R01FF

July 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 TC/2000 rear engine buses, Commercial Series rear engine buses and Q-Bus rear engine buses manufactured from 1996 model year through May of 2001 model year. Blue Bird is conducting a recall to correct this defect.

The defect involves the 12-volt power supply cables on subject buses. The cables may contact the chassis frame, rest against the engine or engine components and chafe through the wiring harness protective loom.

Blue Bird Body Company's evaluation of the risk to motor vehicle safety is the possibility that in the event of an abrasion of the wire harness insulation, a short in the 12-volt power supply could occur and in turn result in a fire hazard.

You should have this condition corrected immediately. Your Blue Bird bus (es) affected by recall R01FF 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 parts required to correct this condition, 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.

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.

Labor time is dependent upon modification (s) performed. All buses will require either a combination of Sections I and II of recall instructions or a combination of Sections I and III of recall instructions. See modifications listed below for applicable labor times.

Modification A: Time required to install additional circuit protection (Section II), when required, for 12-volt power supply cable (s) is thirty (30) minutes (0.5 hrs) per bus. A maximum of 2 hours per bus is allowed if **both** Section I and Section II of recall instructions are performed.

Modification B: Time required to install additional circuit protection (Section III), when required, for 12-volt power supply cable (s) is one (1) hour per bus. A maximum of 2.5 hours per bus is allowed if **both** Section I and Section III of recall instructions are performed.

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 reply envelope. Place an "X" in column A if Sections I and II were performed. Place an " X" in column B if Section I and III were performed.

Important: Your prompt return of the pink reply 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 (478) 822-2242.

Thank you,

Bill Coleman
Recall Administrator
BLUEBIRD BODY COMPANY

RECALL R01FF
SECTION I

Instructions for Routing and Reinstallation of Battery Power Cables.

*****ALL MODELS IN RECALL*****

Park bus on level surface, set parking brake, remove keys from ignition, and chock wheels.

Removal and Inspection of Battery Cables

A. If vehicle is equipped with optional master disconnect switch, turn it to the off position. Remove the negative battery cable(s) from the battery terminal(s). Remove the positive battery cable(s) from the battery terminal(s).

B. Examine the routing and location of the cable mounting hardware of the positive battery cable(s) taking notes if necessary. The cables routed to the cranking motor may consist of up to three individual segments. The first cable terminates at one of the following electrical components: the cranking motor; master disconnect switch; terminal post located on the power distribution bracket, or an electrical terminal post located on the inside left hand frame rail.

** Note: Vehicles equipped with electronic controlled diesel engines will have a positive supply cable (4 gauge) to supply the electronic control units. It will also be routed to the power distribution bracket.

C. Remove each section of the cabling system individually along with all mounting clips and fasteners used to secure the cable. Battery cables that may have been secured to other wiring systems or lines will have to be removed, but the clamps must be reused to secure the other items as intended.

D. Remove the protective loom covering from the cable and discard. Inspect the cable for defects through the insulation due to cuts or abrasion. If damage to the cable is found, the cable must be replaced.

Applying Protective Oversleeve

E. Starting with one end of the 1/2”protective oversleeve supplied, trim the end straight and melt the individual strands to prevent fraying. A hot knife cutter or controlled open flame can be used for this purpose.

F. Starting with one end of the cable, install the oversleeve over the terminal end and draw the sleeving to the opposite end of the cable to provide complete coverage. Secure the sleeving at the cut ends with cable ties.

SECTION I: (Continued)

G. Working backward to the uncut end of the sleeving, run the sleeving firmly over the cable. At the cable end, trim the sleeving end straight and melt the ends to prevent fraying. Align the end of the sleeving approximately two inches from the terminal and secure to the cable at this point and approximately every three feet along cable with a nylon tie strap.

H. Repeat steps A through C using the 3/8”protective sleeving for the 4-gauge cable if applicable.

Battery Cable Routing and Reinstallation.

I. Having noted the routing of the cables before removal, install the 2-way saddle mounts to support cabling along the frame rail and crossmember. The use of brackets to support the saddle mounts may be necessary providing the required clearance to other cables or lines. The heavy-duty mount can be used for single electrical cable requirements. Refer to the illustrations for assembling the saddle mounts.

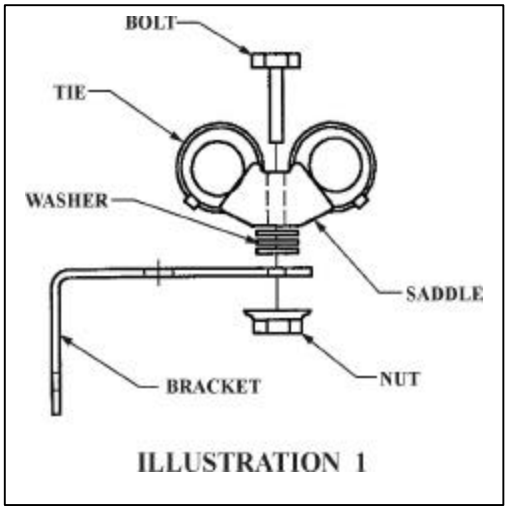

ILLUSTRATION 1

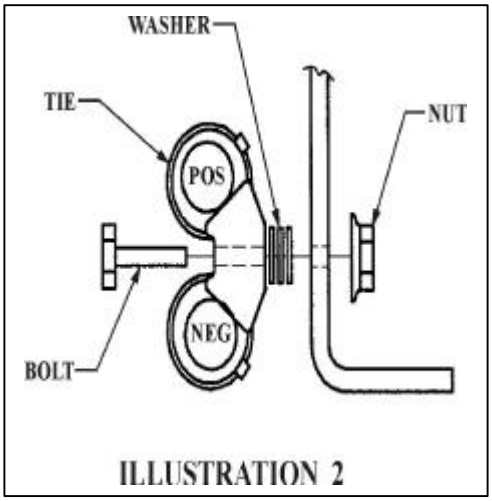

ILLUSTRATION 2

J. Existing locations should be used to mount hardware. Battery cables can be supported at shared locations with other clamps. Please note the following guidelines when installing hardware.

1. The battery cables must be routed independent of all other cables, lines, or hoses.

2. Cable mounts should be at a maximum interval of 24 inches and secured as close as it is permitted to all cable bends.

SECTION I: (Continued)

3. Use only the insulated mounts provided with recall parts.

4. Protective covering (provided) to prevent chafing should be used to ensure that no contact to the frame, powertrain componentry, or other line is made.

5. Edgeguard protection is provided for cable routing through spaces where grommets are not practical.

6. Allow reasonable cable flex between cranking motor, battery terminal and cable support.

K. Check all electrical and mechanical connections to make certain that they are properly secured. Battery cables must not be in contact with sharp objects or potentially hot surfaces. Coat cable ends and terminal posts with an electrical grade silicone RTV or Glyptal enamel. Note: Do not reconnect battery cables to the battery/batteries until all tasks have been completed and inspected.

PARTS--SECTION I:

Part Number	Description	Quantity
0029998	Heavy Duty Cable Clip 0.50	15
0029999	Heavy Duty Cable Clip 0.35	10
0030876	2 Way Saddle Mount	6
0030006	Heavy Duty Mount	3
1317247	Bracket, Attaching	3
0006378	Bracket, Mounting	6
1667773	Capscrew, Hex Head, 1/4-20 X 1 1/4, Grade 5	7
2000057	Capscrew, Hex Head, 1/4-20 X 1, Grade 5	13
0659979	Nut, Hex, Flange, Serrated, 1/4-20 yel, zn, dich.	20
2001121	Washer, Flat, 5/16, yel zn Dich	30
0021349	Oversleeve, Expando, DM Red, 3/4 "	12'
0041231	Oversleeve, Expando DM Red, 1/2"	6'
0040818	Protector, Hose/Harness	2

LABOR TIME--SECTION I:

Time required to remove, inspect, add oversleeve and reinstall 12 volt power supply cable from battery to starter is 1.5 hours per bus.

SECTION II
Instructions for Installing 200 Ampere Mega-fuse Circuit Protection for Alternator and Body Hot Cables.

FOR 1996 and 1997-ALL MODELS IN RECALL
&
1998 TO 2000 CSRE AND QBRE MODELS EQUIPPED WITH JOHN DEERE ENGINES

A. Locate existing electrical junction studs for battery cables on the inside left chassis frame rail.

B. Identify and label the function of the cables and circuit wiring leading to the junction studs and ammeter shunt if equipped. Locate the fusible link.

C. Remove the hex nut and lockwasher from the terminal studs or bolt from the ammeter shunt securing the fusible link and retain hardware. Discard the fusible link or circuit breaker if added under service bulletin S97BS.

D. Refer to Figure 1 (for units with ammeter) on page 5 and Figure 2 (for units without ammeter) on page 6 for the proper cable and wiring connections. Install the Mega-fuse and cable assemblies between circuits as required. Position the Mega-fuse to prevent interference to other wiring components.

E. Secure all threaded electrical connections. Torque 5/16 inch hex nuts to 10 ft./lbs. and 3/8 inch hex nuts to 20 ft./lbs. Coat cable ends and terminal posts with electrical grade silicone RTV or Glyptal enamel.

F. Modify (trim) fuse cover, as needed, to allow for cable clearance. Install cover and check all cables and wire routing.

PARTS--SECTION II:

Part Number	Description	Quantity
1864362	Fuse, Mega, 200 Amp.	1
1864404	Holder, Fuse, Mega	1
0041232	Cable Assy, 4 Gauge, .406 X .343 X2.0 Red	2

LABOR TIME--SECTION II

Time required to install additional circuit protection for models requiring Section II for 12-volt power supply cable (s) is 30 minutes (0.5 hrs.) per bus. A maximum of 2 hours per bus is allowed if **both** SECTION I and SECTION II are performed.

SECTION II (continued)

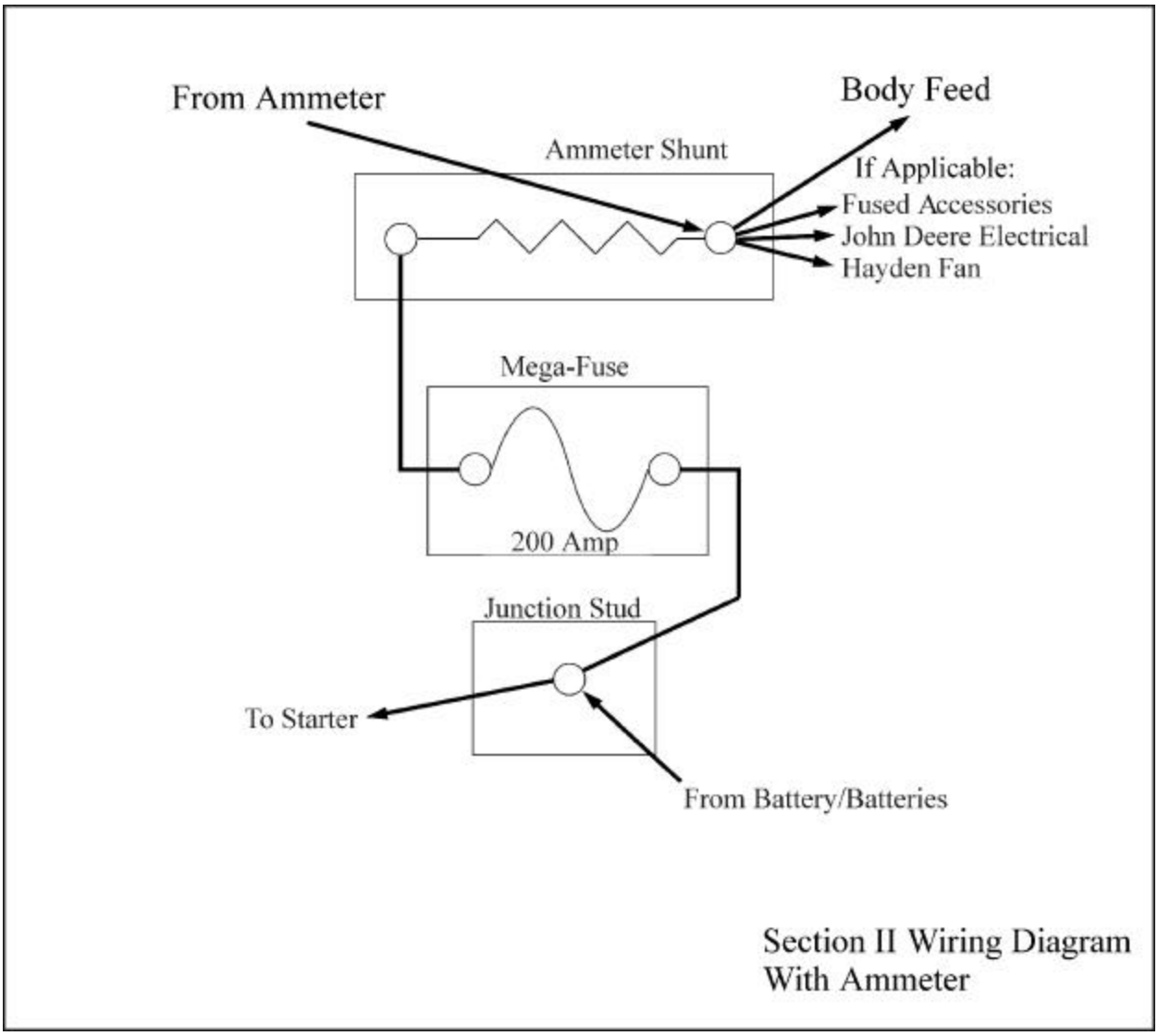

FIGURE 1

SECTION II (continued)

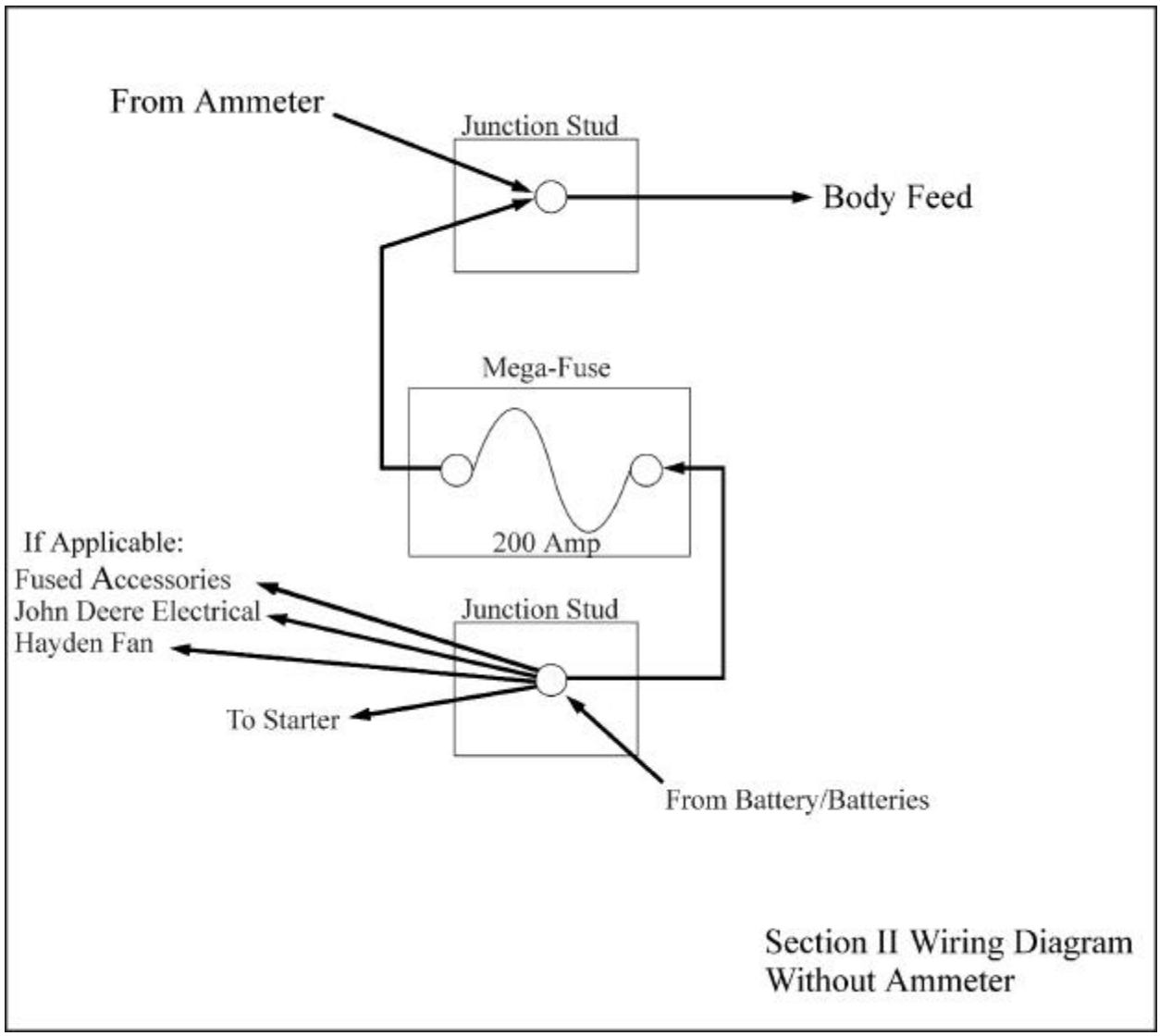

FIGURE 2

SECTION III.
Instructions for Installing Nylon Alternator Cable Clamping Components.

ALL 1998 TO 2000 MODEL BUSES EXCEPT FOR CSRE and QBRE MODELS EQUIPPED WITH JOHN DEERE ENGINES

A. Note location of metal cable clamps and brackets supporting the alternator positive and negative cables.

B. Starting from the alternator end of the cables, remove the metal clamps securing the cables from the brackets. Leave the supporting brackets attached to the chassis frame.

C. Inspect cable assemblies for damage through the loom insulation. Cables may be removed from the alternator if necessary. Repair or replace the cable as required.

D. Install the dual saddle mounts or heavy-duty mount to the bracket or frame as required. Rotate the bracket, if necessary, to provide a minimum one inch clearance from other chassis or body components. A minimum of four inches must be maintained between cables and exhaust pipes. Do not tighten tie straps until the cable installation inspection has been made. Refer to Illustrations 1 and 2 on page 2 for proper saddle mount assembly.

Note: The recommended orientation when routing the alternator positive cable is to the inside and above the alternator negative cable along the frame rails. Do not clamp or tie-wrap the alternator cables to other fuel, coolant, Freon, hydraulic, or air lines, cables, and harnesses. The cables must be kept away from hot or abrasive surfaces and sharp edges.

E. Add saddle mounts, heavy-duty mounts, and harness protector if necessary to complete task.

F. Adjust and secure cable terminal ends at the alternator, outrigger bracket, or power distribution panel.

Note: If the alternator positive cable had been replaced on a bus utilizing a power distribution panel, make certain that the heat-shrinkable seal is replaced and heat sealed to prevent contamination to the internal electrical components.

G. Inspect all cable routing and hardware installation.

H. The cables can now be secured with nylon tie straps to prevent movement. Be sure proper clearances are maintained when tie straps are tightened.

PARTS--SECTION III:

Part Number	Description	Quantity
1317247	Bracket, Attaching	2
0006378	Bracket, Mounting	2
0030876	2 Way Saddle Mount	9
0029998	Heavy Duty Cable Clip 0.50	20
0030006	Heavy Duty Mount	1
2000057	Capscrew, Hex head, 1/4-20 X 1 Grade 5	5
0659979	Nut, Hex, Flange, Serrated, 1/4-20	11
2001121	Washer, Flat, 5/16 X 3/4 X 5/64	22
0040818	Protector, Hose Harness	2

LABOR TIME--SECTION III:

Time required to install additional circuit protection for models requiring SECTION III for 12-volt power supply cable (s) is one (1) hour per bus. A maximum of 2.5 hours per bus is allowed if **both** SECTION I and SECTION III are performed.