

R00DS

April 13, 2000

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 1998, 1999 and 2000 year model Blue Bird All American **front engine** school and transit buses. Blue Bird is conducting a recall to correct this defect.

The defect involves the routing of the Power Distribution Unit (PDU) cables. The PDU cables may be unsupported or incorrectly routed allowing contact with the steering pitman arm resulting in the cable abrading and causing a short to ground.

Blue Bird Body Company's evaluation of the risk to motor vehicle safety reasonably related to this defect is the potential for fire hazard in the event a short to ground occurs in the Power Distribution Unit cable.

Your Blue Bird bus(es) affected by recall R00DS are identified by body serial number(s) on the enclosed reply sheets. Your buses should be inspected and if necessary modified according to the instructions provided.

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.

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.

Parts will be available beginning April 24, 2000. Return the yellow parts request sheet, with correct shipping address, in one of the pink reply envelopes to obtain parts to complete this recall. Allow 2-3 weeks for delivery of parts.

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Upon completion of the recall, the owner should complete and return the pink reply sheet in the postage-prepaid envelope provided. The owner may request reimbursement of labor costs by completing the appropriate section of the pink reply sheet. If repair is performed by other than the owner or a Blue Bird distributor, attach a copy of the paid work order/invoice to the reply sheet. Time required to perform recall R00DS is 1.3 hours 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:

1-800-424-9393

Washington D.C. residents may call: 202-366-0123.

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 R00DS
ROUTING OF POWER DISTRIBUTION UNIT CABLES
INSTRUCTIONS

Due to wiring component clearance, wiring location and vibration, the Power Distribution Unit (PDU) wiring may short to ground. The wiring must be routed in accordance to the following instructions. Read all instructions carefully and familiarize yourself with the wiring harnesses and cable before installing the required components.

I. Safety first.

Chock wheels, disconnect battery ground cable(s), and remove keys from ignition.

II. Remove and set aside.

- A. Remove clamps and securing hardware on frame rail extension Sections G, as viewed on Figure 1 on page 3 for units without ammeter and Figure 2 on page 4 for units with ammeter. New hardware will be provided in kit.
- B. Remove any clamping used to secure the following harnesses inside the frame rail extension and above the Power Distribution Unit: frame harness, transmission harness, hydraulic brake wiring harness, engine harness, alternator negative cable, alternator positive cable. See Figure 1 for units without ammeter and Figure 2 for units with ammeter.
- C. On Cummins ISC engines without ammeter (option 40280-02 only), remove alternator positive cable from vehicle, noting clamping locations as viewed on Figure 3 on page 5. Discard cable. Clamping hardware and terminal nuts on the alternator and cranking motor are to be reused when installing new cable assembly.
- D. Remove front cover of PDU assembly to access capscrews. Loosen hardware securing PDU assembly to the frame rail, removing the nuts and flatwashers in the top locations only (to be reused later). See figure 4 on page 6. This will allow the unit to be tilted outward for access behind assembly.
- E. Remove and set aside the two (2) flange nuts on top backside of PDU assembly (to be reused later). Discard the four (4) rubber flat washers on capscrews, items 1G shown on Figure 4 on page 6.

III. Installation.

- A. Reference Figure 4 and install new rubber washers 1G and brackets 14B on upper capscrews and secure by tightening the flange nuts, 1H.
- B. Reattach the PDU assembly back onto the frame rail extension and install bracket 27A on forward most upper capscrew and 28A on rearmost lower capscrew as noted in Figures 5 and 6. Reinstall existing PDU mounting hardware and secure.

- C. If alternator output positive cable was removed (ISC engine with ammeter, option 40280-02), install new cable assembly, Blue Bird part # 0003980, noting routing per Figure 1 and 3. Secure positive cable fastening hardware on alternator and cranking motor.
- D. Clamp alternator positive cable. Refer to Figures 5 through 9. Locate clamp 21H shown on Figure 9 (clamp 21H hardware to be installed later). Install clamp 27B with hardware 27C shown on Figure 6 and clamp 28B with hardware 28C shown on Figure 5.
- E. Refer to Figures 1 and 2 and route the following harnesses and cables: frame harness, transmission harness, hydraulic brake harness, engine harness, and alternator negative cable. Secure harnesses at front and rear top of PDU using clamps 20A with hardware 20B. See Figure 5 and 6 for clamp attachment.
- F. Referring to Figures 1 and 2, section G, clamp and secure the following cables: 4 gauge positive and negative cables, 1/0 alternator negative cable, hydraulic brake harness (if applicable), and the 2/0 PDU positive cable. Secure with clamps 21B or 21F, 21E, and 21G with hardware 21C and 21D. Clamp 21H is to be secured at this time. See Figure 9.
- G. Recheck all routing and fasteners to insure all have been installed and tightened properly.