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Availability:	ISIS, FleetISIS, IsSIR	Revision:	6
Major System:	BUS BODY	Created:	5/17/2007
Current Language:	English	Last Modified:	2/7/2019
Other Languages:	Français , Español ,	Author:	Brandon Akridge
Viewed:	9610		

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Coding Information

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Title: Child Reminder (CRS) Post Trip Inspection System, Option 47BGR, 47DXR, 47MZP

Applies To: All Bus Models

Operation and troubleshooting information for the CRS 1 and CRS 2 Child Reminder Systems

This system is controlled by a separate CRS module mounted on the flasher electrical panel. This system is not controlled by the Bus Electrical System Controller (ESC) or Body Controller (BC). The Child Reminder System can be factory installed with features 047BGR, 47DXR, 47MZP. Check the line set or components in ISIS for this factory installed feature. Some systems may be customer installed as aftermarket installation. The aftermarket installations may not be installed the same as the factory installed systems and the supplied circuit diagrams may not apply.

NORMAL OPERATION

When the driver turns off the ignition, the interior lights illuminate to help the driver see in and under the seats during their visual sweep. An LED light on the dashboard also illuminates, indicating it is time to check the bus for

sleeping children. At this point, the driver should walk to the rear of the bus and simply raise the rear door handle (or press the deactivator button if one was installed). The system will flash the interior lights twice to confirm deactivation and will leave the lights on for an additional 20 seconds to aid the driver in checking the seats again on the way to the front of the bus.

If the driver attempts to leave the bus without checking it first, the Child Reminder System will begin honking the vehicle horn IMMEDIATELY. There is no delay in this alarm and therefore no chance of a driver speeding away before the alarm sounds 30 or 60 seconds later. The only way to stop the alarm is to re-board the school bus, turn the ignition key back on and close the door.

TROUBLESHOOTING

System does not arm upon shut down of accessory power.

Check the fuse on the RED wire. RED should be +12V constant. YELLOW should be +12V ACC, and ORANGE must receive +12V for at least 0.6 seconds to arm the system. Typically ORANGE is connected to the warning light circuit or to ACC. Did you remember to turn on the accessory power AND the warning lights (or whatever system you connected the ORANGE wire to) to arm the system?

Interior lights do not activate, but LED turns on.

Check connections on GREY and GREEN wire. GREEN wire must go towards interior lights. Check fuse on GREEN wire.

System won't deactivate when I crack the rear door handle open. I am using the diode sniffer wire.

Make sure all emergency exits are closed. The system can't find the diodes if another exit is open. Check connection on BLACK/GREY wire. Is it on the negative terminal of the buzzer? Did you put a diode in series with each buzzer to stop reverse current flow? Make sure 2 diodes are properly installed at rear door switch.

System deactivates itself immediately upon shut down of the accessory power. (Interior lights flash twice, then go out 20 seconds later).

Buzzers are not isolated properly and current is running backwards through them. Check installation of diode(s) on accessory power feeds to buzzer(s).

Horn activates immediately upon shut down of the accessory power. I am using the violet wire for my entrance door input and have verified that it is "piggy backed" on door

The most common cause is another component (stop arm air solenoid, crossing arm, relay coil, etc.) using the same entrance door switch without proper isolation. Check resistance to ground of door switch wire with CR2A unplugged and ignition key off. If it is below 5,000 ohms, look for a component (other than the warning light flasher) that may be sharing the switch. Install a diode in

input connector on the warning light flasher.

series with the component causing the low resistance reading. See figure 2.

Horn does not activate when I turn off accessory power and open a door, but I can hear a relay inside the control module clicking on and off.

Check connection on BLUE wire. Verify that you have connected it to the vehicle horn relay wire. Check connection on RED/WHITE wire. Verify that you connected it to +12V constant or to ground, depending on vehicle horn signal polarity. Most buses are grounding type. Check fuse on RED/WHITE wire.

Horn does not activate when I turn off accessory power and open a door, and I do not hear any relays clicking inside the control module.

Check door trigger connections. If used, the GREEN/VIOLET wire should read 0V when the door is closed, and +12V when it is open. If used, the VIOLET wire should read +12V when the door is closed, and 0V when it is open.

Park Brake light is not illuminated

Make sure park brake is set. If brake is set, check for loose connections at the switch or the switch has failed and needs replaced.

CIRCUIT DIAGRAMS - FACTORY INSTALLED

[Click here for printable PDF of Circuit Diagram CRS1 - 456189001](#)

[Click here for printable PDF of Circuit Diagram CRS2 - 454800146](#)



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