



Exterior Paint

The Blue Bird All American exterior is finished with a heat cured polyurethane. All exterior surfaces are smooth and free of wrinkles and dents. Exterior painted surfaces are properly prepared as required by the paint system supplier, prior to application of paint to assure a proper bond between the basic surface and successive coats of original paint for the service life of the bus. Drilled holes and cutouts in exterior surfaces are made prior to cleaning, priming and painting to prevent corrosion. The bus is completely painted prior to installation of exterior lights, mirrors and other items, which are applied to the exterior of the bus.

Paint is applied smoothly and evenly with the finished surface free of dirt and the following other imperfections:

- A. Blisters or bubbles appearing in the topcoat film.
- B. Chips, scratches, or gouges of the surface finish.
- C. Cracks in the paint film.
- D. Craters where paint failed to cover due to surface contamination.
- E. Over spray.
- F. Peeling
- G. Runs or sags from excessive flow and failure to adhere uniformly to the surface.
- H. Chemical stains and water spots.

To the degree consistent with industry standards for commercial vehicle finishes, painted surfaces have gloss and orange peel minimized. All exterior finished surfaces are impervious to diesel fuel, gasoline and commercial cleaning agents. Finished surfaces resist damage by controlled applications of commonly used graffiti-removing chemicals. Colors and paint schemes shall be specified by Procuring Agency.

Interior Paint

Materials are selected on the basis of maintenance, durability, appearance, safety, flammability, and tactile qualities. Trim and attachment details are kept simple and unobtrusive. Materials are strong enough to resist everyday abuse and vandalism; they are resistant to scratches and markings. Interior trim is secured to avoid resonant vibrations under normal operational conditions.

Front End

The entire front end of the bus is constructed to minimize debris accumulation behind the dash and to prevent the operator's feet from kicking or fouling wiring and other equipment. Paneling across the front of the bus and any trim around the operator's compartment is formed metal, plastic, or composite material. Plastic dash panels are reinforced, as necessary, and replaceable. All colored, painted, and plated parts forward of the passenger seat barriers are finished with a dull matte surface to reduce glare. Color is coordinated to compliment the entire interior of the bus.

Rear End

The rear interior surfaces are constructed with steel. Color is coordinated to compliment the entire interior of the bus.

Interior side trims and panels are steel and aluminum. Panels are tamper-resistant and reinforced, as necessary, to resist vandalism and other rigors of school bus service. Individual trim panels and parts are interchangeable to the extent practicable. Untrimmed areas are painted and finished. Color is coordinated to compliment the entire interior of the bus.

Headlining

Standard ceiling panels are constructed of steel material. Headlining is supported to prevent buckling, drumming, or flexing and is secured without loose edges. Moldings and trim are aluminum, or plastic, colored to complement the interior of the bus.

Fastening

Interior panels are attached so that there are no exposed unfinished or rough edges or rough surfaces. Panels and fasteners are not easily removable by passengers. Interior trim fasteners are rivets or cross-recessed head screws.

Floor Covering

The floor covering is a non-skid walking surface that remains effective in all weather conditions and complies with all ADA requirements. RCA rubber flooring is also an available option. The floor covering, as well as transitions to the entrance area, are smooth and present no tripping hazards. Color/pattern is consistent throughout the floor covering.

The floor in the operator's compartment is easily cleaned and arranged to minimize debris accumulation. The driver's platform is raised two inches above the floor in the passenger area to prevent objects from rolling or sliding forward and interfering with the driver's operation of the bus.

The floor under the seats is covered with smooth surface flooring material. The floor covering closely fits the sidewall cove.



Undercoating

The body is undercoated with "Tectyl 355" and baked for durability before being mounted on the chassis. This ensures the most effective protection from road salt and other rust causing agents. "Tectyl 355" undercoating meets a rigorous 1000 hour salt spray test.

Additional undercoating may be applied over the existing undercoat provided a commercial grade undercoating material is used. Additional undercoating may be desirable in areas where corrosive chemicals are used for snow and ice removal.

Lettering/Decals

The standard lettering on the Blue Bird All American displays "SCHOOL BUS" in 8 inch black vinyl lettering on the front and rear roof caps. Additional lettering is available. Contact your Blue Bird Dealer for available features.

"3M" diamond grade reflective vinyl is used as a safety feature to make the bus more visible in adverse or low light conditions. Reflective vinyl frames the words "SCHOOL BUS" on the front and rear roof caps. A 2 inch wide strip at the floor line extends the full length of the body on both sides. The rear of the bus is framed at the top, bottom and both sides using a 1.75 inch reflective strip. A one inch strip is used around all emergency exits. When replacing the reflective vinyl, use only that which meets federal, state and local regulations for school buses.



School Bus Lettering



Reflective Tape