

R01ET

March 30, 2001

Dear Blue Bird Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Blue Bird Body Company has determined that a defect, which relates to motor vehicle safety, exists in certain Blue Bird buses delivered from August 03, 1999 through January 12, 2000. Affected models are:

All American	TC/2000	Commercial Series
Q-bus	LTC 40	Wanderlodge

TRW Inc. has notified the National Highway Traffic Safety Administration (NHTSA) and Blue Bird Body Company that a defect exists in certain 24DL drag links, tie rods and individual ball socket assemblies. The defect involves the drag link connecting ball stud sockets. The suspect ball sockets contain bearings that may be below the specified surface hardness due to improper heat treatment. This could lead to premature wear out and a possible separation of the ball stud from the socket. Blue Bird is conducting a recall to correct this defect

Blue Bird Body Company's evaluation of the risk to motor vehicle safety is the possibility that in the event separation of the ball stud from the socket should occur the drag link may become disengaged and driver may lose steering control of the vehicle.

You should have this condition corrected immediately. Your Blue Bird bus(es) affected by recall R01ET are identified by body serial number(s) on the enclosed reply sheets. If you no longer own the subject bus(es), please complete the appropriate section of the yellow reply sheet and return to Blue Bird in the enclosed pink postage prepaid envelope.

To receive replacement drag links for units found with defective date codes, verify correct shipping address, sign and return the enclosed **yellow** parts request sheet and return it to Blue Bird in the enclosed pink postage prepaid reply envelope. Modification parts will be shipped "No Charge" to you via UPS or common carrier.

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You may perform this modification yourself or have the work done by a qualified repair facility convenient to you. You may contact your Blue Bird distributor for assistance. Reimbursement for labor may be obtained by completing the pink request for reimbursement sheet provided and returning it to Blue Bird in the enclosed pink postage prepaid envelope. Time required to inspect drag link ball sockets for defective date codes is 18 minutes (0.3 hour) per bus. Time required to replace a drag link found with defective date code is 1 hour per bus.

Important: Your prompt return of the pink reimbursement sheet, complete with the correct Body Serial Numbers, permits Blue Bird to update the record indicating recall has been completed and prevents the mailing of a second notice. This is much appreciated. We regret any inconvenience this may have caused.

If Blue Bird Body Company should fail to or is unable to remedy this condition without charge to you, you may contact:

**ADMINISTRATOR
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590**

or you may call The National Highway Traffic Safety Administration toll free at:

1-888-327-4236

Questions regarding this recall campaign should be directed to me at (912) 822-2242.

Thank you,

Bill Coleman
Recall Administrator

BLUE BIRD BODY COMPANY

RECALL R01ET INSTRUCTIONS
24 DL BALL SOCKET REPLACEMENT

1. Park vehicle on level surface.
2. Apply parking brake.
3. Remove ignition key.
4. The position of the steering wheel must be straight-ahead and centered side to side.
5. Chock both sides of front wheels.
6. Follow the appropriate instructions in the attached **TRW Service Bulletin # LNK-118 24DL SOCKET REPLACEMENT (DRAG LINKS) or #LNK-119 24DL SOCKET REPLACEMENT (Service Sockets)**.

Note: Use the following in conjunction with the TRW Recall Replacement instructions.

- A. Torque the nut on clamp bolts to 50-60 ft-lbs.
 - B. Torque the nut to 110-125 ft-lbs. at the pitman arm and the axle steering arm.
 - C. Check for clearance between drag link and adjacent objects, such as a tire, after installing new drag link. There must be at least 0.125-inch clearance between pitman arm, drag link, and front axle tie rod and ALL potential interference points.
7. After replacing the drag link or the tie rod end, remove chocks.