Grounding the Problem!

In today's buses, more often than not the problems we see most commonly today aren't the typical mechanical failures; they have to do with wires. Electrical problems are a big portion of our failures today.

What can we do to minimize, and possible eliminate electrical problems? Power isn't the usual problem, more often it is grounds. Grounds are the biggest problem with the typical vehicle electrical system.

Two different problems can develop; either you short to ground a wire that shouldn't be or you lose ground from a circuit that needs it. The short to ground could be worn insulation, a sharp edge cutting into a circuit, corrosion or road salt shorting the connector. Proper routing, use of through grommets and dialectic grease are the solutions you most often see in correcting these problems.

Losing ground may stem from the same situations but it more often develops from loose or corroded connections. This leads to another problem, high resistance in the circuits. High resistance will mask and mislead the technician, making their job ever harder. There is a procedure that will greatly reduce this problem. Inspect your grounds on a regular basis. This is easier than you make think.

On the SAF-T-LINER® C2 the number of major grounds is surprisingly few. The chart shows their locations. By removing, cleaning and reapplying a coating of dialectic grease annually you can eliminate most electrical problems. Even with older buses, starting an annual inspection of the electrical grounds can be an effective means of reducing downtime on the equipment with a minimum of effort.

