



BLUE BIRD



MINI-BIRD OPERATOR'S MANUAL

TABLE OF CONTENTS

Reporting Safety Defects	2
Foreword	3
Switch Panel	4
Body Identification	6
Seats & Seat Belts	7
Mirrors & Mirror Adjustments	11
Stop Arms	16
Keeping Your Vehicle Looking New	17
Emergency Equipment	18
Emergency Exits.....	19
Heaters	20
Heater Core Service	23
Heater Blower Motor Service	24
Heater Hose Clamp Service	25
Antifreeze.....	27
Circuit Breakers.....	29
Normal Current Usage	30
Light Bulb Data	33
Visibility Equipment Required	34
Preventive Maintenance Checklist	36
Wiring Instructions Body to Chassis	38
Warning Light Door Switch Adjustment	40
Jacking Instructions	41
Glass Replacement.....	42
Windshield Wiper Motor Removal.....	46
Doors	49
Body Mounting Bolts	52
Lubrication-Windows, Hinges & Locks	54
Drain Holes	54
Destination Signs	55
Floor Covering	55
Track Mounted Passenger Seats	56
Index	57

REPORTING SAFETY DEFECTS

If you believe your vehicle has a safety defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Blue Bird Corporation.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Blue Bird Corporation.

To contact NHTSA, you may either call the Auto Safety Hotline toll free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area). Or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about Motor Vehicle Safety from the hotline.

FOREWORD

This Operator's Manual provides some general, as well as specific information regarding safe operation and maintenance of your Blue Bird bus. It does not address all items or situations that may arise and is not a substitute for proper driver and mechanic training. The exercise of care, common sense, and good driving and working practices are required for safe operation.

If specific questions or concerns arise that are not adequately addressed in this manual please contact your Blue Bird distributor. The distributor will answer your questions or put you in contact with the proper factory personnel.

Throughout this guide, you will find **CAUTIONS** and **WARNINGS**. **WARNINGS** remind you to be especially careful to avoid personal injury. **CAUTIONS** are given to prevent you from making an error which could damage the vehicle and possibly cause personal injury.

Blue Bird Corporation offers many items as standard and optional equipment to insure reliable and safe transportation of passengers.

Some examples of this safety equipment are: stop arms, crossing guards, warning lights, warning light monitors, mirrors, first aid kits, fire extinguishers, warning reflectors, fuses, directional and brake lights, warning buzzers, vandal locks, emergency exits, and seat belts.

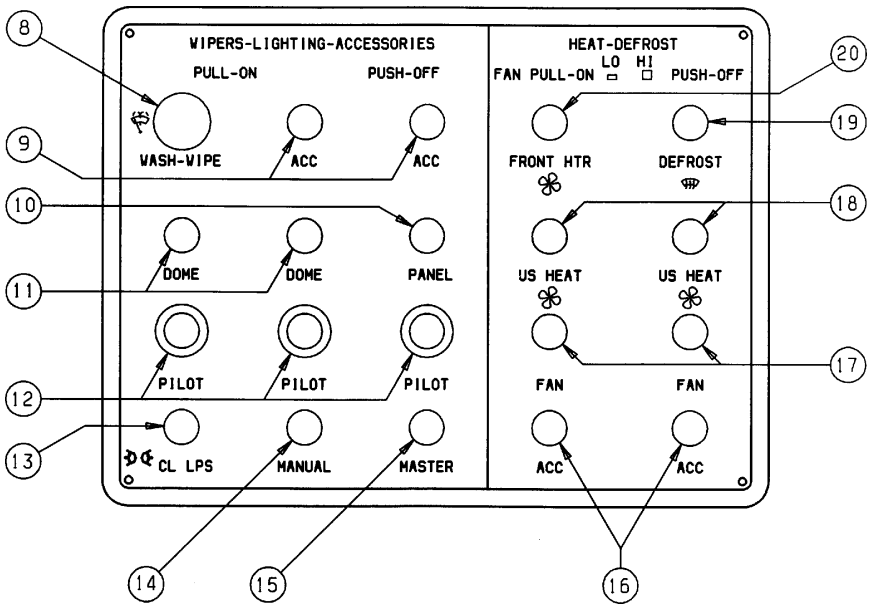
It is the driver's responsibility to insure that the safety items are in proper order. Equipment relating to safety should be checked for operation on a daily basis. Safety equipment may vary due to state and federal specifications.

In addition, the driver/operator must insure that the loading area around the bus is clear of pedestrians before stopping and that all unloaded passengers are a safe distance away from the bus before moving.

Blue Bird has mounted the bus body on the chassis you have received. You should also have received an operator's manual with your vehicle from the chassis manufacturer. If you failed to receive such a manual, contact the chassis manufacturer's closest dealership immediately to obtain one. **Please read this manual and the chassis manual carefully before operating or repairing your school bus.**

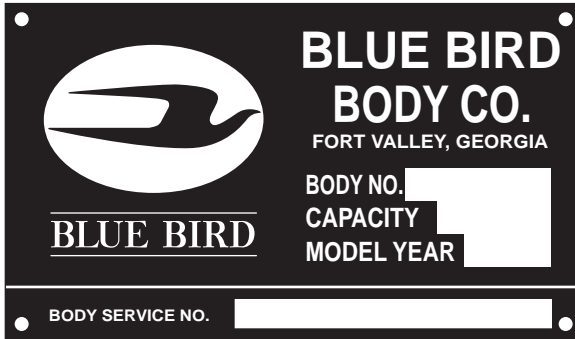
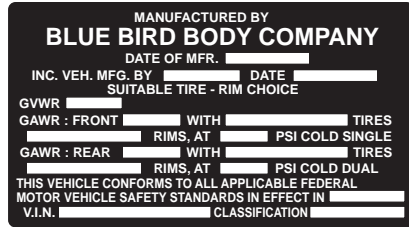
SWITCH PANEL

1. Chassis fuse compartment
2. Headlight switch
3. Dash lights dimmer switch
4. Air conditioner controls (optional)
5. Fresh air control
6. Heater coolant flow control valve
7. Driver's air control
8. Windshield wiper switch (1 standard, 2 optional)
9. Accessory switches (optional)
10. Switch panel dimmer switch
11. Body dome lights
12. Pilot lights
13. Body clearance lights
14. Warning light manual switch (optional)
15. Warning light master switch (optional)
16. Accessory switches (optional)
17. Auxiliary fan switch (optional)
18. Underseat heater fan switch (optional)
19. Defroster fan switch
20. Front heater fan switch



BODY IDENTIFICATION

The Vehicle Certification Plate certifies that the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards in effect at the date of manufacture. Do not remove or deface this plate. The plate is located over the driver's window.



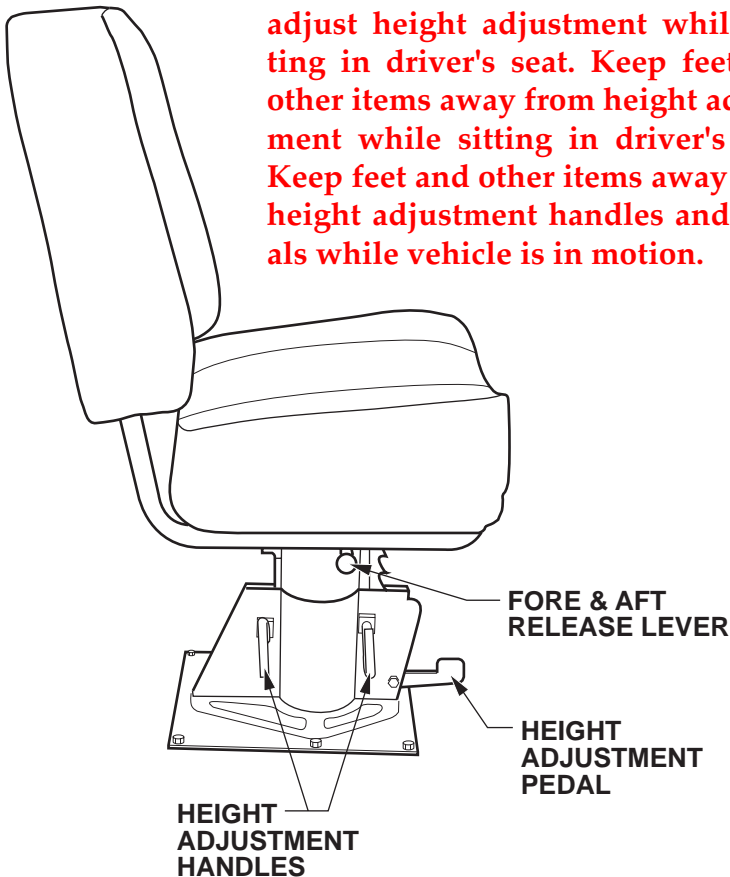
The Body Serial Number Plate and Body Service Number Plate are located above the windshield on the right side of unit. Refer to the data on these plates for registration purposes or for replacement part information.

SEATS & SEAT BELTS

DRIVER'S SEAT

The driver's seat may be adjusted fore and aft by pushing forward on the release lever located beneath the seat at the center right side, adjusting the seat, and releasing the lever when the seat is in the desired position. To raise or lower the seat, release two adjustment handles by turning counter clockwise. Raise the seat by lifting it to the desired position. Lower the seat by depressing the height adjustment pedal to release the latch mechanism. Retighten the adjustment handles after the seat is in the desired position.

WARNING: Do not attempt to adjust seat while vehicle is in motion. Do not adjust height adjustment while sitting in driver's seat. Keep feet and other items away from height adjustment handles and pedals while vehicle is in motion.



DRIVER'S SEAT BELT OPERATION

Driver's seat belt should be worn at all times when the vehicle is being driven.

Blue Bird driver's seat belts have automatic locking retractors and are self-adjusting. They also have an anti-cinch device to keep the belt from uncomfortable tightening as you drive. To use, withdraw ample length of belt from retractor or retractors to allow engagement of buckle halves. Engage buckle halves and allow retractor to withdraw belt to a snug fit. Attempt to pull belt from retractor after it has been withdrawn to assure the automatic locking mechanism is operating properly.

The buckle can be released by pushing button in center of buckle.

DRIVER'S SEAT BELT WITH SHOULDER HARNESS (IF SO EQUIPPED)

Driver's seat belt should be worn at all times when the vehicle is being driven.

Driver's seat belt shoulder harness is emergency locking; lap belt may be either emergency locking or automatic locking depending on the option chosen. The emergency locking retractor used for all shoulder harnesses and specified lap belts is dual sensitive. Emergency locking retractor engages when the vehicle tips 15 degrees or more or if belt speed exceeds a preset rate. Automatic locking retractors for specified lap belts are self adjusting.

To use, withdraw ample length of belt from retractor or retractors to allow engagement of buckle halves. Engage buckle halves and allow retractor to draw belt to a snug fit.

The buckle is released by pushing the button in center of the buckle.

PASSENGER SEAT BELT OPERATION (IF SO EQUIPPED)

Individual lap belts for passengers are retractable or non-retractable depending on option ordered. Insert the catch into the buckle, test for assurance of a latch fit, and pull loose end of buckle-end strap until belt fits snugly across the lower hips. The buckle can be released by pushing button in center of buckle. The adjustable end can be moved outward on its strap by turning 90 degrees to the strap and pulling.

SEAT BELT INSPECTION AND MAINTENANCE

Inspect seat belt assembly frequently. Anytime assembly does not operate properly, or if there are any defects in the webbing (i.e. torn or frayed), the seat belt must be replaced as soon as possible to ensure passenger safety.

Hand wash webbing with warm water and mild soap. Rinse thoroughly and dry in the shade. Do not bleach or redye, because such processing may severely weaken the assembly.

WARNING: Be sure the lap belt is fitted snugly around the hips, not the waist. Failure to do so may increase the chance of injury in the event of a collision.

WARNING: If seat cushions are removed for maintenance, they must be reinstalled using the following instructions. Failure to comply with these instructions could result in injury from unattached seat cushions in the event of an accident.

SEAT CUSHION REMOVAL & INSTALLATION-DOT SEATS

Removal

1. Loosen the two front swivel type clamps at the front under side of the cushion with a phillips type screw driver.
Caution - Do not remove clamps.
2. Rotate the swivel clamps so as to clear the front retaining channel frame.
3. Lift the forward edge of cushion 2 to 3 inches and pull cushion forward to remove.

Installation

1. Place the rear edge of cushion down on the base portion of the seat frame. Lifting the forward edge 2 to 3 inches, slide the cushion to the rear to engage the positive type clamp into the rear retaining channel.
2. Lower the forward edge to the frame making sure the swivel clamps are inside the frame and the positive type clamps are secure on the rear retaining channel.
3. Rotate the swivel clamp to engage the forward retaining channel frame.
4. Tighten with phillips type screw driver until clamps do not rotate.

SEAT CUSHION REMOVAL & INSTALLATION-DOT SEAT BELT SEATS

Removal

1. Loosen the two front swivel type clamps at the front under side of the cushion with a phillips type screw driver.
Caution - Do not remove clamps.
2. Rotate the swivel clamp located at the rear underside of seat cushion.
3. While lifting the rear edge of the cushion pull the cushion to the rear and remove.

Installation

1. Place the forward edge of the cushion 2 inches to the rear of the front retaining channel. Slide the cushion forward engaging the positive clamps onto the forward retaining channel.
2. Lower the rear edge to the frame and rotate the swivel clamps so they engage the square tube crossmember.
3. Tighten with phillips type screw driver until clamps do not rotate.

MIRRORS AND MIRROR ADJUSTMENT

WARNING: The vehicle's mirror system has been designed to comply with all field of view requirements, but it is the owner's responsibility to adjust the mirrors properly before placing the vehicle in service and to maintain the adjustment during the service life of the vehicle. Mirrors provide additional driver visibility on buses. To be effectively used mirrors must be properly adjusted for each driver and the driver must be aware of the limitations on viewing area that exist even when mirrors are properly used. Mirrors are not a substitute for proper driver training and the exercise of driver care in operating the vehicle and loading and unloading of passengers.

WARNING: Do not move the bus until you have accounted for each passenger that has disembarked and have confirmed that the passenger is clear of the bus. Failure to follow these procedures could cause serious injury or death.

Left and right front fender mounted convex crossview and left and right front fender mounted convex rearview mirrors are required equipment on all Mini-Bird, Type (B), buses.

INSIDE MIRRORS

Inside rearview mirrors are adjustable by loosening the bolts and nuts in slotted holes. Adjust the mirror to afford the operator a good view of bus interior and roadway to the rear.

WARNING: Many school bus passengers are energetic children who are small and playful and do not understand the hazards of buses. After unloading, some children could be outside the field of vision of your mirrors or could quickly dart into such a place. Do not move your bus after unloading passengers until you have confirmed the location of every child who got off and have confirmed that each child is completely clear of the bus. Failure to follow this procedure could cause serious injury or death.

8" DIA. SUPPLEMENTAL OUTSIDE REARVIEW MIRROR

Some units may be equipped with two (2) 8" elliptical mirrors, one on the LH side and one on the RH side, which are designed to supplement the view provided by the outside rearview driving mirrors. The RH 8" elliptical mirror is attached to the RH outside rearview mirror mounting bracket as illustrated, and is viewed through the RH windshield. The LH 8" elliptical mirror is attached to the bus body and is located so as to be viewed through the LH windshield.

Proper adjustment is necessary for any mirror system to perform as designed. The following adjustment should be used to allow the driver to obtain the maximum viewing area with the mirror system.

Position the RH 8" elliptical mirror in the location illustrated. Adjust the 8" elliptical mirrors on both the RH and LH side to provide the seated driver a view of the ground directly below the outside rearview driving mirrors, and rearward to overlap the view provided by the outside rearview convex driving mirrors.

CAUTION: A convex mirror has a curved surface and is designed to provide a wide view with minimum distortion. However, persons or objects seen in a convex mirror will look smaller and appear farther away than when seen in a flat mirror or viewed directly. Therefore, use care when judging the size or distance of a person or object seen in a convex mirror. Wait until you can view the person or object in a flat mirror or direct view to determine their size and distance.

Fender mounted convex mirrors are adjustable by loosening the bolts in the arm and changing arm length and by twisting mirror heads about ball joint. Adjust crossview mirrors to afford the driver the best possible view of the area in front of the bumper across the full width of the bus. Adjust rearview mirrors to afford the driver the best possible view of the areas to the sides of the front of the bus and along the sides of the bus. Retighten all bolts, nuts and screws after adjusting mirrors.

OUTSIDE MIRRORS

Outside rearview mirrors are adjustable by turning from side to side and by sliding the adapter from side to side and by sliding the adapter bracket on slots. Adjust mirror to provide view of roadway to rear of bus. Retighten all bolts after adjusting mirrors.

CAUTION: A convex mirror has a curved surface and is designed to provide a wide view with minimum distortion. However, persons or objects seen in a convex mirror will look smaller and appear farther away than when seen in a flat mirror or viewed directly. Therefore, use care when judging the size or distance of a person or object seen in a convex mirror. Wait until you can view the person or object in a flat mirror or direct view to determine their size and distance.

OUTSIDE REARVIEW

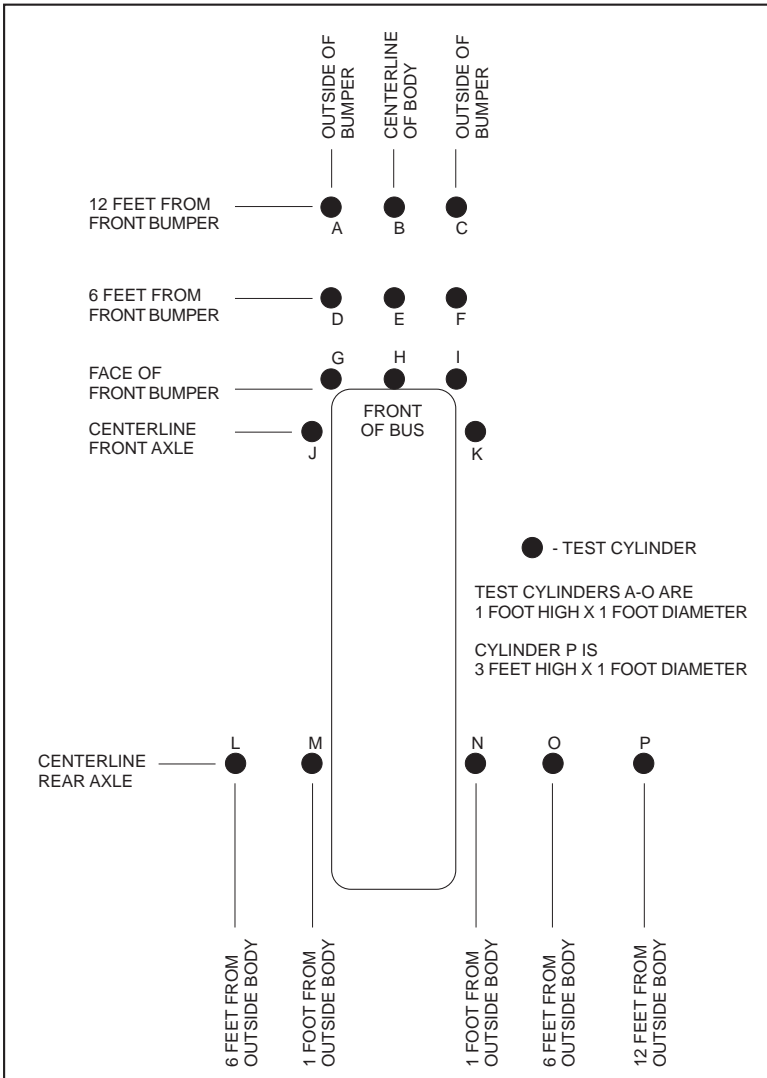
Standard equipment on all school buses is comprised of 4 outside rearview driving mirrors. (2 per side), and 2 elliptical crossview mirrors, (1 per side). The outside rearview driving mirrors include (1) 6.5"x 10" flat mirror and (1) 6.5"x10" convex mirror each side. The outside rearview driving mirrors are designed to provide the seated driver a view of the roadway to the rear and to the sides of the bus. The elliptical crossview mirrors are designed to provide a seated driver a view of all areas around the front of the bus not directly visible to the driver. The elliptical crossview mirrors are designed to be used to view pedestrians while bus is stopped.

DO NOT USE THE ELLIPTICAL CROSSVIEW MIRRORS TO VIEW TRAFFIC WHILE BUS IS MOVING. AS IMAGES IN SUCH MIRRORS DO NOT ACCURATELY SHOW ANOTHER VEHICLE'S LOCATION.

Proper adjustment is necessary for any mirror system to perform as designed. The following adjustment sequence should be used to allow the driver to obtain the maximum viewing area with the mirror system.

MINI-BIRD

1. Adjust the driver's seat to the desired position.
2. Adjust the RH flat driving mirror so that the tops of the side windows are visible in the upper edge of the mirror, and so that the RH side of the bus body is visible in the inside edge of the RH flat mirror.
3. Adjust the RH convex driving mirror so that the view in the top of the convex mirror overlaps the view provided by the RH flat driving mirror, and so that the RH side of the bus body is visible in the inside edge of the RH convex mirror.
4. Adjust the LH flat driving mirror and the LH convex driving mirror following the same procedures described for the RH mirrors. Refer to steps #2 and #3 above.
5. Adjust the elliptical crossview mirrors by positioning each mirror head so that the "arrow" embossed in the top of the elliptical mirror housing is pointed directly at the eyes of the seated driver.
6. A final adjustment should be made to the mirror system so that the seated driver can view the areas required by FMVSS 111, including the entire top surface of cylinders M and N (when located as illustrated and rearward a minimum of 200 feet (measured from the mirror surface) using the outside rearview driving mirrors. The elliptical crossview mirrors should be adjusted to provide the seated driver a view of the entire surface of any cylinder A thru P (when located as illustrated) not visible by direct view of the driver. The view provided by the elliptical crossview mirrors must overlap the view provided by the outside rearview driving mirror system.



STOP ARMS - VACUUM & ELECTRIC

Stop arms are required on school buses per FMVSS 131.

Stop arm assemblies have several moving parts and they require occasional cleaning and lubrication.

For air operated stop arms, an electric solenoid valve controlling the flow of air is activated by the warning lamp system.

Electric stop arms, are activated by the warning lamp system thru a control relay.

The "STOP" sign must extend and if lighted, the lights must be operating at anytime the red lights of the warning light system are flashing. There are some unique, state-designed warning light/stop arm systems that cause the stop arm to be withdrawn while warning lights are in operation. For those situations an audible alarm sounds to alert the driver of the condition

KEEPING YOUR VEHICLE LOOKING NEW

WASHING YOUR VEHICLE

The best way to preserve your vehicle's finish is to keep it clean by frequent washings. Wash the vehicle in lukewarm or cold water. Do not use hot water or wash in the direct rays of the sun. Do not use strong soap or chemical detergents. All cleaning agents should be promptly flushed from the surface and not allowed to dry on the finish.

CAUTION: Pressure washing may cause damage to finish. Pre-test pressure washer on similar surface prior to applying pressure and chemicals to your vehicle. Pressure washers using recirculated water should filter the water to remove abrasive grit.

POLISHING AND WAXING YOUR VEHICLE

Polishing with non-abrasive wax is recommended to remove accumulated residue and eliminate any "weathered" appearance.

FOREIGN MATERIAL DEPOSITS

Calcium chloride and other salts, ice-melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys and other foreign matter may damage vehicle finishes if allowed to remain on painted surfaces. Prompt washing may not completely remove all of these deposits. Additional cleaners may be needed. When using chemical cleaners developed for this purpose, be certain they are safe for use on painted surfaces.

FINISH DAMAGE

Any stone chips, fractures or deep scratches in the finish should be repaired promptly. Exposed metal will corrode quickly and may develop into a major repair expense.

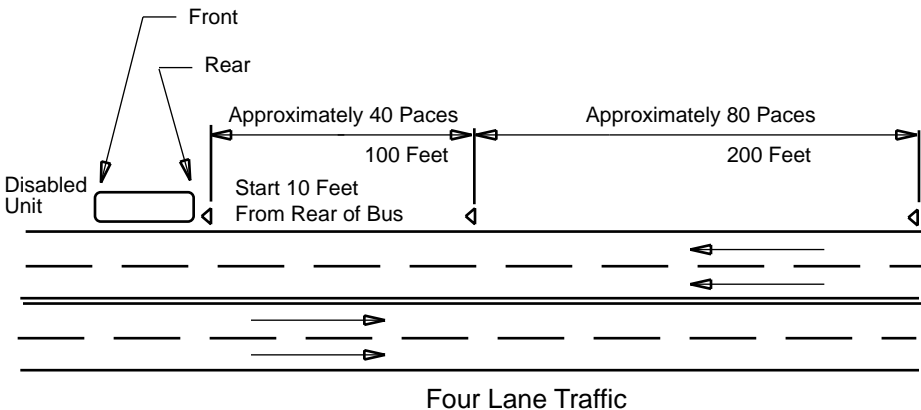
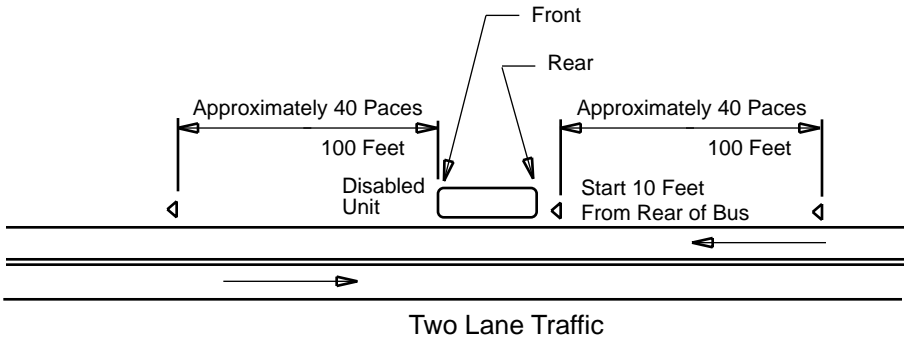
EMERGENCY EQUIPMENT

The fire extinguisher is located in the right front corner of the bus body near the floor. Your unit may be equipped with a 2 3/4, 4 1/2, 5 or 6 pound extinguisher. Check quarterly to make sure it is fully charged.

If your unit is supplied with triangular reflectors and fuseses, they are located to the left of the driver's seat.

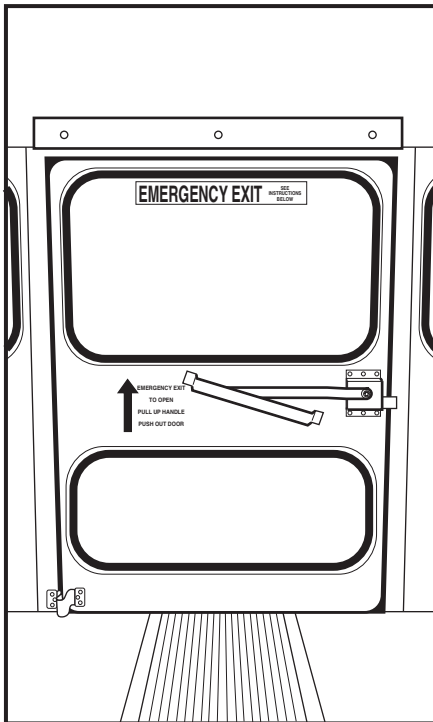
The first aid kit is mounted above the windshield on the right hand side of the bus body. Different size kits are supplied in various bodies, because of different state specifications. Check quarterly to see if fully equipped.

RECOMMENDED WARNING DEVICE POSITIONING

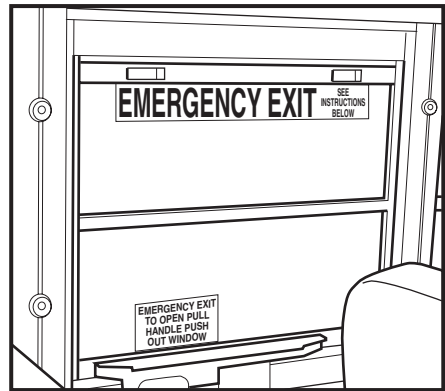


EMERGENCY EXITS

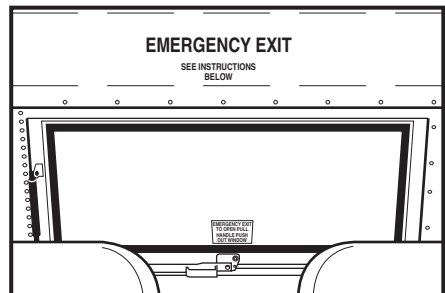
Emergency exits are clearly identified by the words "Emergency Exit". Operating instructions are written close to each exit. Some units are equipped with an audible alarm device signifying an emergency exit is open. If when turning the ignition switch on, a buzzer sounds, check emergency exits to see that they are completely closed. All emergency exits meet Federal Motor Vehicle Safety Standard 217 "Bus Window Retention and Release". These photographs show various types of emergency exits. All emergency exits should be inspected and operated daily to insure they are labeled and operate properly per the instructions provided.



Rear Emergency Door



**Split Sash
Pushout Window**



Rear Emergency Window

HEATERS

GENERAL INFORMATION

Blue Bird heaters are hot water type which depend on heat generated by the engine for their function. Heat from the engine is picked up by the engine coolant which is pumped through the heaters inside the body and back into the engine. A typical heater inside the body is made of a heat exchanger core and fans which move air across the core. Air moving across the core picks up heat from the engine coolant and transfers it into the body.

Satisfactory performance of the body heaters is basically dependent upon:

1. Adequate engine (coolant) temperature - this can be altered by thermostat rating, which should never be higher than recommended by the engine manufacturer, and / or shutters.
2. Adequate coolant flow - this varies with engine speed and can be increased if necessary by the use of an auxiliary water pump. The heaters are rated at six gallons per minute.
3. Proper fan operation - all motors are two speed and can most easily be checked for function by operating the motor switches individually and listening for the speed variations.

Many other factors affect performance, but the three mentioned are most basic.

HEATER OPERATION*

Be sure the engine radiator is full and all coolant flow valves are open. For your own safety, do not leave the engine running while opening or closing valves. Turn temperature control on dash counter-clockwise. Warm up the engine to operating temperature with the engine at fast idle, if possible, and turn on the heater fans and the auxiliary water pump. If unit is equipped with one under extremely cold weather conditions, turning on the heater fans will cause the engine temperature to drop noticeably as heat from the engine is being transferred into the body, but as air temperature inside the body rises, engine temperature also rises. More heat will also be generated by the engine when it is caused to work in moving the vehicle. Once the engine is warm, heater fan motor speeds and subsequent air volumes across heater cores can be controlled at the discretion of the driver for best defrosting and

ultimate passenger comfort. Outlet temperatures can be controlled by the previously mentioned temperature control on the dash. Counterclockwise is high and clockwise is low. Other controls near the temperature control are for fresh air inlet and driver's footwarmer outlet. Counterclockwise movement opens them.

DEFROSTING

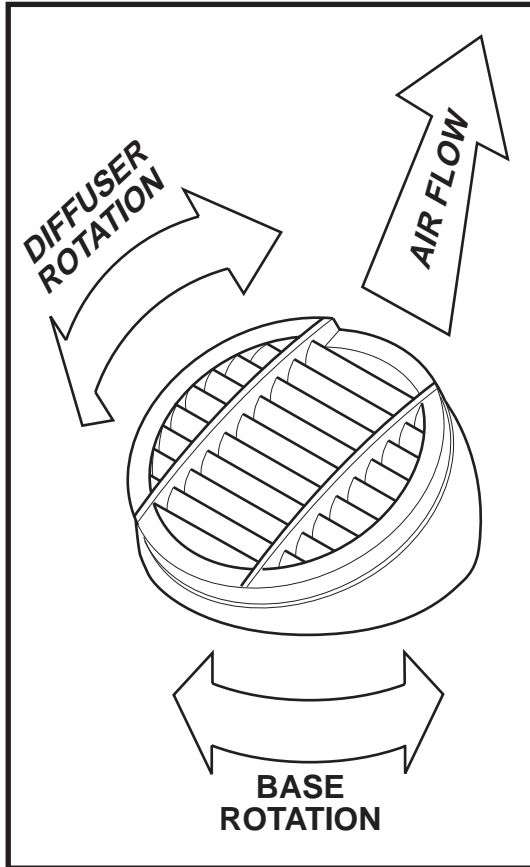
Windshield fogging and frosting is caused by warm, humid air coming in contact with a cold windshield which causes the moisture in the air to condense and possibly freeze if the windshield is cold enough. The warmer the windshield, the less moisture will condense on it. During initial warm up, the defroster blowers should be operated at maximum to heat the inside of the windshield glass as much as possible.

If the defrosters are not turned on until the condensation starts, it is more difficult to heat the glass and overcome condensation. As passengers are loaded onto the bus, the moisture content of the air inside the bus increases. This moisture content will be lowered by opening the heater air inlet. The most difficult defrosting conditions will be encountered when there is a large passenger load which must remain on the bus for extended periods of time, such as on a charter or over the road activity trip. Travelling at highway road speeds causes accelerated heat dissipation through the windshield glass and each passenger continually adds to the moisture content of the air within the bus. After a period of time the moisture concentration can become quite high. This condition can be improved by slightly opening the forward driver's window allowing the moist air to escape into the low pressure area outside the bus at that location and by operating all defroster blowers at high speed. If the bus is equipped with adjustable static air vents in the roof, they should be kept open, and exhaust fans, if so equipped, should be used.

Auxiliary fans mounted on the dash or overhead may be helpful in windshield defrosting when used to force warm air from inside the body against the glass to warm it and evaporate moisture. They should not be directed to oppose the flow of air from defrost outlets but to assist that flow if possible. Many different variations of auxiliary fan direction have been found to be effective under different conditions and their use on your unit can probably best be determined by trial.

DIFFUSER ADJUSTMENT

Air distribution from defroster and heater outlets can be adjusted by rotating the diffusers as shown. Note that outlets having the wedge-shaped base can be adjusted vertically as well as horizontally by separately rotating the base.



HEATER CORE SERVICE

FRONT HEATER CORE REMOVAL

1. Remove clamps securing hoses to core tubes. (Fig. 1).
2. Remove core inspection plate to reveal end of core slide assembly. (Fig. 2).
3. Remove screws attaching core slide assembly to heater housing and pull core and slide forward. (Fig. 3).
4. The slide assembly is easily removed from the core by slightly spreading the side channels and lifting it over the inlet and outlet tubes.
5. Service the core as required (clean and / or repair) and reverse the above procedure for replacement.

FIG. 2

FIG. 1

FIG. 3

HEATER BLOWER MOTOR SERVICE

1. Remove filler strips and upper and lower grille retainer trims. (Fig. 1)
2. Lift grille out, exposing wall side fasteners and remove those fasteners. (Fig. 1)
3. Remove forward angle and floor fasteners and lift cover assembly off heater. (Fig. 1 & Fig. 2)
4. Passenger compartment blower is serviced by removing four screws attaching fan housing to heater housing. Cut wires to remove motor and splice in new motor when replacing (Fig. 3)
5. Defrost/driver's blowers are serviced by removing screws from motor mounting plates and lifting out as shown in (Fig. 4). Cutting and splicing wires is required for motor replacement.

FIG. 2

FIG. 3

FIG. 4

HEATER HOSE CLAMP SERVICE

Tighten heater hose clamps after first 1,000 miles and annually thereafter.

Heater hose clamps are located at underseat heater core and under the transition covers at the left front side of the driver's area.

ANTIFREEZE

Your bus is equipped with a 50-50 solution of antifreeze and water. This mixture protects to -20°F. Driver should check antifreeze before taking unit into cold climate. For protection to -50°F and below, the mixture should be 70 percent antifreeze and 30 percent water. Never have more than 70 percent antifreeze.

HEATER AND HEATER CONNECTIONS WATER CAPACITY CHART

NOTE: Water capacity of heaters includes tubing within heater enclosure.

DESCRIPTION	CAPACITY (QUARTS)
90 Front Heater	3.50
50 Underseat Heater	1.56
80 Underseat Heater	2.34
1 Foot of Connecting Line	0.17

Example: Model 2103 with a 50 underseat heater located in overhang.

90 Std. Front Heater	3.50
50 Underseat Heater	1.56
46 Feet of heater pipe with 0.17 quarts per foot	7.82
Body Water Circuit Capacity	12.88 Quarts (3.22 Gal.)

NOTE: Total capacity of complete system in this example is 12.88 quarts plus capacity of engine and radiator. Refer to chassis manufacturer operating manual for engine and radiator capacity.

INSTRUCTIONS FOR COMPLETELY FILLING COOLING SYSTEM HEATER BLEEDING

The following procedure must be followed to insure adequate heater bleeding. During the bleeding process, it will be necessary to remove the radiator cap and refill cooling system several times to insure adequate coolant is available to replace purged air and coolant lost when bleeding.

CAUTION: Extreme care must be used when removing radiator cap. As coolant becomes hot, pressure is built up in the cooling system. Rapid venting and/or removal of radiator cap will cause coolant to boil up and spray out and can result in serious burns. Slowly vent off pressure before removing radiator cap.

PROCEDURE

1. With the engine off, shut engine heater return gate valve or clamp closed heater return hose as close to engine as possible. Close temperature control on dash by turning clockwise.
2. Fill cooling system completely, including recovery tank with coolant and run engine for a few minutes to bleed air from cylinder block and heads.
3. Open the heater hose supply line by turning temperature control on dash counterclockwise. Turn on heater water pump if equipped.
4. Using a suitable container to catch coolant, run engine between 2,000 and 3,000 RPM, loosen bleeder valve located in heater hose return line. Bleed air and coolant through bleeder valve until air is eliminated from heater system. (Stop bleeding when continuous stream of coolant comes from bleeder valve.) **Note:** It will be necessary every few moments to refill the radiator.
5. When all of the air has been purged from the heater system, open gate valve in heater hose return line or unclamp return hose.
6. Run engine between 2,000 and 3,000 RPM until thermostats open. To assist in deaerating the entire cooling system, accelerate the engine a few times before and after thermostats open. **Note:** Thermostats have opened when upper radiator tank and radiator hose becomes hot.
7. Refill cooling system including radiator and coolant recovery tank.

WARNING: Never idle engine in closed areas. Never sit in a parked or stopped vehicle for any extended amount of time with the engine running. Exhaust gases, particularly carbon monoxide may build up. These gases are harmful and potentially lethal.

Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, have it inspected immediately by your dealer and have the condition corrected. Do not drive with exhaust fumes present.

CIRCUIT BREAKERS

Blue Bird uses circuit breakers instead of fuses. The circuit breakers are a quick resetting type and are located behind the switch panel. The advantage of this type circuit safety device is that no replacement (as with fuses) is required. When the breaker opens a circuit, follow standard electrical trouble shooting procedures within the circuit to determine the cause of overload. Exposed wires and electrical shorts are the most common causes. The photograph below shows the location of the circuit breakers.

NORMAL CURRENT USAGE

STANDARD EQUIPMENT

Constant Load

Item	No. Items	Amps
Cluster Lamps	6	4.14
Clearance Lamps	4	2.76
Intermediate Side Mkr.	2	1.38
*Tail Lamp	2	1.18
Ignition	1	2.50
Instrument Panel		1.00
Headlamps (Dual Low Beam)	2	8.40
Parking Lamps	2	1.18
^90-FC & MB Heater	1	27.00
^90-Conv. Heater	1	31.50

Intermittent Load

Item	No. Items	Amps
Stepwell	1	.44 ea.
Stop Lamp*	2	4.20
Dome Lamps (each)	Varies	.58
Back-up Lamps	2	4.20
Electric Wipers	2	8.00

* Combined Stop and Tail Lamp

^Use Applicable Heater

OPTIONAL EQUIPMENT

NOTE: To figure current draw add constant load and 35% of intermittent load.

Policy

1. Warning light options include lights, standard flasher and pilot light. If optional flasher unit is desired, add current draw of that option.
2. Directional light options include lights and standard thermal flasher.

Constant Load

Item	Option No.	Amps
Auxiliary Fan	0525	3.00
	0530	6.00
	0532, 0546	3.00
Exhaust Fan	0552	2.00
Heater	1145	31.5
	1153	9.00
	1230	2.50
	1325, 1330	4.50
	1336, 1342	9.00
Heater Pump	1416	6.75
Clearance	1576	2.16
Light	1581	1.08
	1591	.54
Cluster Light	1642	1.62
Door Light	1878-01	.59
	1878-02	1.18
	1878-03	1.77
P.A. System	2525, 6404	.40
Radio	2532, 2535	.60
Radio & P.A.	2534, 6506	1.00
Dest. Sign	3052, 3053	4.06
Dest. Sign (Roll)	3059	4.06
School Bus Sign	3064	4.06
Fr. & Rr. Sch.		
Bus Sign	3065	8.12

Intermittent Load

Item	Option No.	Amps	
Directional Lights	1676, 1681, 1686	2.10	
	1697, 1701	2.10	
	1707	2.10	
	1719, 1723		
	1727, 1731	2.10	
	1740	.27	
	1790, 1788	4.20	
	1820	.27	
	Dome Lights	1825, 1828,	
		1831**	.58
(**Per Lamp) 1832**		.58	
1840		.58	
7" Stop Lights	1931	4.79	
	1940	4.20	
	6728	4.20	
Warning Lights	1987, 1990,		
	1992, 2013,	12.50	
	2016, 2017,	12.50	
	2025	10.00	
Solenoid Switch	2130, 2131	.75	
Buzzer (Em. Dr.)	3000	.50	
Dot Buzzer	3002-01	1.00	
	3002-02	1.50	
	3002-03	2.00	
Buzzer (Em. Dr.)	3005	.50	
Emerg. Door	3020	.94	
Pilot Lt. & Buzzer	3025	.94	
Chime System	3040	1.00	
Stop Arm w/Lights	3135, 3143, 3146,		
	3155, 3148, 3162,	1.80	
Stop Arms Dual w/Lights	3159, 3149	3.60	
Pushout Windows w/Buzzer	3343	.50	
	Sanders	4015	1.50
Sanders	4475	1.50	
56" Wheelchair Lift	0467	48.00	
35" Wheelchair Lift	0469	48.00	
42" Wheelchair Lift	0465, 0466	90.00	

LIGHT BULB DATA

Lamp Description	Trade Name	Trade No.	Color	Bulb No.
Dome	Weldon	8005	(Standard)	89
	Weldon	8010	(Deluxe)	93
Stepwell	Arrow	35		67
Emerg. Door Light	Weldon	8025		67
Switch Panel Pilots	Cole Hersee	PL19		53
	Dial	41204-1211		68
Switch Panel Illuminator		2007367		53

EXTERIOR LIGHTS

Directional	KD	772-9105		1156
	Weldon	1010 Series	Red & Amber Plain & w/Arrow	1156
Warning Light Cluster & Marker	Signal Stat	1604		1156
	Weldon	1020-Series	Red & Amber	4636
Side Directional	Weldon	5050	Amber & Red	904
	Peterson	122	Amber & Red	194
	Peterson	122		194
Stop/Tail/Tag	Arrow	059-9900021CP	1073	
	Dominion	70-6128-71		1157
Back-Up	Signal Stat	2103		1157
	KD	854-5301		1156
Stop	Weldon	7-1010-1		1156
	Weldon	1010	Red	1156
	Arrow	438		1157
	Signal Stat	1605		1156
	KD	772-9105		1156

VISIBILITY EQUIPMENT REQUIRED BY FMVSS

PREVENTIVE MAINTENANCE CHECKLIST

Page Ref.	Item
18	Fire Extinguisher
18	First Aid Kit
40	Adjust Warning Light Door Switches
54	Lubricate Window Latches & Seal
54	Lubricate Exterior Hinges
54	Lubricate Interior Hinges
49-51	Lubricate Door Control Hardware
49-51	Lubricate Upper Door Control Rod
55	Sweep Floor Covering
54	Clear Drain Holes
--	Clean All Rubber Door Seals & Lubricate with Rubber Lubricant
26	Tighten All Heater Hose Clamps
17	Inspect Outer Surface for Cleanness & Wash as Needed
--	Check Under Floor & Underside Structures for De-Icing Chemical Buildup. Keep These Areas Free of Chemical Deposits
34-35	Check All Lights & Signals
--	Check for Component Part Damage,
--	Loose Screws, Rivets, & Have Corrected Immediately
--	Check Brakes Before Each Run
19	Check All Emergency Exits for Operation and Labels
11-15	Check All Mirror Adjustments
19	All Rear & Side Emergency Door Latch Slide Bars
--	to be Lubricated with Light Grease to Reduce Friction
49-51	Adjust Entrance Door

WIRING INSTRUCTIONS, BODY TO CHASSIS

CIRCUIT-CONNECTIONS

Hot Wire - Connect Blue Bird Body Co. black 8 Ga. wire to battery connector on chassis w/o option B3M and to 100 amp electrical connection on chassis with option B3M.

Stop - Cut Chevrolet or GMC white 16 Ga. wire at stop light switch. Connect Blue Bird Body Co. green with white stripe 14 Ga. wire to Chevrolet or GMC white 16 Ga. wire on side of cut that goes to stop light switch. Tape other end.

Tail - Connect Blue Bird Body Co. green with black stripe 14 Ga. wire to Chev. or GMC 16 Ga. brown.

Back Up Lamp - Connect Blue Bird Body Co. light blue with black stripe 14 Ga. wire to Chev. or GMC 16 Ga. lt. green.

RH Directional - Connect Blue Bird Body Co. red 14 Ga. wire to Chev. or GMC 16 Ga. dk. green.

LH Directional - Connect Blue Bird Body Co. dark blue 14 Ga. wire to Chev. or GMC 16 Ga. yellow.

Circuits operated by ignition switch - Connect Blue Bird Body Co. wire to fuse panel accessory terminal. Use terminal B.B. # 0957175 and natural connector B.B. #0957167.

Switch Panel Illumination - Connect Blue Bird Body Co. wire to fuse panel at terminal marked "LPS". Use terminal B.B. #0957175 and dark gray connector B.B. #1562164.

Instructions, Chassis Wiring P-30 Chev. and GMC 1992 MBCC (#1557560) BBC

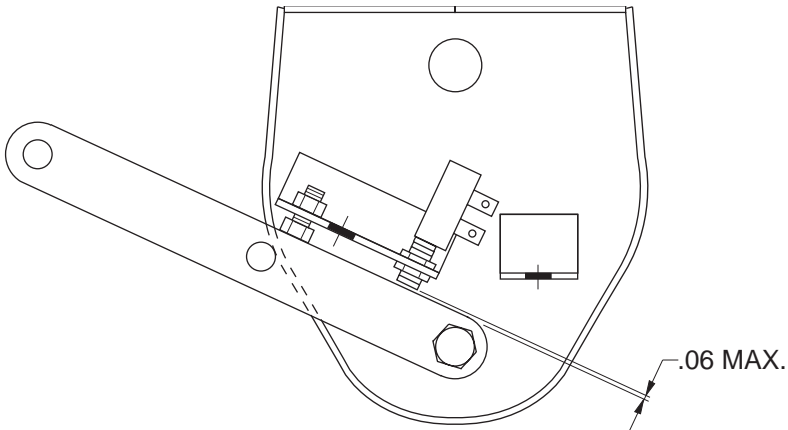
BODY WIRING IS IDENTIFIED WITH COLORS & NUMBERS

4 GA	BLK/RED W/O SAE	11
4 GA	BLK/WHT W/O SAE	12
4 GA	BLK/SAE STAMP	13
6 GA	BLACK	14
6 GA	RED	15
6 GA	WHITE	17
8 GA	BLACK	21
8 GA	RED	22
10 GA	BLACK	23
10 GA	BLACK/YELLOW	24
10 GA	RED	25
10 GA	YELLOW	27
10 GA	YELLOW/BLACK	31
14 GA	BLACK	32
14 GA	BLACK/YELLOW	33
14 GA	BLUE/BLACK	34
14 GA	BROWN	35
14 GA	BROWN/TAN	37
14 GA	BROWN/WHITE	41
14 GA	GREEN	42
14 GA	GREEN/BLACK	43
14 GA	GREEN/WHITE	44
14 GA	LT. BLUE	45
14 GA	ORANGE/BLACK	47
14 GA	ORANGE/BROWN	51
14 GA	PURPLE	52
14 GA	RED	53
14 GA	RED/WHITE	54
14 GA	TAN/BLACK	55
14 GA	WHITE	57
14 GA	WHITE/BLACK	71
14 GA	WHITE/ORANGE	72
14 GA	YELLOW	73
14 GA	YELLOW/BLACK	74
14 GA	YELLOW/GREEN	75
16 GA	BLACK	111
16 GA	BLACK/WHITE	112
16 GA	BROWN	113
16 GA	BROWN/ORANGE	114
16 GA	GRAY	115
16 GA	GREEN/BLACK	117
16 GA	LT. BLUE	121
16 GA	ORANGE	122
16 GA	PINK	123
16 GA	RED/BLACK	124
16 GA	TAN	125
16 GA	TAN/ORANGE	127
16 GA	WHITE/GREEN	131

WARNING LIGHT DOOR SWITCH ADJUSTMENT

Warning light door switches should be checked at least once a year to see that they are securely tightened and adjusted correctly.

Remove four screws securing cover. Adjust switches so that when the door is closed the switch button in depressed position should extend no more than .06 past the bezel surface as shown but never flush with bezel surface.



JACKING INSTRUCTIONS

See the manual provided by the chassis manufacturer for proper instructions and procedures for lifting the front of the vehicle.

1. Park vehicle on flat, level concrete or comparable surface capable of supporting jacking device.
2. Apply parking brakes.
3. Place chocks at front and rear of tires opposite wheels to be lifted first.
4. Use jacks and jackstands or blocks of sufficient capacity to support the vehicle. Following the jack manufacturer's recommended procedure, place jack securely under axle at spring or suspension beam and lift to required height for servicing. Be sure any locking device on the jack is in place and operating and solidly support the vehicle under the main frame rails with jackstands or blocks before working under or around the vehicle.
5. After servicing is complete, reverse above procedure.

CAUTION: Bumpers provided on Blue Bird buses are designed to protect the vehicle and occupants from front and rear collisions. They are not designed for lifting and/or towing of the vehicle. Blue Bird does not recommend nor approve lifting of the vehicle or towing of the vehicle by the bumpers.

WARNING: Never idle engine in closed areas. Never sit in a parked or stopped vehicle for any extended amount of time with the engine running. Exhaust gases, particularly carbon monoxide may build up. These gases are harmful and potentially lethal.

Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, have it inspected immediately by your dealer and have the condition corrected. Do not drive with exhaust fumes present.

GLASS REPLACEMENT

The glass used in your bus meets Federal Motor Vehicle Safety Standards 205 and 217. Therefore, when a glass is broken, it should be replaced with identical glass.

The following instructions are for replacing glass in the side split sash window, rear and rear side vision, entrance door and windshield.

WARNING: When replacing broken or damaged glass use extreme care at all times to prevent personal injury. This includes the use of proper replacement parts, tools, and personal protective equipment such as gloves and safety eyeglasses.

SPLIT SASH

1. Remove four screws securing window frame to bow (Fig. 1).
2. Pull window to inside of body and remove (Fig. 2).
3. Remove 6 screws (3 on each side of window) holding main assembly together (Fig. 3).
4. On bottom glass simply pull aluminum channel off top and bottom of glass (Fig. 4).
5. To remove glass from top part of widow remove 6 screws holding frame around glass (Fig. 5).
6. Reassemble window by reversing above procedure.
7. Apply weather seal caulking around window frame, to prevent leaking.



Fig. 1



Fig. 2



Fig. 3

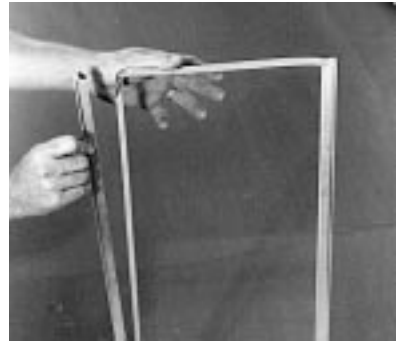


Fig. 4

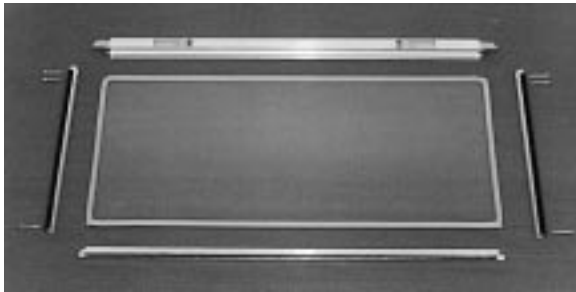
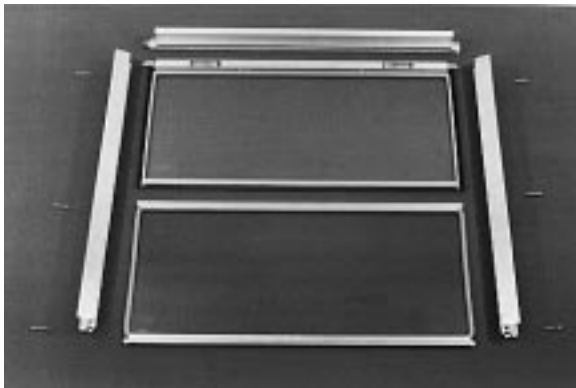


Fig. 5



WINDOW SHOWN WITH
FRAME DISASSEMBLED

REAR VISION

1. Remove filler strip from channel in glazing rubber.
2. Apply pressure against glass from the outside of the bus starting at a corner and push glass and glazing rubber off of metal flange.
3. Remove glazing rubber from around glass.
4. Replace glass and put glazing rubber on new glass.
5. Apply soapy solution to the flange on the bus body and to the filler strip channel on the glazing rubber. This acts as a lubricant for easier installation. Wrap a cord around the glazing rubber and rest glass on bottom window flange from the inside of bus body. Pull cord slowly and work glazing rubber on to the window flange (Fig. 7).
6. Apply pressure from the inside of bus body to insure glass is seated properly.
7. Using filler strip tool, insert filler strip into channel on glazing rubber (Fig. 8). (Filler strip tool is available from your distributor).
8. Apply clear caulking around glass and window flange on the outside of bus body to insure that no leaks occur.



Fig. 7



Fig. 8

ENTRANCE DOOR

1. Apply pressure against glass from the outside of the bus, starting at a corner and push glass and glazing rubber off of metal flange.
2. Remove glazing rubber from around glass.
3. Replace glass and put glazing rubber on new glass.
4. Wrap a cord around the glazing rubber and rest glass on the bottom flange from the inside of bus.
5. Pull cord slowly and work glazing rubber onto metal flange.
6. Apply pressure to glass from inside of bus to assure proper seal.

WINDSHIELD

The windshield is two piece flat. The installation procedure is as follows:

1. Remove vertical filler strip in glazing rubber on each side of broken glass; remove horizontal filler strip in glazing rubber on top and bottom of broken glass. It will be necessary to cut the horizontal filler strip after it is pulled past the glass.
2. Starting at a corner, push glass free of glazing rubber from inside of bus outward and remove.
3. Position new glass in glazing rubber.
4. Using installation tool, work glass into glazing rubber.
5. Seal glass to glazing rubber from outside the bus with an adhesive sealant such as Silastic 732 RTV Adhesive / sealant.
6. Apply soapy solution to filler strip channel on glazing rubber to act as a lubricant for easier installation of filler strip.
7. Using filler strip tool, insert filler strip into channel on glazing rubber.

WINDSHIELD WIPER MOTOR REMOVAL

The following information gives a step by step procedure for removing the right hand and left hand electric wiper motors.

RIGHT SIDE WIPER MOTOR

1. Remove wiper arm and blade from the bus (Fig. 1).
2. Remove the rubber cover, the pivot shaft nut, and the (2) attaching screws from the outside of the bus (Fig. 2).
3. The wiper motor assembly is accessible from under the dash, above the engine cover and next to the heater. Lower the wiper motor assembly to clear the pivot shaft rotate to miss the dash reinforcements, and withdraw the motor assembly. A 3/8" thick spacer on the pivot shaft should come out with the wiper motor assembly (Fig. 4).
4. Service the necessary components of the removed wiper motor assembly.
5. To replace the wiper motor assembly, reverse the above procedure. Be sure to align the 3/8" spacer before replacing the attaching screws through the windshield panel.

FIG. 1

FIG. 2

FIG. 3

FIG. 4

**RIGHTHAND WINDSHIELD WIPER
MOTOR - LOCATED UNDER DASH
ABOVE ENGINE COMPARTMENT**

LEFT SIDE WIPER MOTOR

1. Remove the wiper arm and blade from the bus.
2. Remove the rubber cover, the pivot shaft nut, and the (2) attaching screws from the outside of the bus (Fig. 3).
3. Remove the instrument panel cover for access to the wiper motor assembly (Fig. 5 & 6).

FIG. 5 (STEP 3, LH)

4. Lower the wiper motor assembly to clear the pivot shaft and lift up to service. A 3/8" thick spacer on the pivot shaft should come out with the wiper motor assembly (Fig. 7).
5. Service the necessary components of the removed wiper motor assembly.
6. To replace the wiper motor assembly, reverse the above procedure. Be sure to align the 3/8" spacer before replacing the attaching screws through the windshield panel.

FIG. 6 (STEP 3, LH)

FIG. 7 (STEP 4, LH ONLY)

WET ARM WINDSHIELD WIPER

The wet arm windshield wiper is a feature of the Mini-Bird bus body. The spray nozzle is now located on the wiper arm instead of the cowl. This allows water to be sprayed onto the windshield more evenly. The nozzles are adjustable so the spray flow may be directed in a desired position.

DOORS

DOOR CONTROL MAINTENANCE & ADJUSTMENT

Continuing Maintenance Requirements

1. Keep working parts of control tightened.
2. Lubricate all working parts periodically, including hinges and overhead controls. (See Lubrication - Hinges & Windows)
3. Repair or replace worn seals.
4. Maintain proper door opening and closing adjustment (adjustment should be done annually).

Jackknife Door - Standard or Deluxe Cleveland Control (If So Equipped)

1. Remove the roller bracket at the top of the rear door.
2. Adjust the length of rod (between the door control and the door) and the location of the rod end bracket on the door for proper open and closed position (Fig. 1).
 - a. Lengthen the rod if the door opens too far and does not close against the top seal.
 - b. Shorten the rod if the door closes too hard and does not open far enough.
 - c. Move the rod end bracket forward if the door does not close against the seal and does not open far enough.
 - d. Move the rod end bracket rearward if the door opens and closes too far.



FIG. 1



FIG. 2

3. Attach the roller bracket to the rear door and adjust (Fig. 2).
 - a. If the rear door hangs in the track when starting to close the door, move the bracket to the rear.
 - b. If the rear door does not open to the front enough, move the roller forward.
4. Perform the following adjustments and maintenance for ease of operation. The top of door should be approximately 3/8" below door header.
 - a. Move door upwards so that rubber door sweeps do not drag on stepwell treads. Adjust door height by loosening bolts and nuts that attach front door panel to front hinge. Holes in hinge are slotted. This permits vertical adjustment of door.
 - b. Assure that top edge of door nosing rubber does not drag on door stop header rubber. Remove the first three upper screws in the inner and outer nosing rubber retainer strips and force the nosing rubber downwards. Replace screws after the rubber nosing has been adjusted.
 - c. The rear upper corner of the rear door panel should not drag on rubber door stop on the header. To provide the required clearance, move the door roller bracket towards the rear of the bus. This effectively will move the door panel away from the door stop rubber.
 - d. Clean stepwell rubber treads and lower door rubber sweeps regularly. Cleaning these surfaces will reduce friction as the door is operated.
5. Assure that the door control rod end bracket is mounted squarely on door. If bracket is not square to the door the yoke end pivot pin will bind. Adjust by loosening screws and tighten after bracket has been squared up.
6. Inspect the pivot nut on rod end bracket for burrs or other surface irregularities. Grind or file pivot nut so that its upper and lower surface is smooth.
7. Lubricate door hinge pin with a spray type lubricant (LPSNO. 1). Lubricant should penetrate behind each hinge lug. Door hinge will operate quietly if properly lubricated.

Outward Opening

Doors are mounted in a pre-fabricated framework which eliminates effect of body construction variations on door and seal operation. Doors are suspended completely on sealed ball bearings located at the top corners of the framework, inside the body. The interlink connection between the doors is a single assembly with oppositely threaded spherical bearing rod-end connectors on each end providing simple link length adjustment without disassembly. Simply loosen the lock nut, turn the tube, and retighten the nut when satisfactorily adjusted. The geometry of the mechanical link between the doors causes the rear door to close well ahead of the front door, so that the front nosing seal rubber always overlaps the rear. Oil impregnated bronze bearings serve as pivots, not supports, in the lower corners of the framework. All controls and mechanisms and the complete lower step tread are sealed inside the bus and out of the weather when the door is closed.

In the interest of safety through maximized driver visibility, the doors have been designed to have as much clear glass opening as possible. A four inch wide pad is mounted to the header cover over the opening.

The manual control is the Blue Bird over center locking type with built-in saf-latch. The door ease-of-operation facilitates use of a short handle arm, so the handle is six inches closer to the driver in the open position than with the jack-knife door.

The electric operator is a gear drive mechanism connected to a lever off the front door. Mechanically operated switches control automatic stop positions as well as stepwell and warning lights.

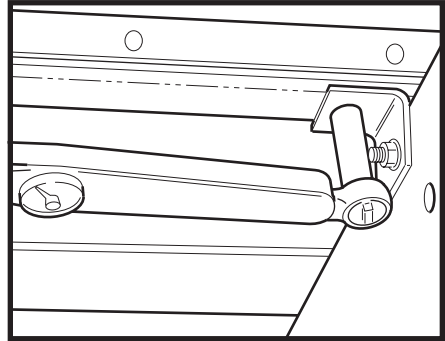
BODY MOUNTING BOLTS

Tighten the tie down clamp bolts and the two body shear bolts at 1000-2000 miles and quarterly thereafter.

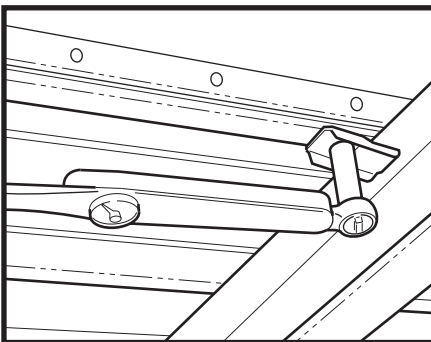
Shear bolts and tie down clamp bolts should be tightened to 37-41 ft. lbs. of torque. The two shear bolts are located under the body at the rear of the chassis near the bumper. Tie down clamp bolts are located at front floor, on brackets around the radiator and at the chassis firewall.

The body is mounted with pads of high-durometer rubber between the floor and chassis frame rails. The rubber absorbs shock, deadens sound, and maintains tension on the tie down clamps. Be sure the pads are in place when tightening tie down bolts.

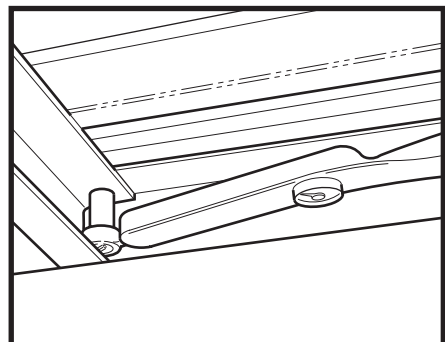
WARNING: Failure to follow the procedures for tightening bolts either by failure to tighten on schedule or by failure to conform to the torque poundages - could cause a danger of separation of the body and chassis, therefore causing personal injury or death.



TIE DOWN ANGLES



TIE DOWN CLAMP BOLTS



MOUNTING BOLTS AT
REAR NEAR BUMPER

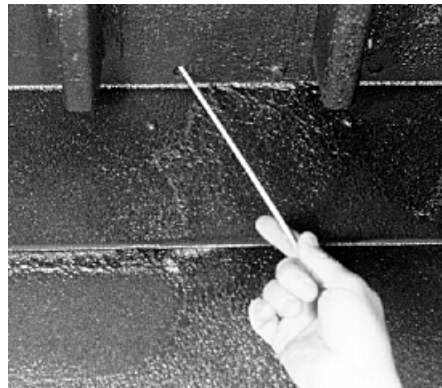
See Next Page Also

LUBRICATION - WINDOWS, HINGES & LOCKS

1. Lubricate latches and sliding seal of top window with silicone every thirty days.
2. Entrance door, emergency door and all exterior hinges should be lubricated every thirty days with a light weight oil.
3. Inside hinges and door control hardware should be lubricated quarterly with a light weight oil.
4. A heavy grease should be used on the upper door control quarterly.
5. Luggage compartment latches should be lubricated every thirty days with a silicone type grease.
6. Luggage compartment lock cylinders should be lubricated with a graphite lubricant every thirty days.
7. Lubricate the positive hold open hinge on the rear emergency door with the door closed using a low temp grease per ASTM 4950 GC-LB Grade 2 -60 deg. to 350 deg. F. monthly. (If so equipped)
8. A heavy grease should be used on the emergency door hinges quarterly.

DRAIN HOLES

There are two drain holes located in each floor section; one right hand side under window, and one left hand side under window. These holes should be cleared of all debris quarterly to allow for water drainage.



DESTINATION SIGNS

Hinged Sign Front - mounted on outside of front roof cap with internal control for changing sign. Periodically lubricate hinges and lever assembly.

Hinged Sign Rear - mounted on outside of rear roof cap, manually changed from outside. Periodically lubricate hinges.

One Station Lighted Curtain - replace bulbs as needed. To tighten curtain loosen bolts, pull curtain tight, retighten bolts.

Roller Destination Sign with Lighted Curtain - replace bulbs as needed. Periodically grease roller gears and hinges on interior door.

Two Station Sign - front lighted, sign material masonite with lettering on both sides. Lubricate interior door hinge.

Lighted "School Bus" Sign - Back lighted yellow plexiglass sign. Replace bulbs as needed. Lubricate interior door hinge.

FLOOR COVERING

Good floor covering maintenance is essential for long service. The covering should be swept daily, if at all possible, to avoid dirt from being ground into the covering.

Do not use sweeping compounds as this may cause a deterioration of the covering.

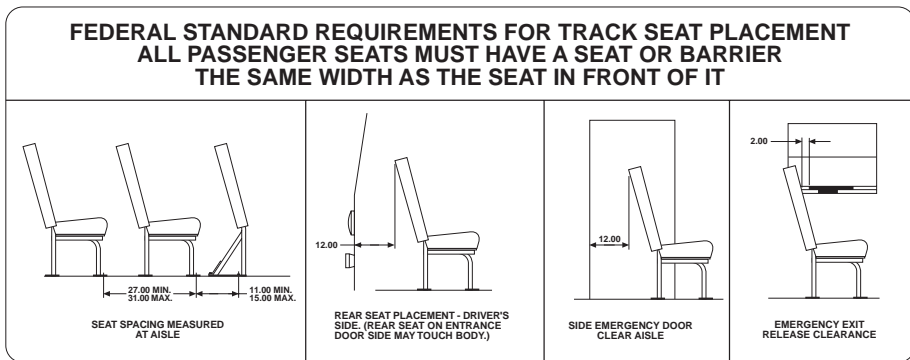
Do not let such substances such as road salt build up. Mop the floor as frequently as you think it is needed. Use a mild detergent with water and rinse thoroughly.

Do not use solvent-type cleaners. Mop any excess water up as soon as possible, because this may cause the covering to separate from the sub-floor. If separation does occur and "bubbles" appear, cut the material to gain access to the underside. Clean the underside of the covering and sub-floor where separated and re-bond with a good quality contact cement.

TRACK MOUNTED PASSENGER SEATS

If your bus is equipped track mounted passenger seats and you relocate the seats or remove the seats to accommodate wheel-chairs, you must follow rules of spacing and placement to comply with FMVSS 222 "School Bus Passenger Seating and Crash Protection" and FMVSS 217 "Bus Window Retention and Release".

The decal (as shown) which gives these rules is installed on the interior body panel above the windshield.



All passenger seats must have a seat or barrier in front of it to provide compartmentalization required by Federal Motor Vehicle Safety Standards. As you reconfigure your bus, you may need additional barriers. Barriers are available from Blue Bird Body Company Part Sales.

INDEX

Body Identification	6
Body Mounting Bolts	52-53
Circuit Breakers	29
Current Usage	30
Standard Equipment	30
Optional Equipment	31
Destination Signs	55
Door Control-Maintenance & Adjustment	49-51
Drain Holes	54
Emergency Equipment	18
Warning Device Positioning	18
Emergency Exits.....	19
Foreword	3
Floor Covering	55
Glass Replacement	42
Entrance Door	45
Rear Vision.....	44
Split Sash	42
Windshield	45
Heaters	20
Antifreeze	27
Blower, Motor Service	24
Cooling System Heater Bleeding.....	27-29
Core Service	23
Defrosting	21
Diffuser Adjustment	22
General Information	20
Heater Operation	20
Hose Clamp Service	26
Water Capacity	27

Jacking Instructions	41
Keeping Your Vehicle Looking New	17
Light Bulb Data	33
Lubrication - Windows, Hinges & Locks	54
Mirror Adjustment	11
8" Dia. Supplemental Rearview Mirror	12
Outside Mirrors	13
Inside Mirrors	11
Preventive Maintenance Checklist	36
Reporting Safety Defects	2
Seats & Seat Belts	7
Driver's Seat	7
Driver's Seat Belt	8
Passenger Seat Belt	9
Seat Belt Inspection & Maintenance	9
Seat Cushion Removal	9-10
Stop Arms	16
Switch Panel	4
Table of Contents	1
Track Mouted Passenger Seats	56
Visibility Equipment Required	34
Warning Light Door Switch Adjustment	40
Windshield Wiper Motor Removal	46
Right Side	46
Left Side	47
Wet Arm Wiper	48
Wiring Instructions Body to Chassis	38
Circuit Connections	38
Wire Identification	39

Part Number: 0002754
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