panel, lengthen the forward panel connecting rod. Adjust the length of the forward panel connecting rod so the aft panel leads the forward panel with no butting or touching of the sensitive edge rubber as they overlap at the center.

    - Note: When the connecting rods are properly adjusted, the teeter plate will be approximately seven degrees from the fully closed position.

14. Visually inspect the connecting rod ends to ensure they are aligned at 90 degrees to the mounting pins and they move freely.



15. Adjust the closing speed by turning the knob clockwise to decrease speed and counter clock wise to increase speed

16. Adjust the opening speed by turning the knob clockwise to decrease speed and counter clock wise to increase speed

17. To eliminate the door slamming during operation adjust the cushion adjustment. Clockwise to add damping and counter clock wise to reduce damping.

18. The cushion onset requires a ½" nut driver. Turn the nut clockwise to start cushioning sooner in the door cycle and counter clock wise to make cushioning later in door cycle

19. Run through door operation a few more times to ensure proper door speed and cushion.