

DP09-006

Blue Bird

Submission - Owner 13



Tom Bowman
Room 48-330
Office of Defects Investigation (ODI)
National Highway Traffic Safety Administration (NHTSA)
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
202-366-2583

tom.bowman@nhtsa.dot.gov

Dear Sirs,

Regarding petition request number DP09-006

Regarding item:

1. OWNERS NAME:

1. [REDACTED]
2. [REDACTED]
3. Marietta, Ohio [REDACTED]
4. [REDACTED] H
5. [REDACTED] C
6. [REDACTED]

2. 2005 Blue Bird 450 Lxi
1BBCRBG815W [REDACTED]

FACTORY NUMBER W000286

3. DELIVERY DATE OCTOBER 26, 2004

4. CURRENT MILEAGE 21,877.0

5. Coach was purchased with the intended use being for extended travel, camping with family and grandchildren and retirement travels. The coach was purchased for its advertised features of: load capacity in excess of 3500 pounds, 3 large pass-through storage bays, safety features being number one of importance to me and my family, structural strength, and turning and handling capability. Blue Bird stressed the safety features of this motor home and that their had never been a fatality in a Blue Bird.

6. The intended use of my vehicle was well known with many of the Blue Bird employee: Jeanette Bradshaw the designer, Wayne Joseph the CEO, Ronnie Lamb sales manager, Fred Vandenberg, and Brenda Rogers. John Bleakley and Sherry Godfrey of John Bleakley Motor Homes. I visited the Blue Bird Factory several times

and had many telephone conversations during the construction of my motor home. I picked it up at the factory. I spent several days at Blue Bird after delivery.

7. Coach is used for distance travel out of state to Georgia several times, Florida, Tennessee and many trips in Ohio.

8. All phases of 07V-586 have been done on my coach to the best of my knowledge.

9. I do use the motor home but with many limitations. Safety and reliability really causes me great concern every time we use this motor home. Blue Bird tells us to only carry $\frac{1}{4}$ tank of water, empty holding tanks and not with full fuel, and only 2 people. This is unreasonable and not why I purchases such and expensive motor home. You do not want to have to stop frequently to refuel or add water. The bays are now very limited in carrying capacity due to generator being moved and weight restrictions because of front and drive axles weight carrying capacities. The front ex-generator bay is useless because of limited weight and it is not waterproof when it rains.

Another safety concern I have is with tire pressures. A Michelin dealer in Tennessee told me that it is not a good idea to inflate tires to their maximum i.e. 130 pounds. If you should strike a curb or some road object it is more likely to puncture/tear. A fellow Blue Birder did just that at our last rally and split the front tire with a pressure of 130 pounds in his right front tire.

10. Documentation of post-remedy changes of pre and post placards and bay weights, tire pressure recommendations has been previously sent.

11. Malfunctions experienced after recall work performed has been with the generator. It has overheated and shuts off after a two hour run. Noise, vibration and excessive heat generated inside motor home, under dinette table, after generator moved to 3rd bay. It appears to not ride as smooth as before recall work was performed. Bay space is extremely limited.

12. Vehicle weights

See original attached windshield placard.

All bay weight limits are incorrect because they are based on $\frac{1}{4}$ tank of fresh water, 2 passengers; empty holding tanks and my motor home was calculated with not a full tank of fuel. Bay weights have to include everything in the area above that bay, i.e. refrigerator, stove, house hold items, pantry, clothes, etc which makes this coach overloaded. Traveling with $\frac{1}{4}$ tank fresh water, only 2 passengers, and essentially empty bays is unreasonable. I did not purchase this motor home with these restrictions. My coach is most always at or over the 17,000 rating of the front axle gross when we travel for the intended use that I purchased this motor home. With the post recall work it definitely would not be conducive to full operation as

most normally manufactured coaches. This motor home is overweight on the Ohio Turnpike and other highways with weight restrictions as The Federal Highway limit is 20,000 pounds per axle.

13. Recommendations to satisfy this owner:

Equip this coach with a 20,000 lb. front axle with 365x80x22.5 tires and 10.5-inch wheels. Inflate tires with 115psi for 18,000 lb. loading. Install generator on slide out tray so it can be serviced. Seal and modify old generator compartment so it is water tight and useable for storage.

14. Supporting facts to support our PETITION:

1. Generator move was poorly engineered and implemented. It required several revisions to correct over heating and heat build up. Should have been engineered with slide out capability so generator could be serviced and repaired if needed.
2. Generator move to 3rd bay blocks and interferes with the Manabloc system operation and ease of access.
3. Generator reworks adding additional ducting, muffler, fan, and moves of original control boxes to bay 2 makes for more loss of bay storage and a veritable mess and chopped up bays with less storage capability.
4. Reworks have done away with a hot water emptying valve, which makes it difficult to drain for winterizing. Also rework of fresh water tank drain is hindered.
5. The Hadley system Active Air feature is not active as in initial production of the 450 Lxi coach. This affects the ease of turning which was a feature emphasized by Blue Bird when I purchased my coach. This feature is now deactivated due to recall work.

15. My Blue Bird was weighed at a CAT certified scale on 7-10-09

Copies have been previously been sent and re enclosed here.

Fuel level $\frac{3}{4}$ tank
Water $\frac{1}{4}$ tank
Waste holding tanks empty
No propane
Driver - me 160 pounds
Passengers - none
Cargo- very lightly loaded in all bays

I appreciate your time and investigation into our concerns for a safe and useful motor home that we thought we had purchased. Besides being a safety issue of utmost importance, this recall reworks mess has really affected the resale value of our coaches.

I greatly appreciate your time and investigation into our concerns for a safe and useful motor home.

Respectfully submitted,

[REDACTED]
Marietta, Ohio
[REDACTED]

450 LXi Safety Recall Phase 3 Checklist

Date:

7/27/09

Owner:

Blue Bird Representative

Unit Number:

Owner

- ☒ Trailer Hitch Capacity label installed
- ☒ On-board Tire Inflation System operating instruction labels (2) installed
- ☒ "Do NOT use this air compressor to inflate tires ..." label installed
- ☒ Bay 1 Recommended front, drive, and tag axle tire inflation pressure labels (4) installed
- ☒ Altered Vehicle Certification label installed
- ☒ Brass dashborad placard listing front tire inflation pressure installed
- ☒ Owner's Manual "Safety Update" cover label installed
- ☒ Owner's Manual "section modified" labels installed (6)
- ☐ "Modified" label at 1-1.12
- ☐ "Modified" label at 3-2
- ☐ "Modified" label at 4-2
- ☐ "Modified" label at 4-3
- ☐ "Modified" label at 6-1.2.1
- ☐ "Modified" label at 6-1.1.3
- ☐ Safety Addendum added to Owner's Manual
- ☐ Two Michelin RV tire service bulletins added to Safety Addendum (see tab 10 in "Update" binder)
- ☒ Higher volume surge tank installed
- ☒ 975 cfm fan and associated ductwork installed
- ☒ Generator power control box relocated outside of generator enclosure
- ☒ Final Weights:
- | | | | | |
|----------------|--|--------------------|---|--------------------|
| 16220
33780 | ☒ Left front = | <u>8,060</u> lbs. | ☒ Right front = | <u>8,160</u> lbs. |
| | ☒ Left drive = | <u>10,220</u> lbs. | ☒ Right drive = | <u>10,860</u> lbs. |
| | ☒ Left tag = | <u>6,400</u> lbs. | ☒ Right tag = | <u>6,320</u> lbs. |

50,000



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
PO BOX 630
WALCOTT IA 52773
(563) 264-6263
www.cat-scale.com

1929

75644574

SCALE

LOCATION:

PUBLIC WEIGHMASTERS
CERTIFICATE OF
WEIGHT & MEASURE

IMPRINT SEAL HERE
(IF APPLICABLE)

THE CAT SCALE GUARANTEE:
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.

WEIGH WHAT WE SAY OR WE PAY*

If you get an overweight fine from the state (CETED) one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:
(1) Reimburse you for the cost of the overweight fine if our scale is wrong. OR
(2) A representative of CAT Scale Company will appear in court WITH the driver to represent witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE (Toll Free).
- 3) IMMEDIATELY send a copy of the citation, CAT Scale Ticket, your name, company address, and phone number to CAT Scale Company Attn: Customer Department.

*The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT that was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 7-10-2009	STEER AXLE 15600 lb
	DRIVE AXLE 00 lb
	TRAILER AXLE 34080 lb
	GROSS WEIGHT 50680 lb

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facie evidence of the accuracy of the weight shown as described by law.

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

FREIGHT ALL KINDS

PRIVATE

01

PRIVATE

COMPANY

TRAILER #

FEE

0.00

WEIGHMASTER OR

WARRANTY NUMBER

FULL WEIGHT

TICKET #

DRIVER IF OTHER THAN 280 OFFICED HERE:

© 1998 CAT Scale Company, Inc.

CUSTOMER COPY



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
PO BOX 630
WALCOTT IA 52773
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FREIGHT ALL KINDS

PRIVATE

01

PRIVATE

COMPANY

TRAILER #

FEE

0.00

WEIGHMASTER OR

WARRANTY NUMBER

FULL WEIGHT

TICKET #

DRIVER IF OTHER THAN 280 OFFICED HERE:

© 1998 CAT Scale Company, Inc.

CUSTOMER COPY

BLUE BIRD BODY COMPANY

DATE OF MFR. 10/04

SUITABLE TIRE - RIM CHOICE

GVWR 23593 KG (52000 LB)

GAWR FRONT 7260 KG (16000 LB) WITH 315/80R22.5L TIRES
 9.00X22.5 RIMS AT 827 KPA (120 PSI) COLD SINGLE

GAWR FIRST INTERMEDIATE 23000 KG (23000 LB) WITH
 315/80R22.5L TIRES 9.00X22.5 RIMS AT
 827 KPA (120 PSI) COLD DUAL

GAWR REAR 5898 KG (13000 LB) WITH 315/80R22.5L TIRES
 9.00X22.5 RIMS AT 827 KPA (120 PSI) COLD SINGLE

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.
 FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN
 EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

V.I.N. 1B8CRB6815W [REDACTED] TYPE CLASSIFICATION MPV

BLUE BIRD BODY COMPANY

DATE OF MFR. 10/04

SUITABLE TIRE - RIM CHOICE

GVWR 23593 KG (52000 LB)

GAWR FRONT 7260 KG (16000 LB) WITH 315/80R22.5L TIRES
 9.00X22.5 RIMS AT 827 KPA (120 PSI) COLD SINGLE

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GAWR REAR 5898 KG (13000 LB) WITH 315/80R22.5L TIRES
 9.00X22.5 RIMS AT 827 KPA (120 PSI) COLD SINGLE

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.
 FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN
 EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

I.N. 1BBCRBG815W [REDACTED] TYPE CLASSIFICATION MPV

MOTORHOME WEIGHT INFORMATION

CD-130

VIN OR SERIAL NUMBER

122 CRDGE 15W

CARGO CARRYING CAPACITY COMPUTATION

GVWR (GROSS VEHICLE WEIGHT RATING) MAXIMUM PERMISSIBLE

WEIGHT OF THIS FULLY LOADED MOTORHOME

POUNDS KILOGRAMS

52,000 23,536

MINUS-UVW (UNLOADED VEHICLE WEIGHT) IS THE WEIGHT OF THIS MOTORHOME AS MANUFACTURED AT THE FACTORY WITH FULL FUEL, ENGINE OIL AND COOLANTS.

47,070 21,395

MINUS-FRESH WATER WEIGHT OF 125 GALLONS @ 8.3 LB/GAL=

1,037 471

MINUS-LP-GAS WEIGHT OF N/A GALLONS @ 4.2 LB/GAL=

N/A N/A

MINUS-SCWR (SLEEPING CAPACITY WEIGHT RATING) IS THE MANUFACTURER'S DESIGNATED NUMBER OF SLEEPING POSITIONS MULTIPLIED BY 154 POUNDS (70 KILOGRAMS). OF 4 PERSONS @ 154 LB/PERSON=

616 280

= CCC (CARGO CARRYING CAPACITY) IS EQUAL TO GVWR MINUS EACH OF THE FOLLOWING: UVW, FULL FRESH (POTABLE) WATER WEIGHT (INCLUDING WATER HEATER), FULL LP-GAS WEIGHT AND SCWR. FOR THIS MOTORHOME*

3,277 1,490

GCWR (GROSS COMBINATION WEIGHT RATING) MEANS THE MAXIMUM ALLOWABLE LOADED WEIGHT OF THIS MOTORHOME AND ANY TOWED TRAILER OR TOWED VEHICLE.

62,000 28,182

*DEALER INSTALLED EQUIPMENT AND TOWED VEHICLE TONGUE WEIGHT WILL REDUCE CCC

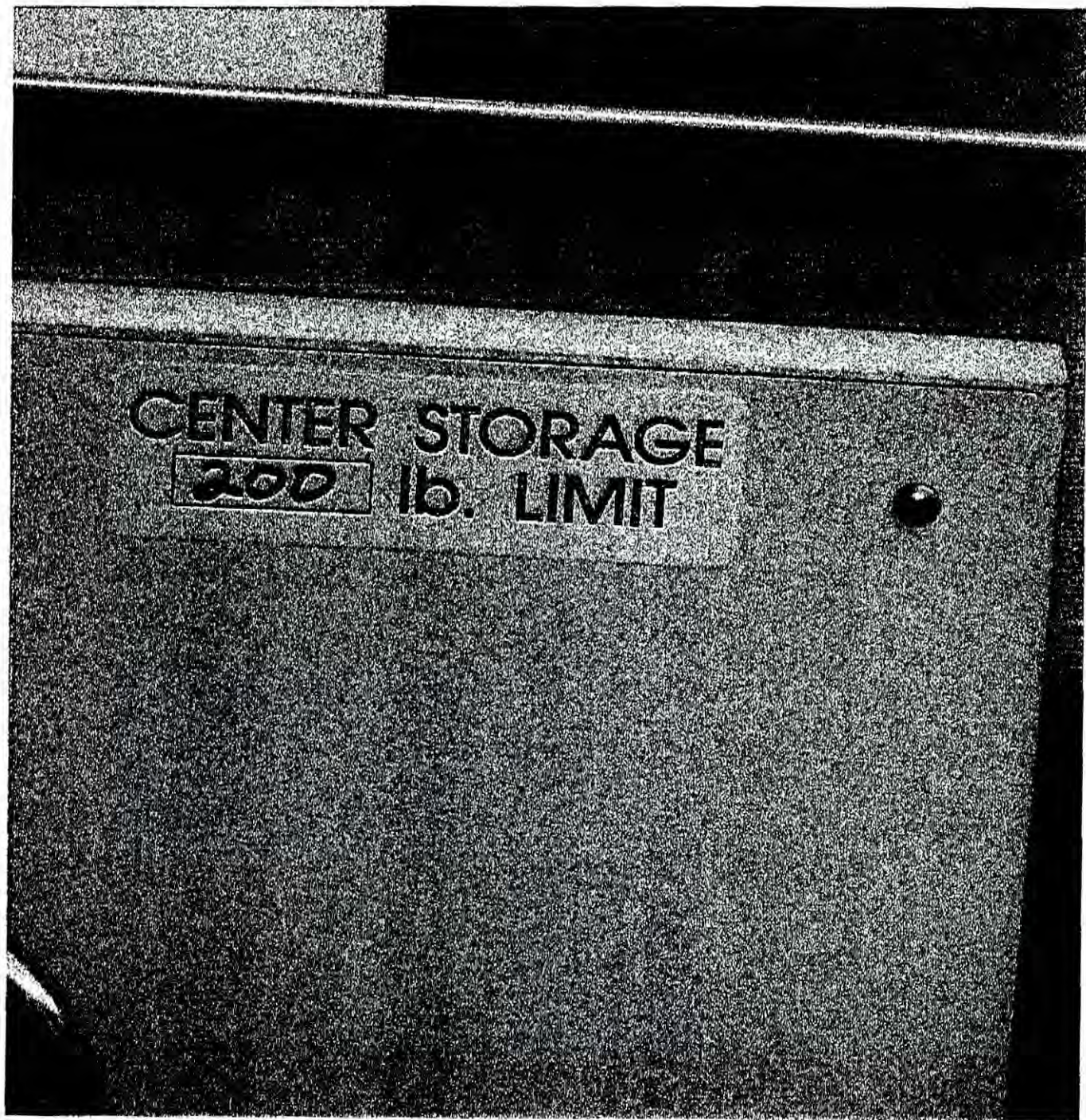
WARNING: CONSULT OWNER MANUAL(S) FOR SPECIFIC WEIGHING INSTRUCTIONS AND TOWING GUIDELINES INCLUDING TOWED VEHICLE WEIGHT LIMITS AND TOWED VEHICLE TONGUE WEIGHT LIMITS.

FRONT STORAGE
400 lb. LIMIT

REAR STORAGE
250 lb. LIMIT

only use heavy duty

From: [REDACTED]
Subject: Pics
Date: November 12, 2009 7:32:21 PM EST
To: [REDACTED]
6 Attachments, 385 KB



DP09-006

Blue Bird

Submission - Owner 14

OFFICE OF DEFECTS &
INVESTIGATIONS

2010 JAN 14 P 12:10

[REDACTED]
Delray Beach, Florida
[REDACTED]

January 6, 2010

Mr. Tom Bowman
Room 48-330
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

Subject: Reply to ODI/NHTSA Petition Review
DP09-006 – Vehicle Modifications Conducted by Blue Bird Under
Campaign 07V-586

Dear Mr. Bowman:

Thank you for the opportunity to respond to the above subject.

I shall attempt to answer and provide you with information and details of my personal experience as it pertains to my coach "W [REDACTED]" Please note that I am not a technically oriented person, so some of my observations may be simplistic.

In August of 2007, my wife and I were in Fort Valley, GA and expressed an interest in this particular coach; having made an offer to purchase, however, our offer was not accepted. During the course of the next few months, Blue Bird contacted us with an offer to renegotiate, and we ultimately agreed to purchase in December of 2008. Due to requested interior modification, the coach was not ready until March of 2008.

On March the 5th, we finalized the purchase and paid cash (check) for the coach. However, the coach was still not ready and would be, on Monday March 10th. When we left the Blue Bird office on the way out, my wife picked up a copy of an F.M.C.A. magazine. On the evening of March 7th my wife was reading the magazine and read about the recall. Needless to say we were very upset not having been informed of this fact. On Monday having been staying in our old coach, a person from Blue Bird came by our coach and I asked if our new coach was included in the recall and he stated that it was. Indeed we were very upset.

On Tuesday March 11th, we were given a letter by Blue Bird personnel (Mr. Preston), outlining the problem and also advised that we could not drive the coach as it was unsafe to do so. We then left Fort Valley and returned to our home in Florida. We did not take delivery of the coach until October 1, 2008 after so called remedial modifications were performed. These modifications included: relocating the generator, etc., installing new tires (front only), new tie rods, and a new air compressor. The notice of recall letter which was hand delivered to us on March 11, 2008 also stated that a new properly rated axle would be forthcoming as part of the remedy to the recall.

When we took delivery of this coach on October 1, 2008 the mileage read 20,982. The coach was titled and registered at this time. The coach had never been titled and we were the first owners of record. This coach was used by Blue Bird as a demonstrator and show coach while they were trying to sell the coach.

Our buying and purchase experience was not a happy one. We were so looking forward to our new coach and purchased it specifically because of the way the coach was configured, with the forward location of the generator, as well as the three large basement storage compartments, which would afford us the ability to "load" the coach without much restriction for extensive long term travel.

In addition to the foregoing, we have lost nearly one entire storage compartment due to the relocation of the generator. This loss of storage severely limits the use of the coach for long term travel and living.

Since delivery of the coach, we have felt somewhat intimidated in driving the coach due to the front axle limitations, as we are constantly cognizant of this fact and, therefore, reluctant to do so.

I further submit the following information per your request:

1.

Delray Beach, Florida

Ph: Cell:

2.

2006, Wanderlodge 450 LXI

Coach Number W

Vin #: 1BBCRBG896W

3.

Purchased March 5, 2008. However, not delivered until October 1, 2008.

4.

Mileage at delivery October 1, 2008: 20,982 mi.

Current mileage as of January 6, 2010: 24,316 mi.

5. Coach was purchased with full intention of long term and distance travel, with full expectation of being able to utilize full storage capacity of 3 entire bays. We were never advised of any limitations of any sort until March 11, 2008. (Please see paragraph 3, body of letter).
6. Use of coach was discussed in conversations immediately prior to payment on March 5, 2008, to Mr. [REDACTED].
7. Given the circumstances of the front end loading, etc., we have used the coach for short distance travel only and have also used the coach for several months of stationary living use.
8. While we are not aware and having never been informed of the full extent of work to be performed under 07V-586, the work we are aware of and which was performed on our coach, is as follows:
 - A. New front tires
 - B. New tie rods
 - C. Relocation of generator to driver side storage bay along with cooling fan ventilation and radiator surge tank
 - D. Installation of a new air compressor

We are scheduled for additional work to be performed on April 12 and 13, 2010, in Fort Valley, GA. I am not certain the extent of this work in detail.

9. We are able to use the vehicle as currently modified to this date, given the foregoing comments.

We are concerned and reluctant to use the coach long term and distance due to our fear of front end limitations. We also are dissatisfied with the side bay location of the generator as it is susceptible to overheating and very difficult to service, especially if service to alternator and starter is needed; access is next to impossible. Tire pressure is a constant and ongoing concern. And the storage and carrying capacity is not acceptable.

10. We were never provided with specific written instructions, but we were advised verbally to be certain that we constantly monitor front tire pressure, and to load the coach storage bays lightly to avoid overloading. To this date we have never received any written form of communication from Blue Bird, other than the letter hand delivered to us on March 11, 2008.
11. We have experienced generator over-heating on several occasions and while using the generator, especially in warmer weather, spring and summer as well as other times, the storage compartments get extremely hot, as well as the floors of the coach, both the top floor and bottom floor. We have not experienced any other system failures, as it relates to the coach.

12. I do not recall the original cargo load limits. They were, however, reduced, and also significant loss of capacity due to generator relocation.

13. I am of the opinion that the coach should be rebuilt as originally designed and engineered and the coach be retrofitted with the appropriate axle rating to support the relocation of the generator to the front of the coach as originally designed, engineered, and built. I did not purchase a coach with a side mounted generator, and would not have done so. The original coach configuration, with a properly rated axle is desired and acceptable.

There is also a serious question as to the adequacy of the drive axle and tag axle load limit specifications, and how these coaches would be affected by D.O.T. weight limit laws and restrictions. These concerns should also be addressed by N.H.T.S.A.

14. The economical impact must be considered and is very significant in that within the industry, and "word on the street" that these 450 LXI's are not, in their present state, desirable coaches due to these recent events. Resale value and trade-in value will suffer very dramatically and many owners will be stuck with a "white elephant" that persons and dealers would be very reluctant and hesitant to purchase. I believe that in most instances, a "fire sale" mentality will prevail.

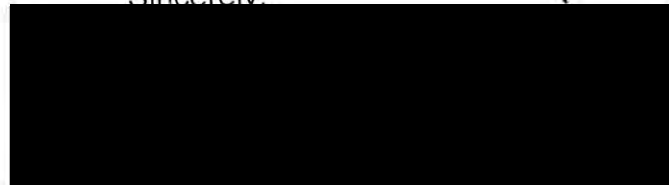
I also am of the opinion that some form of monetary compensation would be in order, given the preceding comments.

15. I am unable to provide you with meaningful or I should say accurate vehicle weights and loading information so I will refrain from doing so.

I trust that you will find these comments to your satisfaction. Should you need further information or clarification, please advise.

I appreciate your reviewing this matter and look forward to an amicable and acceptable resolution of the recall petition. I would also appreciate being informed as to the outcome.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

DP09-006

Blue Bird

Submission - Owner 15

OFFICE OF DEFECTS &
INVESTIGATIONS

2010 JAN 25 A 9:46

[REDACTED]
West Branch MI [REDACTED]

2005 Bluebird Wanderlodge

450 LXI 1BBCRB2895W [REDACTED]

Purchase 8/2004

Mileage 78714

This vehicle was purchased to be used as a motorhome, and we were told by Allen Barbee we would have no problem carrying 2000 lbs in the bays. As what it was purchased for , a vacationing home on wheels. They have moved our generator and changed the fan placement, and they have put load limits on all our compartments. The front is 70# (were the generator used to be) 600# on the 1st two bays and 300# on the last. They Changed our tires and now have a tire sensor and alarm. (They must be at least 130# Front).

Yes we do use this vehicle as it was intended. Our biggest concern is fear of front axle failure plus we lost a lot of space when they moved the generator. We would feel much safer if we had a 20,000# front axle, the same as the Prevost and some others that can carry the load.

Thank You, Sincerely

[REDACTED]
[REDACTED]
1/14/10

DP09-006

Blue Bird

Submission - Owner 16

NHTSA' REVIEW

1. [REDACTED] [REDACTED] Bartlett, TN [REDACTED]

OFFICE OF DEFECTS &
INVESTIGATIONS

2. Model H4 Re4400c LXI, Blue Bird Wonderlodge
Year 2007
Serial # 1BBCRBG887W [REDACTED]

2010 FEB 17 A 10: 55

3. DATE OF PURCHASE August 24, 2006

4. Mileage 14,110

5. It was bought at the time to be our vacation home for retirement with the intention of getting to travel the United States on a part time to full time basis. The advertised load carrying capacity was 70, 500 LBS. This bus was advertised as the safest bus on the market with ample storage for extended vacations like we intended to take.

6. Yes at the time of purchase

7. Most of the usage has been back and forth to Fort Valley, Georgia for repairs and modifications

8. The generator was relocated from the front to the rear most storage compartment. The front axle was upgraded to a rating of 17,000 LBS. The front tires were replaced and storage compartments relabeled with new capacities and I was instructed to keep the front tires at a pressure of 130 PSI.

9. Yes I have been after the modifications were made but have since been notified that they wan to close off additional storage where the generator was and install a new air compressor to allow me to maintain the 130 PSI for the front tires. These last two changes have not been performed yet. I now have severely limited storage and the generator relocation has made it almost made it impossible to add engine coolant. It has also added additional noise to the interior of coach when it is running. The increased tire pressure make the coach not ride as good as it did previously.

10. None in writing other than those attached to the coach

11. None

12. Based on the GCVW from the literature I should have had a minimum of 17,000 LBS.

13. The same answer that I gave them at the start replace the under rated axle with one that will carry the weight as the coach was designed. I was told that could not be done, so I asked that the refund my money and take back the coach and they were not willing to do that either.

14. The coach loading design was obviously miss engineered by Blue Bird. I am enclosing copied of information about load carrying capacities and other relevant information that I have. I would appreciate your requesting this information and appreciate your keeping me current. I am very unhappy with a coach that I paid a lot of money for and have gotten very little use out of my investment.

Thank you very much,

Email [REDACTED]

Phone [REDACTED]

Fax [REDACTED]

Those weights were Taken with
0- Passengers
Fuel Tank Full
Holding Tanks Near Empty
Prior to Gov. set Relocation

THE CAT SCALE GUARANTEE

The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.®

"WEIGH WHAT WE SAY OR WE PAY"®

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CAT SCALE
COLLECTOR
CARD
INSIDE!



**CERTIFIED
AUTOMATED
TRUCK
SCALE**

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(563) 284-6263
www.catscale.com



PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

DATE:

4-02-2008

SCALE

1101

LOCATION:

LOVES COUNTRY STORE
I 240 EXIT 21
MEMPHIS TN

STEER AXLE

17520 1b

DRIVE AXLE

22140 1b

TRAILER AXLE

12600 1b

* GROSS WEIGHT

52260 1b

IMPRINT SEAL HERE
(IF APPLICABLE)

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facie evidence of the accuracy of the weight shown as prescribed by law.

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

FREIGHT ALL KINDS

COMPANY

RV

TRACTOR #

RV

TRAILER #

RV

FEE

\$.50

WEIGHMASTER OR
WEIGHER SIGNATURE

JENN WADE

FULL WEIGH
TICKET #
(IF REWEIGH)

DRIVER IN TRUCK UNLESS CHECKED HERE: _____

AIR CONDITIONING

- 80,000 BTU HYDRONIC HEATING SYSTEM: MULTI-LOOP SYSTEM FOR EVEN HEAT
- (4) 15,000 BTU LOW PROFILE ROOF AC'S WITH HEAT PUMPS
- THERMOSTATICALLY CONTROLLED ELECTRIC HEATERS IN KITCHEN AND BATH
- FANTASTIC FAN WITH RAIN SENSOR IN PRIVATE TOILET AREA AND SHOWER AREA

MECHANICAL SYSTEM

- MANABLOC PLUMBING SYSTEM
- SANI-CON RV WASTE DRAIN SYSTEM
- BLACK WASTE TANK (70 GAL) WITH INTERNAL WASH HEADS
- GRAY WATER TANK (70 GAL)
- FRESH WATER TANK (120 GAL)
- ELECTRIC DUMP VALVES
- AUTO SHUT OFF FOR DOMESTIC WATER FILL

BODY CONSTRUCTION

- INTEGRATED BODY/CHASSIS CONSTRUCTION
- INTEGRAL STAINLESS STEEL TUBING WITH CONTINUOUS TUBULAR STAINLESS AND ALUMINUM EXTRUDED HEADERS
- PRESTRESSED STAINLESS STEEL BODY PANELS
- ONE PIECE ALUMINUM ROOF SHEET
- R-11 POLY FIBER INSULATION WITH FOIL RADIANT BARRIER (R VALUE OF WALL ASSY CAN BE UP TO R38)
- VIBRATION DAMPENING COATING IN SELECTED FLOOR AREAS
- 3 SLIDE OUTS

EXTERIOR BODY FEATURES

- DESIGNER EXTERIOR PAINT DESIGNS
- SEDAN STYLE FRONT ENTRANCE DOOR WITH SCREEN DOOR
- PANTOGRAPH REAR ENGINE ACCESS DOOR
- VERTICAL HINGE STAINLESS LUGGAGE DOORS
- KEYLESS ENTRY WITH KEYPAD
- GIRARD POWER PATIO AWNING



CHASSIS

- INDEPENDENT FRONT SUSPENSION WITH 54 DEGREE TURNING ANGLE
- REAR SUSPENSION WITH (6) OUTBOARD AIR BAGS
- AIR LEVELING
- KONI FREQUENCY SENSITIVE DAMPENING SHOCKS
- 4 POINT HYDRAULIC AUTO STABILIZING JACK SYSTEM
- CHASSIS MULTIPLEX WIRING SYSTEM WITH ON-BOARD DIAGNOSTICS
- 16,000 LB FRONT AXLE
- 23,000 LB DRIVE AXLE
- 13,000 LB TAG AXLE
- 70,500 LB CGVW
- HUB PILOTED POLISHED ALUMINUM WHEELS
- 315/80R-22.5 RADIAL TIRES
- SIX CHANNEL ABS BRAKES WITH AUTOMATIC TRACTION CONTROL
- CAT C13 525 HP ENGINE RATED AT 1650 FOOT LBS OF TORQUE
- DUAL 140 AMP 24V ALTERNATORS
- ALLISON MH 4000 SIX SPEED TRANSMISSION
- (2) 4D AGM BATTERIES WIRED SERIES FOR COACH STARTING
- 9.62" "C" CHANNEL 50,000 PSI STEEL FRAME RAILS

OPTIONS

- PERIMETER VIEW MONITOR SYSTEM
- BED, KING, CROSS ISLAND BEDROOM
- MUSICAL HORN (100 SONGS)
- POWER WINDOW SHADES
- CAT PILLAR ENGINE MESSAGE CENTER
- SIRIUS SATELLITE RADIO
- ROOF MOUNTED AWNINGS
- SECOND SATELLITE RECEIVER
- WASHER/DRYER MAJESTIC 220V
- HEATED FLOOR IN BATH ROOM
- RESIDENTIAL SLEEPER SOFA W/AIR MATTRESS
- CUSTOM INTERIOR CABINETS
- DRIVER/CO-PILOT SEAT UPGRADE (POWER HEADREST/TILT AND ADJUSTABLE SEAT BASE)
- DISHWASHER DRAWER
- ADJUSTABLE FOOT PEDALS (ACCELERATOR/BRAKE)
- COPPER SHOW UNIT INTERIOR
- VORAD COLLISION AVOIDANCE SYSTEM WITH SMART CRUISE
- CUSTOM PAINT
- TOOL BOX /LP GRILL IN OUTSIDE BAY
- OUTSIDE ENTERTAINMENT CENTER
- POWER WATER HOSE REEL
- HEAD HUNTER WATER PUMP SYSTEM
- POLISHED PORCELAIN FLOORS
- TOW CAR OR TRAILER PAINT



BLUE BIRD
COACHWORKS

Retail Price

BLUE BIRD COACHWORKS
ONE WANDERLODGE WAY
FORT VALLEY, GA 31030

DATE

August 24, 2006

SOLD TO: Parliament Coach Corp.
13790 B. Roosevelt Blvd.
Clearwater, FL 33762

CUSTOMER ORDER NO.

DEL. TO:

KITCHEN / DINETTE		
STD	Beveled Mirror Strips on Dinette Wall	STD
STD	Konstant Hot Water Dispenser - Chrome	STD
T.O. REQUESTS		
	Special Interior Package	69,800.00
	Paint Design, Nouveau II	N/C
	Adjustable Foot Pedals	1,590.00
70109-18	Entertainment Center W/Larger 32" TV	7,945.00
70109-21	Girard Power Awnings - (2) Per Side	25,900.00
70109-20	Majestic Stack Washer/Dryer	4,885.00
70109-12	Power Window Shades - Lvgrm/Kit/Din/Bedroom	4,240.00
	Tool Box/Grille in O/S Bay	2,980.00
	Dishwasher Drawer	1,755.00
	Mattress, Air, King Size	1,860.00
FLOORPLAN		
38121-04	"C" Triple Slide	N/C

Total Options 147,780.00

Total 934,465.00

Page No. Blue Bird Order Vehicle I. D. Number Motor No. Body No.

3

1BBCRBG887W



BLUE BIRD COACHWORKS

Retail Price

BLUE BIRD COACHWORKS
ONE WANDERLODGE WAY
FORT VALLEY, GA 31030

DATE

August 24, 2006

SOLD TO:

Parliament Coach Corp.
13790 B. Roosevelt Blvd.
Clearwater, FL 33762

CUSTOMER ORDER NO.

DEL. TO:

	ELECTRICAL	STD
STD	Electric Power Cord Reel	STD
STD	Radar Detector	STD
38112-11	Satellite Dish, KVH, Track Vision	STD
38105-11	VCR/DVD Player in Bedroom	STD
38112-12	All Electric Coach	6,155.00
38111-10	Shade, Livingroom/Din/Kitchen, Power, H4 (Brackets Only)	2,150.00
38111-11	Shade, Bedroom, Power, H4 (Brackets Only)	765.00
38112-34	Electric Water Hose Reel	1,980.00
38104-15	Message Center, Road Relay, Caterpillar Engine	920.00
38112-29	Satellite, Second Receiver	1,440.00
38105-16	Perimeter View Rear Vision Camera	
	ENTRANCE	STD
38112-16	Electric Door Chime	
	EXTERIOR	STD
38112-04	Auxiliary Air Compressor, 120V	STD
STD	Stainless Steel Package on Bay Doors	STD
38112-07	Electric Power Cord Reel	STD
STD	Air Leveling W/Stabilizer Jacks	STD
STD	RV Sani-Con System	3,790.00
38106-04	Double Clearcoat	1,535.00
38112-04	Protect-A-Shield Front of Coach on Front of Coach	

Page No.

Blue Bird Order

Vehicle I. D. Number

Motor No.

Body No.

2

1BBCRBG887W



BLUE BIRD COACHWORKS

Retail Price

BLUE BIRD COACHWORKS
ONE WANDERLODGE WAY
FORT VALLEY, GA 31030

DATE

August 24, 2006

SOLD TO:

Parliament Coach Corp.
13790 B. Roosevelt Blvd.
Clearwater, FL 33762

TERMS: NET CASH

CUSTOMER ORDER NO.

DEL. TO:

One 2007 Model H4 RE4400C LXI, Blue Bird Wanderlodge on 296" Wheelbase
Equipped with a Cat Engine.

786,685.00

40192-04 ***CHASSIS OPTION***
Engine, Cat C-13, 525HP

N/C

30001-01 ***AUDIO VISUAL***
Television, 32" Panasonic LCD in Front Overhead Dash
STD DVR-RW Satellite
38105-15 Television, 32" Panasonic LCD in Bedroom

STD
STD
5,655.00

STD ***BEDROOM***
Security Safe
38113-62 King Cross-Island Bedroom (w/ Slide-Room Only)
Shoe Storage

STD
920.00
55.00

STD ***BODY***
LH Livingroom Slide-Out Room
38101-04 RH Livingroom Slide-Out Room, H4RE 40'/45'
38100-04 Bedroom Slideout Room, H4RE 40'/45'
30922-04 Lock Kit, Luggage Compartment (30922-01--30922-10)

STD
STD
STD
N/C

STD ***DASH***
Monitor System, Dash, Radio/CD/GPS
38104-09 Wood Grain Dash Panels
STD Steering Wheel, Wood Grain Smart Wheel
STD Dual A/C Control - Passenger Control
38112-10 Musical Horn

STD
STD
STD
STD
1,460.00

Page No. Blue Bird Order Vehicle I. D. Number Motor No. Body No.

1

1BBRCBG887W



4455 Ulmerton Road
Clearwater, FL 33762-9923
(727) 571-1899
Fax (727) 561-0227

PURCHASER

PURCHASER

ADDRESS

CITY-STATE GERMANTOWN, TN

PHONES

DOB

DL#

DOB

DL#

DATE 8-25-06

Please Enter My Order For One ☒ New ☐ Used Mileage

TYPE	MAKE & MODEL	YEAR	LENGTH	SERIAL NUMBER	STOCK NUMBER
MOTOR HOME	BLUE BIRD 450 LXI	07	44	1BBCRBG887W	BB040

SOLD AS IS EXCEPT FOR MANUFACTURER WARRANTY - ITEMS TO BE SERVICED OR INSTALLED BY DEALER

1. ADDITIONAL WORK TO BE COMPLETED AT NO CHARGE TO CUSTOMER OR PARLIAMENT (SEE LIST)

- | | | |
|----------|----------|-----------|
| 2. _____ | 6. _____ | 10. _____ |
| 3. _____ | 7. _____ | 11. _____ |
| 4. _____ | 8. _____ | 12. _____ |

1. Suggested List Price	\$ 934,465
2. Less Discount	\$ 225,465
3. Trade-In Allowance	\$ 254,000
Year <u>06</u> Make <u>ALLEGRO</u> Model <u>ZEAPHYR</u> Mileage <u>9,000</u> Length <u>45 QUAD</u> Serial Number _____	
4. Net Selling Price (1-2-3)	\$ 455,000
5. Clerical & Closing Fee	\$ 50.00
6. Sales Tax	\$ N/A
7. Tag and Transfer Fee	\$ N/A
8. Estimated Pay-Off on Trade-In	\$ -0-
9. Florida Official Fees	\$
10. Total Before Cash Down Payment (3+4+5+6+7+8)	\$ 455,000
11. Partial Payment	\$
12. Total Before Balance of Cash Down Payment (9-10)	\$
13. Balance of Down Payment (To be Paid _____)	\$
14. Balance Due on Delivery (11-12)	\$ 455,000

Remarks: CUSTOMER TO OVERNIGHT TITLE TO TRADE IN A COUPLE OF WEEKS OR WHEN HE GETS BACK HOME WHICH EVER COMES FIRST.

I hereby Certify that I have received a copy of this disclosure statement and as is warranty disclaimer

Buyer's Signature

Seller's Signature

Salesman HOUSE

There are no warranties expressed or implied, made by the seller herein, or the manufacturer, on the vehicle or chassis described on the face hereof except that in the case of a new vehicle or chassis the printed new vehicle warranty delivered to purchaser with such vehicle or chassis shall apply and the same is hereby made a part hereof as though fully set forth herein. The new vehicle warranty is the only warranty applicable to such new vehicle or chassis and is expressly in lieu of all other warranties, expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose.

white copy- office yellow copy- sales pink copy- customer

DP09-006

Blue Bird

Submission - Owner 17

Tom Bowman
Room 48-330
Office of Defects Investigation (ODI)
National Highway Traffic Safety Administration (NHTSA)
1200 New Jersey Ave. SE
Washington, D.C. 20590

OFFICE OF DEFECTS &
INVESTIGATIONS

2010 FEB -4 A 10: 32

January 26, 2010

Dear Mr. Bowman,

I have enclosed the answers to the list of questions that I had received on December 11, 2009 along with some of my receipts. I am not an expert in what the defects are all about, but I have enjoyed my motor coach immensely. I hope the information that I am sending you is helpful.

[REDACTED]
Carpinteria, CA 9

1.

Carpinteria, CA

PH:

Email:

2. 450 LXi model 2007 VIN: 1BBCRBG857W
3. Purchase Date: September 18, 2006
4. Current Mileage: 31,000
5. Vehicle was purchased for pleasure, cross-country vacations of a month or so.
6. Yes, we told the dealer our intentions.
7. Traveling an average of 2 to 3 vacation trips to the East Coast or closer per year.
8. All the modifications were completed.
9. We are currently able to use the motor home without any limitations.
10. Upgraded Tie Rods and had a recall performed
11. No malfunctions
12. 8-1 miscellaneous specifications
13. I don't know
14. I am not an expert
15. -
 - a. 70% full
 - b. 50% full
 - c. Empty
 - d. With driver
 - e. None
 - f. Normal

10

**Upgraded Tie Rods & "FMVSS Altered Certification" Decal
Installation Certification**

When the upgraded tie rods have been installed you must install the enclosed
"FMVSS Altered Certification" decal.

Body Number: W [REDACTED]

Coach owned by: [REDACTED]

Decal Installation Instructions:

Peel decal from backing and affix in close proximity to the original certification
decal. Once affixed, cover with the clear overlay provided.

Complete certification below and return to:

Blue Bird Corporation
Attn: Recall Administrator
P.O. Box 937
Fort Valley GA 31030

Certification may also be faxed to: 478-822-2467

I hereby certify that the upgraded tie rods and the "FMVSS Altered Certification"
decal for the above Blue Bird Wanderlodge 450 LXi body number has been
installed.

[Signature]
Signature:

4-15-08
Date Installed

40458116
TICKET NUMBER



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(563) 284-8283
www.catscale.com

1523
40458116

SCALE LOCATION: 1005
I 10 TRUCKSTOP
195 EAST VALLEY BLVD
RIALTO, CA 92376

THE CAT SCALE GUARANTEE

The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.

"WEIGH WHAT WE SAY OR WE PAY"

If you get an overweight fine from the state AFTER one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, OR
- (2) A representative of CAT Scale Company will appear in court WITH the driver as an expert witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale direct 24 hours a day at 1-877-CAT-SCALE (Toll Free).
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale. Attn: Operations Manager.

The four weights shown below are separate weights. The TOTAL WEIGHT was weighed on a full length platform scale. **AXLE WEIGHTS CANNOT BE CERTIFIED** and are **NOT LEGAL FOR TRADE**, however, CAT SCALE COMPANY GUARANTEES THESE WEIGHTS TO BE CORRECT.

DATE:	4-15-2008	STEER AXLE	17060	1b
		DRIVE AXLE	33680	1b
		TRAILER AXLE	00	1b
		TOTAL AXLE	50740	1b

WARNING !

THIS FORM IS NOT A CALIFORNIA WEIGHMASTER CERTIFICATE AND IS NOT LEGAL FOR TRADE IN THE STATE OF CALIFORNIA

COMMODITY OR ARTICLE WEIGHED FREIGHT ALL KINDS
COMPANY C.W. TRACTOR 466 TRAILER NA
FEE 8.50 WEIGHER SIGNATURE MAYRA HERNANDEZ FULL WEIGH TICKET # (IF REWEIGH)
DRIVER IN TRUCK UNLESS CHECKED HERE: * CAT SCALE COMPANY * CAL 05/07

WEIGH NUMBER
8116

CUSTOMER COPY

CAT Scale Guarantee

CAT Scale Company is devoted to serving the trucking industry. That's why we put customer satisfaction #1 and guarantee that our weights are accurate.

Our motto is "Weigh what we say or we pay."[®] and we mean it!

If you get an overweight fine from the state after our scale showed you legal, we will immediately check our scale. If our scale is wrong, we will reimburse you for the fine. If our scale is correct, a representative of CAT Scale Company will appear in court with the driver as a witness.

The black and gold color combination used for truck weighing services is a registered service mark of CAT Scale Company.

U.S. Service Mark Reg. Nos. 1,785,943 and 1,795,364

#1 choice for drivers by providing
reliable, accurate services at a reasonable price.[™]

COVER SHEET
PAGE 1

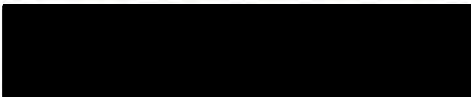
RECALL CAMPAIGN R08MW LXI 450 INCREASED FRONT AXLE RATING
BLUE BIRD BODY CO.
P.O. BOX 937
FORT VALLEY, GA 31030

READ SECTION 1 AND CHECK RESPONSE, IF APPLICABLE. IF NO RESPONSE IS CHECKED
IN SECTION 1, THEN COMPLETE SECTION 2.

-----SECTION 1-----

WE HAVE SOLD/TRADED LISTED BUS(ES)/COACHES(ES). IF THIS RESPONSE IS CHECKED,
PLEASE CIRCLE BODY NUMBERS OF BUS(ES)/COACHES(ES) SOLD.
IF BUSES WERE SOLD TO MORE THAN ONE (1) NEW OWNER PLEASE INDICATE NEW
OWNERS ON REVERSE SIDE OF THIS FORM, SIGN AT BOTTOM, INDICATE YOUR PHONE
NUMBER AND MAIL TO BLUE BIRD.

SOLD TO NAME AND ADDRESS


CARPINTERIA

CA

WE DO NOT OWN LISTED BUS(ES)/COACH(ES). IF THIS RESPONSE IS CHECKED,
PLEASE SIGN AT BOTTOM, INDICATE YOUR PHONE NUMBER AND MAIL TO BLUE BIRD.

-----SECTION 2-----

RECALL CAMPAIGN R08MW LXI 450 INCREASED FRONT AXLE RATING

Affected Body Numbers:

W 



ESTIMATE / QUOTE

Remit To:

Complete Coach Works
1863 Service Court
Riverside, CA 92507

Customer	Year	Make	Invoice Date	
BLUE BIRD CORPORATION/ ART OVERGAAG 402 BLUE BIRD BLVD. P.O BOX 937 FORT VALLEY GA, 31030 Phone: (478) 825-2021	2007	BLUE BIRD	Invoice Number	
		Model	Service Order Date	4/14/2008
		WANDERLODGE	Invoice Terms	Credit Card
		Vin	Purchase Order #	
		1BBCRBG857W	Reference	
	LicPlate	5VEL794	Comments	
	Odometer	13832		

Customers Concern PERFORM RECALL PER BLUE BIRD CORPERATION
Technicians Notes

LABOR

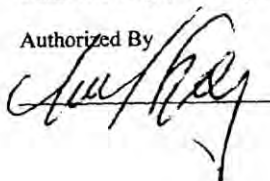
LT	Description	Hours	Rate	Extended
Reg	PERMORM RECALL	0.00	90.00	0.00
Labor Totals		0.00		0.00

Total Labor	0.00
Total Parts	0.00
Total Tax	0.00
Freight	0.00
Invoice Total	0.00

THREE MONTHS WARRANTY ON LABOR
THREE MONTHS WARRANTY ON PARTS
ALL PARTS ARE NEW UNLESS SPECIFIED OTHERWISE
THANK YOU FOR YOUR BUSINESS!!!!

I hereby authorize the above repair work to be done along with the necessary materials. You and your employees/students may operate vehicle for purpose of testing, inspection, or delivery at my risk. An express mechanics lien is acknowledged on above vehicle to secure the amount of repairs thereto. It is understood this company assumes no responsible for loss or damage by theft or fire to vehicles or articles left in vehicles placed with them for storage, sale, repair, or while road testing.

Authorized By

 Date 4/14/08



August 13, 2008

Re: Second Notice; Wanderlodge M450 LXi Motor Homes Safety Recall

Dear Owner:

Blue Bird Body Company ("Blue Bird") is taking this opportunity to update you on the progress of the Blue Bird safety recall R08MW (National Highway Traffic Safety Administration (NHTSA) Recall No. 07V-586) that affects your Wanderlodge M450 LXi motor home. A copy of your owner letter for this campaign, dated March 14, 2008, was sent to you in accordance with NHTSA regulations.

We have successfully completed repairs to the majority of the motor homes and have returned these vehicles back into service and we are working with the remaining owners to schedule acceptable repair dates.

Since mailing our original letter, we have determined that an on-board tire inflation system capable of inflating the front tires to the required 130 psi is required so that wherever the motor home is located all of the tires can be inflated to correct pressure. We will contact you when the new tire inflation system is available so that we can schedule the installation of the requisite components, which of course will be free of charge to you, as with all remedy work pursuant to this recall.

In addition, we have worked with the supplier of the drive axle and have had its rated capacity increased to 24,000 pounds. As a result, we will need to install new altered certification new trailer label showing a maximum capacity of 1,000 pounds for the

Bi
Co
Blu



August 13, 2008

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In addition, we have worked with the supplier of the drive axle and have had its rated capacity increased to 24,000 pounds. As a result, we will need to install new altered certification labels, as well as, a new trailer label showing a maximum capacity of 1,000 pounds for the trailer tongue load.

When the original owner letter from Blue Bird was mailed in March 2008, we were in the planning stages with the supplier of the front suspension to increase its rated capacity to 18,000 pounds. We were confident that this higher capacity front suspension would provide the most efficient remedy for those 450 LXi motor homes with the highest front suspension load conditions. After months of on-going dialogue, that supplier has informed Blue Bird that it does not have the necessary resources to design and develop the proposed 18,000 pound front suspension and has declined to undertake the project.

Subsequently, we have been in contact with four other potential suppliers to ascertain whether they could produce a higher rated front suspension for this application. Unfortunately, none of these companies could provide a front suspension that would be compatible with the 450 LXi motor home.

BLUE BIRD CORPORATION
P.O. Box 937 • Fort Valley, Georgia 31030
Phone: (478) 825-2021

Even so, Blue Bird has been investigating further weight reduction actions to reduce the load on the existing front suspension without adversely affecting the quality and performance of the motor home. We intend to contact the affected owners (those currently operating their motor homes with very limited storage bay capacities and other restrictions) and schedule appointments to have these additional modifications performed.

We would like to remind all of you how important it is to maintain the 130 psi tire inflation pressure on the front tires, and to inspect all of the tires on a regular basis for signs of any unusual wearing – which may indicate improper alignment. Low tire pressure and improper alignment can degrade the structural integrity of the tires and their performance. Be sure to review and be familiar with all of the guidelines for proper tire maintenance as contained in your owner's manual and the associated literature from Michelin. Also, it is imperative that you do not exceed the storage bay load limits to avoid any overloading conditions.

Please read the attached copy of a Michelin Technical Bulletin, dated May 15, 2006. We also request that you place the bulletin in your owner's manual for future reference.

Questions regarding this recall campaign should be directed to me at (478) 822-2242.

Sincerely,

A handwritten signature in black ink that reads "Bill Coleman". The signature is written in a cursive style with a small heart symbol above the "i" in "Bill".

Bill Coleman
Corporate Recall Administrator
Blue Bird Corporation

Attachment

cc: National Highway Traffic Safety Administration

MacVALLEY OIL CO.
100 DEL NORTE BLVD.
OXNARD. CA 93030

DATE: 03/26/08

TICKET: 89543

ID:

Axles 1 2 3 0 lb. 16860 lb. 33160 lb.

Total: 50000 lb. Standard \$ 8.00 Fee



21

DANIEL'S TIRE SERVICE
1040 COMMERCIAL AVENUE
OXNARD CA 93030
(805) 487-0453

THANK YOU FOR YOUR CONTINUED BUSINESS!

Name: [REDACTED]
Address: [REDACTED]
Telephone: [REDACTED]
Vehicle (VIN#): 07 BLUE BIRD M-H
License: [REDACTED] CA
Mileage: 13,651
Technician: [REDACTED]
Time and Date: 15:07:57 03/26/08

Specifications

Left Front				Right Front		
Min.	Max.	Actual		Actual	Min.	Max.
0.5°	1.5°	0.9°	Camber	1.5°	0.0°	2.0°
1.5°	3.5°	2.3°	Caster	2.3°	1.5°	3.5°
0.00"	0.06"	-0.04°*	Toe	0.03"	0.00"	0.05"
		3.2°	SAI	5.0°		
		4.1°	Included Angle	6.6°		
			Turning Angle			
Front						
	Actual	Min.	Max.			
Cross Camber	-0.7°		1.0°			
Cross Caster	0.0°		1.0°			
Total Toe	-0.00°*	0.00"	0.13"			
Set Back	-0.22°					

* VALUE IS NOT WITHIN SPECIFICATION.
TIRE WEAR, HANDLING, OR SIMILAR PROBLEMS MAY RESULT.

DANIELS TIRE SERVICE

SINCE 1911

3.

DANIEL'S TIRE SERVICE
1240 COMMERCIAL AVENUE
OXNARD CA 93030
(805) 487-0453

THANK YOU FOR YOUR CONTINUED BUSINESS!

Name: [REDACTED]
Address: [REDACTED]
City, State: [REDACTED]
Vehicle / (IN#): 07 BLUE BIRD M-R
License: [REDACTED] CA
Mileage: 13,651
Technician: [REDACTED]
Time and Date: 15:15:29 03/26/08

Specifications

Left Front

Min.	Max.	Actual
0.5°	1.5°	0.9°
1.5°	3.5°	2.3°
0.00"	0.06"	0.04"
.....		3.2°
		4.1°

Camber
Caster
Toe
SAI
Included Angle
Turning Angle

Right Front

Actual	Min.	Max.
1.6°	0.0°	2.0°
2.3°	1.5°	3.5°
0.03"	0.00"	0.06"
5.0°		
6.6°		

Front

Cross Camber
Cross Caster
Total Toe
Set Back

Actual	Min.	Max.
-0.7°		1.0°
0.0°		1.0°
0.06"	0.00"	0.13"
-0.19°		

DANIELS TIRE SERVICE

SINCE 1911

DANIELS TIRE SERVICE -- 25
1040 COMMERCIAL AVE

OXNARD, CA 93030-7214
805/487-0453
NONSIG #: 000119143

BAR# AG071141
EPA# CAL000088967
INVOICE #: 250033975
SUMMARY
PAGE: 1
TIME STARTED: 15:31:10
TIME CLOSED: 15:33:55

CUSTOMER:

3

CARPINTERIA CA

WORK:

VEHICLE:

2007 BLUE BIRD

SALESMAN: MARTINEZ, RAUL
INVOICE DATE: 03/26/08

LICENSE:
DUE: 03/26/08

CA MILEAGE: 13651

PRODUCT	MECHANIC	QUANTITY	PRICE	LABOR	EXTENSION
WHEEL BALANCE - COMMERCIAL TRUCK 093203	280	2		25.00	50.00
COMPUTERIZED 2 WHEEL ALIGNMENT 078100	280	1		150.00	150.00
MISCELLANEOUS SUPPLIES 99ESV	280		2.00		2.00

MERCHANDISE: 2.00
LABOR: 200.00
SALES TAX: 0.15
INVOICE TOTAL: 202.15

MASTER CARD

Acct #: *****3259 Auth: 563958

TENDERED BY 280

DANIELS TIRE SERVICE
1040 COMMERCIAL AVE.
OXNARD, CA 93030
(805) 487-0453

U FOR YOUR BUSINESS!!!!
ELSTIRESERVICE.COM

DATE: 03/26/08 TIME: 15:33:51
MER#: 000002874454 STR#: 0001 TR#: 0001
SALES DRAFT

REF: 0002 BATCH: 247
CD TYPE: MC TR TYPE: PR

TOTAL: \$202.15

ACCT:
AP: 563958 EXP: ***
NAME: ADRIANUS A OVERGAAG

I AGREE TO PAY ABOVE TOTAL AMOUNT
ACCORDING TO CARD ISSUER AGREEMENT
(MERCHANT AGREEMENT & CREDIT CARD USER)

TOP COPY-MERCHANT BOTTOM COPY-CUSTOMER

Printed Name:

8-1 Miscellaneous Specifications

The various miscellaneous specifications of your new coach are listed below. For anything that is not listed here, feel free to contact your Sales Representative for full details. If options are selected from standard model, specifications may vary.

8-1-1 Weight Specifications

Gross Vehicle Weight Rating	52,000 lbs.
Front Gross Axle Weight Rating	16,000 lbs.
Curb	46,550 lbs. (depending on options)
Rear Gross Axle Weight Rating	23,000 lbs.
Tag Gross Axle Weight Rating	13,000 lbs.
Towing Capacity	18,500 lbs.

8-1-2 Measurement Specifications

Wheelbase	296"
Overall Length	44'-0"
Front Overhang	85"
Rear Overhang	99"
Floor Height	48"
Interior Height	83"
Height to Top of KVH Dome	151"
Interior Width	95"
Exterior Width	102"
Luggage Compartment Volume	235 cubic feet
Cargo Carrying Capacity	3,800 lbs. (depending on options)
Angle of Approach	7.97 deg.

8-1-3 Tank Capacity Specifications

Fresh Water	120 gallons
Grey Water	70 gallons
Black Water	70 gallons
Diesel Fuel	200 gallons

DP09-006

Blue Bird

Submission - Owner 18

[REDACTED]
Harrison Twp., MI [REDACTED]
[REDACTED]

OFFICE OF DEFECTS &
INVESTIGATIONS

2009 DEC -2 A 10:28
JAN 11 2010 MB

December 18, 2009

Mr. Tom Bowman
NHTSA
1200 New Jersey Ave., S.E.
Washington DC 20590

Dear Mr. Tom Bowman,

This letter is in response to your request for information pertinent to NHTSA's review.

1. Owner:
Address:

[REDACTED]
Harrison Twp., MI [REDACTED]

Linda's Cell:
Harvey's Cell:
Home Phone:
E-mail:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

2. Model: LXI 450
Year: 2006
VIN#: 1BBCRBG836W [REDACTED]
Coach#: 461

3. Date of Purchase: May 5, 2006

4. Mileage: 19,000 (approximate)

5. Winter in Florida – October to April
Summer – Travel Canada and United States

6. Yes, we described intended use of vehicle when purchasing bus to Greg Wade, the manager. What appealed to us was the large bay area (cargo) since we transport large amount of cargo. They told us at the time of purchase we could put approximately 4,000 lbs. of cargo in space. One of the biggest appeals was that the generator was in front so when we dry camp we would not hear the generator when in bedroom and other living space.

7. The intended use of vehicle is no longer acceptable because of the changes and restrictions. Currently we are not using the bus since July because of the restrictions (parked in storage unit).
8. We really don't know half of what actually was done as they took the bus away while doing recall and would not allow us to be present. Generator has been changed, generator battery has been changed, total plumbing system has been changed (leaked for many weeks), rear battery has been replaced, 130 lbs air pressure tank was installed for front tire, front enclosure where generator was sealed. All the steel, hydraulic equipment was torched out including the tow hooks at front of bus. We understand the hadley was altered. Our owner's manual was altered (copies enclosed) without our approval.
9. As stated above, we are not using the bus until we see if fit to drive and safe. We can no longer haul the intended weight when we bought the vehicle. We also can't tow the stated amount when purchased (18,500 lbs.), now 10,000 lbs. We presumed to have more carrying space (large bays) now bays are all used up with equipment or generator, system, air pressure tire & battery. Also, generator was in front giving us more cargo space.
10. See #8
11. See #8
12. Time of Purchase
 - *Exhibit A Folder
 - 16,000 front engine
 - 23,000 with 18,500 tow hitch
 - 13,000 tag axle
 - CGVW 70,500 lbs as of max 2006

 - *Exhibit B Folder
 - Front – 15,400
 - Rear Axle – 19,360
 - Tag – 12,380
 - Pay load 4,780 lbs
 - Total – 47,220

Original Intention:

- Dry camp
- Load capacity greatly diminished
- Cargo space our big attraction
- Cannot safely haul toy box (trailer)
- Lost bay – (3) cannot haul bike motorcycle
- Purchased this coach for cargo space hauling in rear weight capacity apparently a good value at time of purchase
- Door out of square – We believe the frame of the bus was altered as when we got the bus back from the last recall, the man door would not close. We had to tie the door up to come home and then were told to take to Holland Motor Homes for repair. They jack hammered the door up as they could not remove the hinges. It is still not properly repaired as there is wind noise and air coming in.

Exhibit D1

13. Generator to go to front, return with all as originally installed

20,000 axles

Tire rod

Front tire pressure 120 lbs or less, softer ride

Hitch 18,500 as original

Water system to original

Reinforce front to original superstructure

Someone outsider to supervise

Fix frame and door properly

Buy back = they can resell to recover cash

Redo to original purchase – is there a lemon law?

Tow hooks to be replaced on front of bus

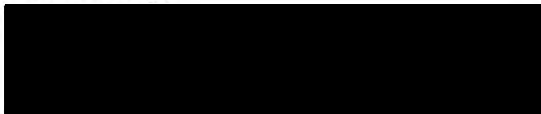
14. Purchase a 45 foot Blue Bird Wanderlodge

- a. Actual size – 43.9 purchase agreement enclosed
- b. 2 large pass thru bays
- c. 1 – ½ bay
- d. Gear in front
- e. Not size
- f. Towing, Hauling

15. See Question #15 in book

Thank you for your consideration, time and effort.

Sincerely,



When we first received bus back from recall the bay weights were changed as follows:

Bay #1 – 175 lb limit (full bay)

Bay #2 – 300 lb limit (full bay)

Bay #3 – 600 lb limit (1/2 bay)

Center Bay was as is

After we objected to the limits they changed them as follows:

Bay #1 – 175 lb to 375 lb limit (full bay)

Bay #2 – kept at 300 lb limit (full bay)

Bay #3 – 600 lb to 400 lb limit (1/2 Bay)

Center Bay remained as is

8
Ques

Common Complaint

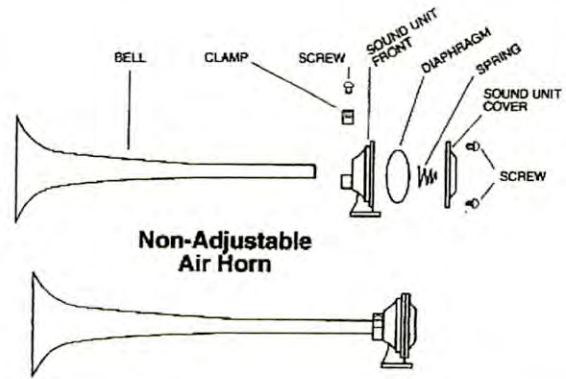
If horn does not blow, or sounds weak. Assuming the plumbing is correct, we will check for tuning, when we refer to tune we are not talking about adjusting to high or low tone, it is in tune or out, blows weak or without the intensity you would expect from a air horn approximately 130db.

Procedure:

To tune a horn, 10s first check bushing threads exposed forward of sound unit should be one or two in most cases. To tune, hold bell end with left hand firmly with left hand firmly and with right hand grasp complete sound unit and rotate counter clockwise slightly, only enough to turn bell, in or out to expose threads slightly forward of sound unit. A good starting point to tune is one thread exposed, tighten bell up to sound unit and try, if sound is not pronounced, loosen unit move slightly 1/8 turn in or out, and retry until sound is bright and crisp.

In some cases it becomes necessary to replace Spring, Diaphragm, or Gasket. Use Kit #1094.

On the Non-Adjustable style horns, Use Repair Kit #1681 for 1700 series and Kit #1607 for 1600 series horns. The only other item to check on these models, is the bell seating into the sound unit and tightness of clamp.



1-1.8.1 Backup Lights

Backup lights are similar to vehicle backup lights. They engage when the motor home is in reverse to warn motor home is backing up.

1-1.9 Landing Lights

There are three sets of landing lights. Two are on the left side of the motor home, two are on the right side of the motor home, and two are on the rear of the motor home. They may be switched on or off by selecting one of three buttons marked REAR LAND, LEFT LAND, or RIGHT LAND, on the panel just to the left of the main instrument panel on the dash. A common use would be to aid owner in various operations performed such as loading the motor home, entertaining, or anytime light is needed in that area of the motor home. The reverse landing lights will only operate while the motor home is in reverse or neutral. They will not operate if motor home is in drive.

1-1.10 Spot Lights

The spotlights are located on the roof in the front of the motor home. They are operated by and on/off switch and toggle switch used for directional purposes on the right hand side of the dash beside the ignition switch.

1-1.11 Vehicle Loading **THIS SECTION HAS BEEN MODIFIED - SEE RECALL ADDENDUM**

The Federal Certification Label, located inside and above the driver's windshield between the sun visor mounting brackets describes the maximum weight-carrying capacities of your motor home and for each axle, respectively abbreviated by "GVWR" and "GAWR."

The Gross Vehicle Weight Rating (GVWR) is the maximum motor home weight allowable with all systems filled and with passengers and supplies aboard.

Each axle also has a maximum load-bearing capacity referred to as the Gross Axle Weight Rating (GAWR).

The load capacity is the difference between the GVWR and the actual weight. This means that the total weight of all food, clothing, other supplies and passengers must not permit the load capacity to be exceeded.

To find the actual weight, with the motor home fully loaded, drive to a scale, read the weight on the front, and rear wheels separately to determine axle loading. The load on each axle should not exceed its GAWR. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

3-2 Towing

3-2.1 Receiver Type Trailer Hitch

**THIS SECTION HAS BEEN MODIFIED
- SEE RECALL ADDENDUM**

This is a 10,000 pounds rated capacity and 1,000 pounds tongue weight capacity receiver type hitch.

When using the rear hitch remember that the motorhome is intended for towing light loads. Your motorhome is designed to be used primarily as a recreational vehicle, towing will affect durability and economy. Your safety and satisfaction require proper use. Avoid excessive loads. Do not use the motorhome to tow anything until it has been driven 500 miles (800 kilometers). Weight pushing down on the rear hitch must not exceed 1,000 pounds. We recommend weighing your motorhome, as it will be operated, to be certain that there is proper weight distribution. When weighing the motorhome be sure to take the passenger locations into consideration. Total weight of your motorhome and any vehicle towed by it must not exceed the GCWR.

WARNING: Any trailer being towed by your motorhome must have adequate brakes. Failure to follow these instructions will create a safety hazard and may result in an accident.

3-2.2 Tow Hooks

Two tow eyes are located at the front of the motorhome. Removable tow hooks are provided. Insert hooks into receivers and secure with pins provided.

NOTE: If towing a vehicle from tow hooks generator access panel must be removed prior to towing.

WARNING: DO NOT LIFT MOTORHOME WITH TOW EYES. TOW EYES ARE FOR FLAT GROUND MANEUVERING ONLY.

3-2.3 Having Your Motorhome Towed

3-2.3.1 Towing Procedures

It is recommended that if a towing company is called make sure they use a wheel grid (an arm that goes under motorhome and lifts from the front tires.) Refer to figures 1 and 2 below.



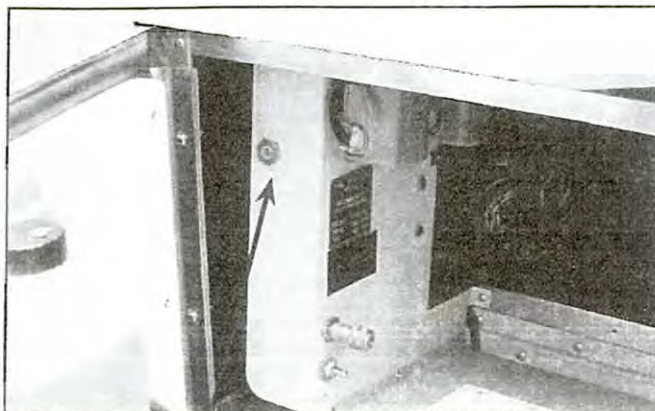
Figure 1



Figure 2

The towing company may need to locate the air valve (see figure 3) to release the air brakes. The air fitting is located in the front electrical compartment and should only be used by towing or service personnel. If the motorhome ever needs to be towed, use the following instructions:

- Secure any loose or protruding parts if the motorhome is damaged.
- Inspect points of attachment on a disabled motorhome. If attachment points are damaged, select other attachment points at a substantial frame structural member.
- Never allow anyone to go under a motorhome while it is being lifted by towing equipment unless the disabled motorhome is adequately supported by safety stands.
- Do not lift the motorhome from the rear. Lifting from the rear will cause the front tires and suspension to be seriously overloaded, possibly resulting in a tire or front suspension failure. Rear frame extensions are not designed to withstand loads imposed by lifting the rear of the motorhome. Flat towing of motorhome from rear is acceptable.
- If rear wheels are disabled, place the motorhome on a flat bed trailer or use a heavy-duty dolly under the rear wheels and tow from the front of the motorhome.
- The drive shaft must be removed to protect transmission.



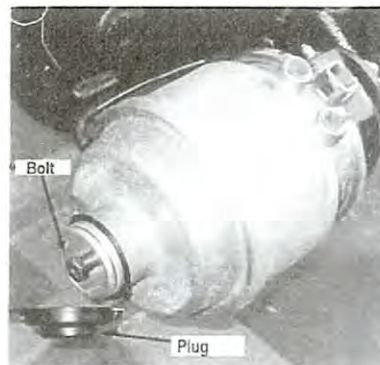
Air Fitting

Figure 3

WARNING: In the event the motorhome requires towing ensure all precautions are followed. The driveline must be disconnected and the mud flap may need to be removed. Blue Bird Coachworks will not cover damage to the motorhome from a towing company.

3-2.2 Disabling the Parking Brake

- Block wheels securely before attempting this procedure.
- Remove the plug from the center of drive and tag axle brake cans. (see fig. 4)
- Use a wrench to tighten the bolt, which compresses the internal spring, releasing the brake.
- Repeat for the other brake cans.
- After towing, or when air pressure is again available, loosen the bolt and replace plug.
- Repeat for the other brake cans.



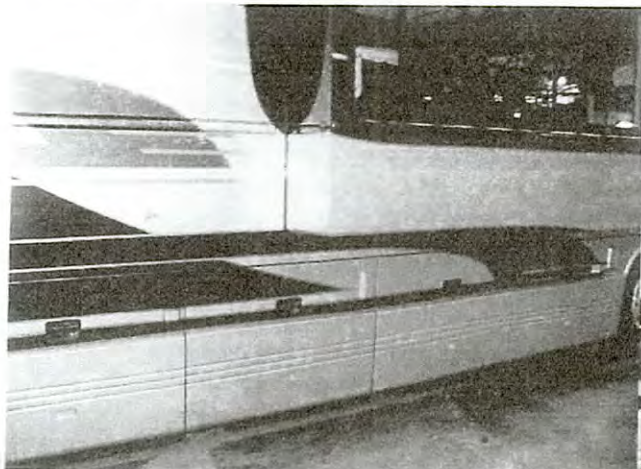
WARNING: Do not attempt to disassemble brake canisters without special tools and without having studied specific manufacturer's instructions. Canisters contain springs under very high tension. Improper handling could result in component damage or personal injury.

4-1.2 Exterior Storage

**THIS SECTION HAS BEEN MODIFIED
- SEE RECALL ADDENDUM**

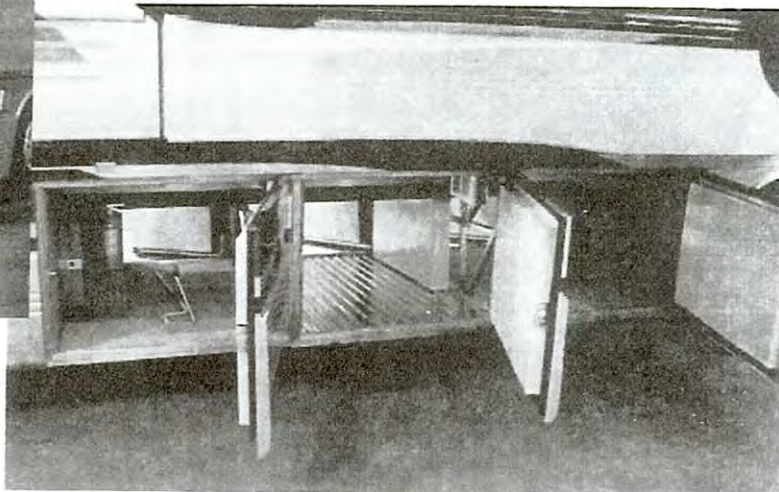
4-1.2.1 Cargo Bays

The 450 LXi has exterior storage in compartments below the coach called cargo bays (basement). There are four cargo bays located beneath the coach. The bays are constructed of ridged stainless steel to control slipping of personal items.

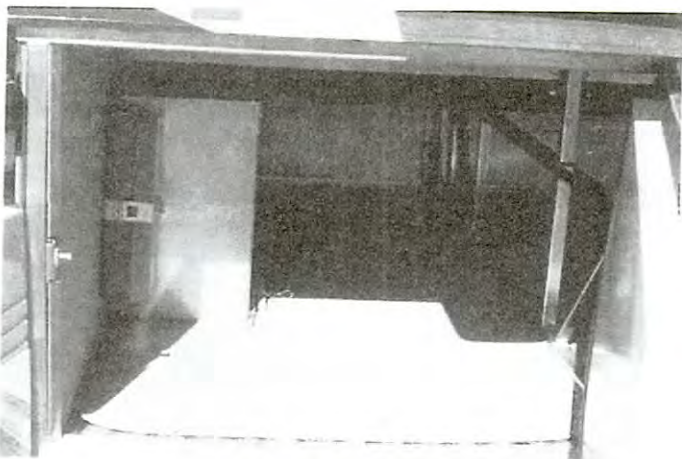


Cargo Bays Closed

Cargo Bays #1, #2 and most of #3 are left empty for storage use.



Cargo Bays Open



Cargo Bay #3 - Curbside

Cargo Bay #3 - Curbside - This is mostly used for storage with a small portion housing the Webasto Hydronic Heating System. For a full explanation of this system as well as the uses and benefits refer to Section 4-10 Heating Systems found later in this manual.

4-2 PowerTech PTSMH17.5 Generator

**THIS SECTION HAS BEEN MODIFIED
- SEE RECALL ADDENDUM**

A PowerTech PTSMH17.5 Generator is supplied with the 450 LXi Coach. This is located in the front of the coach under the windshield area. The area can be extended out by pushing the "out" button located under the driver's panel inside the coach. See Instruments and Controls section for more details. This allows for easy access for repairs and maintenance procedures. Pushing the "in" button will push the generator back in the coach.



4-2.1 Safety Precautions

Careful operation is your best insurance against an accident. Read and understand this entire section carefully before operating the generator engine. All operators, no matter how much experience they may have had, should read this and other related manuals before operating the engine or any equipment attached to it. It is the owner's obligation to instruct all operators in safe operation.

4-2.1.1 Observe Safety Instructions

- Read and understand carefully this "Operator's Manual" and "Labels on the Engine" before attempting to start and operate the engine.
- Learn how to operate and work safely. Know your equipment and its limitations. Always keep the engine in good running condition.
- Before allowing other people to use engine, explain how to operate and have them read this manual before operation.
- Do not modify the engine by yourself. Unauthorized modifications to the engine may impair the function and/or safety and affect engine life.

4-2.1.2 Wear Safety Clothing

- Do not wear loose, torn or bulky clothing around the machine that may catch on working controls and projections causing personal injury.
- Use additional safety items, e.g. hard hat, safety protection, gloves, etc., as appropriate or required.
- Do not operate machine or any equipment attached to it while under the influence of alcohol, medication, or other drugs, or while fatigued.
- Do not wear radio or music headphones while operating engine.

4-2.1.3 Check Before Operating and Starting the Engine

- Be sure to check the engine before operation. If something is wrong with the engine, do not fail to repair it quickly.
- Keep all guards and shields in place before operating the engine. Replace any that are damaged or missing.
- Check to see if there is a safe distance from the engine before starting.
- Always keep the engine at least 3 feet (1 meter) away from buildings and other facilities.
- DO NOT allow children or livestock to approach the machine while the engine is running.
- DO NOT start the engine by shorting across starter terminals. The machine may start in gear and move.

4-2.1.4 Keep Area Around the Engine Clean

- Be sure to stop the engine before cleaning.
- Keep the engine clean and free of accumulated dirt, grease and trash to avoid a fire. Store flammable fluids away from sparks and fire.
- DO NOT stop the engine without idling; Temperatures around the engine rise suddenly. Keep the engine idling for about 5 minutes or over before stopping.

4-2.1.5 Safe Handling of Fuel and Lubricants

Always stop the engine before refueling or/and lubricating.

- DO NOT smoke or allow flames or sparks in your working area. Fuel is extremely flammable and explosive under certain conditions.
- Refuel at a well ventilated and open place. When fuel and lubricants are spilled, refuel after letting engine cool off.
- DO NOT mix gasoline or alcohol with diesel fuel. The mixture can cause a fire.

4-2.1.6 Exhaust Gases & Fire Prevention

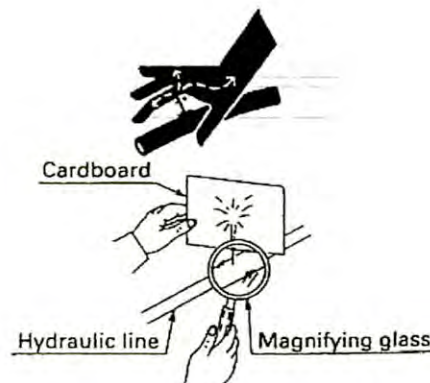
- Engine exhaust fumes can be very harmful if allowed to accumulate. Be sure to run the engine in a well ventilated place and where there are no people or livestock near the engine.
- The exhaust gas from the muffler is very hot. To prevent a fire, do not expose dry grass, mowed grass, oil and any other combustible materials to exhaust gas. Also, keep the engine and muffler clean all the time.
- To avoid a fire, be alert for leaks of flammables from hoses and lines. Be sure to check for leaks from hoses or pipes, such as fuel and hydraulic by following the maintenance check list.
- To avoid a fire, do not short across power cables and wires. Check to see that all power cables and wirings are in good condition. Keep all power connections clean. Bare wire or frayed insulation can cause a dangerous electrical shock and personal injury.

4-2.1.7 Escaping Fluid

- Relieve all pressure in the air, the oil and the cooling systems before any lines, fittings or related items are removed or disconnected.
- Be alert for possible pressure when disconnecting any device from a system that utilizes pressure. DO NOT check for pressure leaks with your hand. High pressure oil or fuel can cause personal injury.
- Escaping hydraulic fluid under pressure has sufficient force to penetrate skin causing serious personal injury.

Fluid escaping from pinholes may be invisible. Use a piece of cardboard or wood to search for suspected leaks: do not use hands and body. Use safety goggles or other eye protection, when checking for leaks.

- If injured by escaping fluid, see a medical doctor immediately. This fluid can produce gangrene or severe allergic reactions



4-2.1.8 Cautions Against Burns and Battery Explosion

- To avoid burns, be alert for hot components, e.g. muffler, muffler cover, radiator, pipes, engine body, coolants, engine oil, etc. during operation and just after the engine has been shut off.
- DO NOT remove the radiator cap while the engine is running or immediately after stopping. Otherwise hot water will spout out from radiator. Wait for more than ten minutes to cool the radiator, before removing the cap.
- Make sure to shut the drain valve off coolant and close oil pressure cap, and to hand fasten pipe before operating. If those parts are taken off, or loosened, it will result in serious personal injury.
- The battery presents an explosive hazard. When the battery is being activated, hydrogen and oxygen gases are extremely explosive.
- Keep sparks and open flames away from the battery, especially when charging the battery. DO NOT strike a match near the battery.
- DO NOT check battery charge by placing a metal object across the terminals. Use a voltmeter or hydrometer.
- DO NOT charge battery if frozen. It can be explosive. When frozen, warm the battery up more than 16°C (61°F).

4-2-1.9 Keep Hands and Body Away From the Rotating Parts

- Be sure to stop the engine before checking or adjusting belt tension and cooling fan.
- Keep your hands and body away from any rotating parts, such as cooling fan, V-belt, fan drive V-belt pulley or flywheel to avoid causing personal injury.
- DO NOT run the engine with installed safety guards detached. Install safety guards securely during operation.

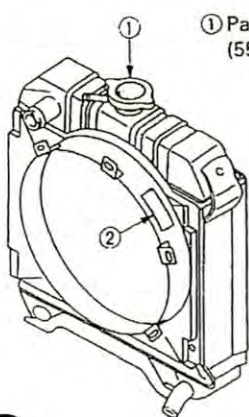
4-2.1.10 Anti-Freeze and Disposal of Fluids

- Anti-freeze contains poison. Wear rubber gloves to avoid personal injury. In case of contact with skin, wash it off immediately.
- DO NOT mix different types of anti-freeze. The mixture can produce a chemical reaction causing harmful substances. Use approved or genuine KUBOTA anti-freeze.
- Be mindful of the environment and the ecology. Before draining any fluids, find out the correct way of disposing of them. Observe the relevant environmental protection regulations when disposing of oil, fuel, coolant, brake fluid, filters and batteries.
- When draining fluids from the engine, place a container underneath the engine body.
- DO NOT pour waste onto the ground, down a drain, or into any water source.

4-2.1.11 Conducting Safety Checks and Maintenance

- When checking engine or servicing, place the engine on a wide and level ground. DO NOT work on anything that is supported ONLY by lift jacks or a hoist. Always use blocks or correct stands to support the engine before servicing.
- Detach the battery from the engine before conducting service. Put a "DO NOT OPERATE" tag in the key switch to avoid accidental starting.
- To avoid sparks from an accidental short circuit always disconnect the battery's ground cable first and connect it last.
- Be sure to stop the engine and remove the key when conducting daily and periodic maintenance, servicing and cleaning.
- Check or conduct maintenance after the engine, coolant, muffler, or muffler cover, have been cooled off completely.
- Always use the appropriate tools and jig-figure in good condition when performing any service work. Make sure you understand how to use them before service.
- Use ONLY correct engine barring techniques for manually rotating the engine. DO NOT attempt to rotate the engine by pulling or prying on the cooling fan and V-belt. This practice can cause serious personal injury or premature machine damage to the cooling fan.
- Replace fuel pipes and lubricant pipes with their hose clamps every 2 years or earlier whether they are damaged or not. They are made of rubber and are aged gradually.
- When service is performed together by two or more people, take care to perform all work safely.
- Keep first aid kit and fire extinguisher handy at all times.

4-2.1.11 Warning and Caution Labels



① Part No. 9077-8724-1 or 16667-8724-1
(55mm in diameter) (37mm in diameter)

② Part No. TA040-4957-1
Stay clear of engine fan and fan belt.



4-2.1.12 Care of Warning and Caution Labels

1. Keep warning and caution labels clean and free from obstructing material.
2. Clean warning and caution labels with soap and water, dry with a soft cloth.
3. Replace damaged or missing warning and caution labels with new labels from your local KUBOTA dealer.
4. If a component with warning and caution label(s) affixed is replaced with new part, make sure new label(s) is (are) attached in the same location(s) as the replaced component.
5. Mount new warning and caution labels by applying on a clean dry surface and pressing any bubbles to outside edge.

4-2.2 Pre-Operation Check

4-2.2.1 Break-In

1. During the engine break-in period, by all means, observe the following:
Change engine oil and oil filter cartridge after the first 50 hours of operation (See "Engine Oil" in Periodic Service Section).
2. When ambient temperature is low, operate the machine after the engine has been completely warmed up.

4-2.2.2 Daily Check

To prevent trouble from occurring, it is important to know the conditions of the engine well. Check it before starting.

!!CAUTION: To avoid personal injury:

- Be sure to install shields and safeguards attached to the engine when operating.
- Stop the engine at a flat and wide space when checking.
- Keep dust or fuel away from the battery, wiring, muffler and engine to prevent a fire. Check and clear them before operating everyday. Pay attention to the heat of the exhaust pipe or exhaust gas so that it cannot ignite trash.

ITEM	
Parts which had trouble in previous operation.	
1. By walking around the machine	(1) Oil or water leaks
	(2) Engine oil level and contamination
	(3) Amount of fuel
	(4) Amount of coolant
	(5) Dust in air cleaner dust cup
	(6) Damaged parts and loosened bolts and nuts
2. By inserting the key into the starter switch	(1) Proper functions of meters and pilot lamps; no stains on these parts.
	(2) Proper functions of glow lamp timer.
3. By starting the engine	(1) Color of exhaust fumes
	(2) Unusual engine noise

1.1.2 Drive Axle Dual Wheels

1. Repeat steps 1 through 10, Front Axle Wheels.
2. Loosen inner lug nuts (studs with square heads), if inner wheel is to be replaced.
3. Remove outer lug nuts from the (5) studs which have lock rings and slide hub cover over remaining lug nuts.
4. Remove the (5) remaining lug nuts and wheel.
5. Remove inner lug nuts and inner wheel, if inner wheel is to be replaced.
6. Install replacement wheel and inner lug nuts. Tighten progressively, in the sequence shown on lug nut tightening diagram, starting with #1 and proceeding with #10. Final torque should be between 450 and 500 foot-pounds.
7. Install outer wheel (or replacement wheel) and lug nuts over inner lug nuts marked 1, 3, 7, 9 and 6. Torque nuts in the following sequence, 1, 7, 6, 3 and 9 to between 450 and 500 foot pounds.
8. Install hub cover over the (5) lug nuts holding wheel to hub. Place lock rings and lug nuts on remaining inner lug nuts 10, 5, 2, 4 and 8.
9. Replace wheel saver.
10. Torque nuts in the following sequence 10, 2, 8, 5 and 4 to between 450 and 500 foot-pounds. Wheel must be on the ground for final torque.
11. Return to step 13 of Front Axle Wheels and continue.

NOTE: When checking torque on dual wheels loosen all outside lug nuts. Check torque on inner lug nuts (studs with square heads) for torque value shown above, then torque outer lug nuts to value shown above.

6-1.2 Tire Inflation – Towing – Trailer

**THIS SECTION HAS BEEN MODIFIED
- SEE RECALL ADDENDUM**

6-1.2.1 Tire Inflation

Under-inflation causes needless tire wear and promotes excessive fuel consumption. Check tire pressures on a regular basis.

The Federal Certification Label shows the cold tire inflation pressures necessary to support the Gross Axle Weight Ratings.

These pressures can be reduced to greatly improve the ride quality after the actual axle weights have been determined (see *Vehicle Loading* in the Introduction section).

The chart below is taken from the Michelin Tire Data Book and shows the recommended tire inflation pressures for various axle weights. If any axle weight is on the borderline, always use the higher pressure. Be sure weight is distributed evenly side to side.

LOADS PER AXLE (lbs.) AT DIFFERENT PRESSURES

2 TIRES: SINGLE (S) 4 TIRES: DUAL (D)

INFLATIONS PRESSURE (psi)

		MICHELIN SIZE - 12R-22.5				MAX. SPEED - 65 MPH					
psi		70	75	80	85	90	95	100	105	110	115
lbs.	S	9,410	9,980	10,560	11,140	11,740	12,310	12,910	13,480	14,060	14,780
	d	16,840	17,860	18,960	20,030	21,130	22,190	23,220	24,220	25,220	26,440

In addition, a tire inflation information plate is located inside the road side luggage compartment near the air gauge and hose. These are normal pressures as long as the axle weights are not in excess of those shown.

**THIS SECTION HAS BEEN MODIFIED
- SEE RECALL ADDENDUM****6-1.3.2 Towing**

towing eyes are provided behind the upper part of the generator door. Remove generator panel for access.

!!CAUTION: Do not tow a vehicle equipped with Allison automatic transmission unless the drive shaft has been removed, or the rear wheels raised from the ground. Do not attempt to tow unit by front axle or cross member. Damage to wiring and/or air lines can result because of proximity of these items to front cross member. Do not tow with generator tray extended. Do not tow by the bumpers. Air pressure is required to release brakes.

6-1-3.3 Trailer Hitch Capacity

The Receiver Type Hitch and Drawbar are rated for a 10,000 lb. maximum towing capacity and a 1,000 lb. maximum tongue weight capacity.

Standard equipment includes a 2" hitch ball with a 1" shank rated for a 5,000 lb. maximum towing capacity and 500 lb. maximum tongue weight. Hitch ball nut must be torqued to 200 ft. lb.

NOTE: For more towing capacity, we offer an optional 2 5/16" hitch ball with a 1 1/4" shank rated for a 10,000 lb. maximum towing capacity and a 1,000 lb. maximum tongue weight. Hitch ball nut must be torqued to 200 ft. lb.

8-1 Miscellaneous Specifications

The various miscellaneous specifications of your new coach are listed below. For anything that is not listed here, feel free to contact your Sales Representative for full details.

8-1-1 Weight Specifications

Gross Vehicle Weight Rating	52,000 lbs.
Front Gross Axle Weight Rating	16,000 lbs. ✓
Curb	46,550 lbs. (depending on options)
Rear Gross Axle Weight Rating	23,000 lbs. ✓
Tag Gross Axle-Weight Rating	13,000 lbs. ✓
Towing Capacity	18,500 lbs. ✓

8-1-2 Measurement Specifications

Wheelbase	296"
Overall Length	44'-0"
Front Overhang	85"
Rear Overhang	99"
Floor Height	48"
Interior Height	83"
Height to Top of KVH Dome	151"
Interior Width	95"
Exterior Width	102"
Luggage Compartment Volume	235 cubic feet
Cargo Carrying Capacity	3,800 lbs. (depending on options) ?
Angle of Approach	7.97 deg.

8-1-3 Tank Capacity Specifications

Fresh Water	120 gallons
Grey Water	70 gallons
Black Water	70 gallons
Diesel Fuel	200 gallons

RECALL ADDENDUM

1-1.9.1 Back-up Lights

Back-up lights are similar to backup lights on other vehicles. They illuminate when the transmission in the motor home is in the reverse gear and are intended to provide increased visibility during low ambient light conditions and alert others that the motor home is in the reverse gear and may be driven backwards.

1-1.9.2 Landing Lights

There are three sets of landing lights. Two are on the left side of the motor home, two are on the right side of the motor home, and two are on the rear of the motor home. They may be switched ON or OFF by selecting one of three buttons on the panel just to the left of the main instrument panel on the dash and that are marked REAR LAND, LEFT LAND, and RIGHT LAND. A common use would be to aid the in various operations, such as, loading the motor home, entertaining, or any time that light is needed in those areas of the motor home. The rear landing lights will only operate while the motor home's transmission is in reverse or neutral and will not illuminate if the transmission is in drive.

1-1.10 Spot Lights

The spot lights are located on the roof in the front of the motor home. They are illuminated by an ON/OFF switch and their orientation is controlled by a toggle switch located on the right-hand side of the dash next to the ignition switch.

1-1.12 Vehicle Loading

The Federal Certification Label, located inside and above the driver's windshield between the sun visor mounting brackets, lists the maximum weight-carrying capacity of your motor home, referred to as the Gross Vehicle Weight Rating (GVWR), and the maximum load carrying capacity for each axle, referred to as the Gross Axle Weight Rating (GAWR).

The Unloaded Vehicle Weight (UVW) is defined as the vehicle/motor home weight before any passengers or personal belongings are loaded. For determining your motor home's UVW, the following conditions are to be used - empty black and grey tanks, ¼ fill level in the fresh water tank (Blue Bird's recommended water level while driving the motor home – fresh water tanks can be filled to any level when parked), full hot water tank, full LP tank, and full fuel tanks.

To determine the UVW, the corresponding front suspension/axle load and the combined drive and tag axle load of your motor home requires a commercial scale that is used for weighing large vehicles. Follow the procedure described below to obtain this data:

- 1) Pull the front tires of the motor home on to the scale, exit the motor home and step off of the scale, and record the weight (this is the empty front suspension/axle load);
- 2) Move the motor home on to the scale so that ALL of the tires are on the scale, exit the motor home and step off the scale, and record the weight (this is the UVW); and then,
- 3) Pull forward so that the front tires are no longer on the scale, exit the motor home and step off of the scale, and record the combined weight for the drive and tag axle (this is the empty combined drive and tag axle load).

To obtain individual loads for the drive and tag axles requires special scales that measure loads at the specific tire locations. Bluebird Coachworks has such scales and can provide this service.

The Net Carrying Capacity (NCC) of your motor home is the difference between the GVWR and UVW. The total weight of all food, clothing, other supplies/belongings, and passengers must not exceed the NCC or any of the axle weight ratings.

1-1.12.1 Gross Combined Weight Rating

The Gross Combined Weight Rating (GCWR) is the sum of the GVWR of the motor home and the loaded weight of the trailer or towed vehicle. Do not exceed the GVWR for any trailer or vehicle being towed by the motor home – see the applicable manufacturer's certification labels on these units.

1-1.12.2 Motor Home Weight Information

Model _____

GVWR _____

UWV _____

NCC _____

GCWR _____

Note: The following are acceptable (approximate) weights for the specified liquids:

Water	=	8.3 pounds / gallon
Diesel Fuel	=	7.3 pounds / gallon
Liquid Propane	=	4.2 pounds / gallon

3-2 Towing

3-2.1 Receiver-Type Trailer Hitch

The trailer hitch on your motorhome has a rated towing capacity (gross weight of the trailer or towed vehicle and contents) of 18,500 pounds. The tongue load (the weight applied in a downward direction on to the ball) for your motorhome is rated at 1,000 pounds.

When using the rear hitch remember that the motorhome is intended for towing light loads. Your motorhome is designed to be used primarily as a recreational vehicle and towing will affect durability and economy. Your safety and satisfaction require proper use. Avoid excessive loads. Do not use the motorhome to tow anything until it has been driven 500 miles (800 kilometers). Tongue load (as described above) must not exceed 1,000 pounds. We recommend weighing your motorhome, as it will be operated, to be certain that there is proper weight distribution (see Owner's Manual section 1-1.12 Vehicle Loading). Total weight of your motorhome and any trailer or vehicle being towed by it must not exceed the GCWR (see Owner's Manual section 1-1.12.1 Gross Combined Weight Rating).

▲ WARNING: Any trailer being towed by your motorhome must have adequate brakes. Failure to follow these instructions will create a safety hazard and may result in an accident.

3-2.2 Tow Hooks

The tow eyes for the tow hooks originally supplied with your motor home have been removed as part of the weight reduction actions performed on your motor home. As a result, the tow hooks can no longer be attached to your motor home. However, reputable towing companies with equipment capable of towing your motor home do not need these tow hooks in order to provide full towing services.

▲ WARNING: DO NOT LIFT MOTORHOME WITH TOW EYES. TOW EYES ARE FOR FLAT GROUND MANEUVERING ONLY.

3-2.3 Having Your Motorhome Towed

3-2.3.1 Towing Procedures

It is recommended that if a towing company is called make sure they use a wheel grid (an arm that goes under motorhome and lifts from the front tires.) Refer to figures 1 and 2 below.

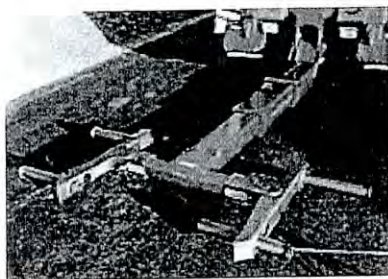


Figure 1

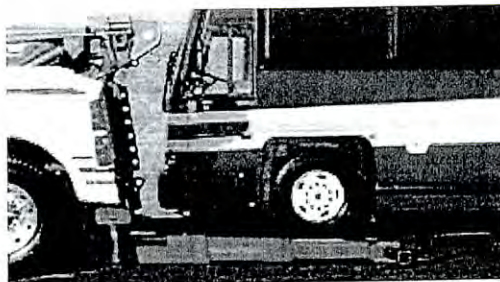


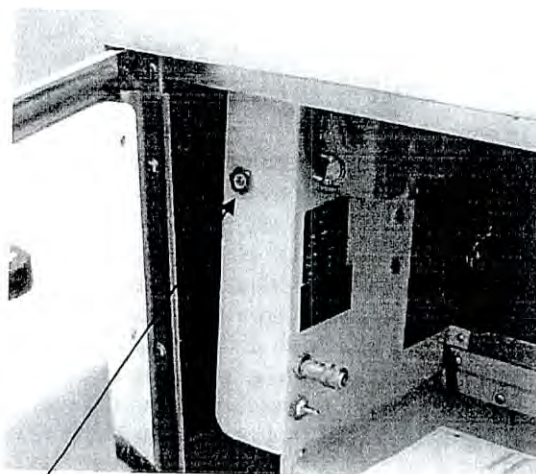
Figure 2

The towing company may need to locate the air valve (see *fig. 3*) to release the air brakes. The air fitting is located in the front electrical compartment and should only be used by towing or service personnel. If the motorhome ever needs to be towed, use the following instructions:

- Secure any loose or protruding parts if the motorhome is damaged.
- Inspect points of attachment on a disabled motorhome. If attachment points are damaged, select other attachment points at a substantial frame structural member.
- Never allow anyone to go under a motorhome while it is being lifted by towing equipment unless the disabled motorhome is adequately supported

Figure 3

by safety stands.



Air Fitting

Figure 3

- Do not lift the motorhome from the rear. Lifting from the rear will cause the front tires and suspension to be seriously overloaded, possibly resulting in a tire or front suspension failure. Rear frame extensions are not designed to withstand loads imposed by lifting the rear of the motorhome. Flat towing of motorhome from rear is acceptable.
- If rear wheels are disabled, place the motorhome on a flat bed trailer or use a heavy-duty dolly under the rear wheels and tow from the front of the motorhome.
- The drive shaft must be removed to protect transmission.

▲WARNING: In the event the motorhome requires towing ensure all precautions are followed. The driveline must be disconnected and the mud flap may need to be removed. Blue Bird Coachworks will not cover damage to the motorhome from a towing company.

3-2.3.2 Disabling the Parking Brake

- Block wheels securely before attempting this procedure.
- Remove the plug from the center of drive and tag axle brake cans. (see *fig. 4*)
- Use a wrench to tighten the bolt, which compresses the internal spring, releasing the brake.
- Repeat for the other brake cans.
- After towing, or when air pressure is again available, loosen the bolt and replace plug.
- Repeat for the other brake cans.

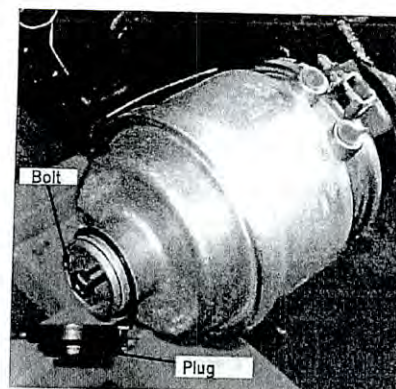


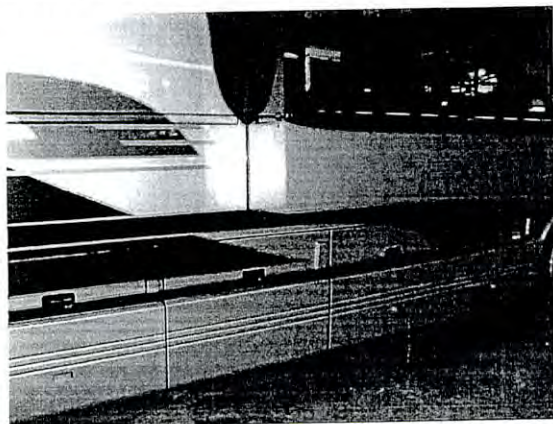
Figure 4

▲WARNING: Do not attempt to disassemble brake canisters without special tools and without having studied specific manufacturer's instructions. Canisters contain springs under very high tension. Improper handling could result in component damage or personal injury.

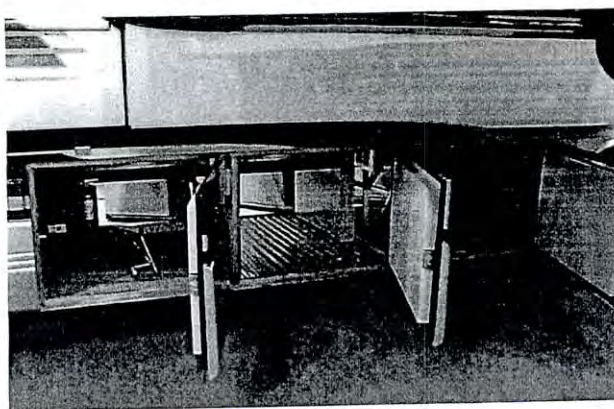
4-2 EXTERIOR STORAGE

4-2.1 Cargo Bays

The 450 LXi has exterior storage in compartments below the coach called cargo bays (basement). There are four cargo bays located beneath the coach. The bays are constructed of ridged stainless steel to control slipping of personal items.

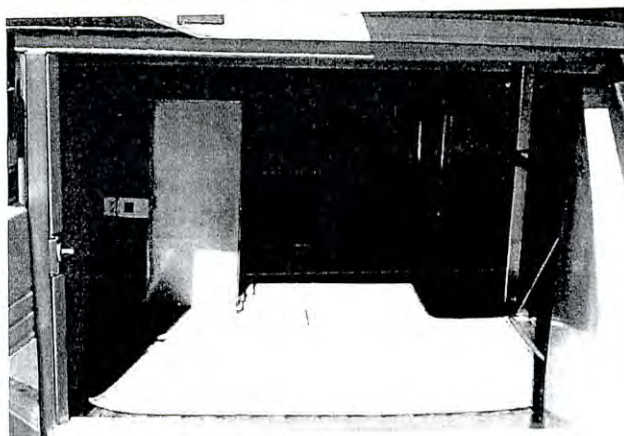


Cargo Bays Closed



Cargo Bays Open

Cargo Bays #1, #2 and most of #3 are left empty for storage use.



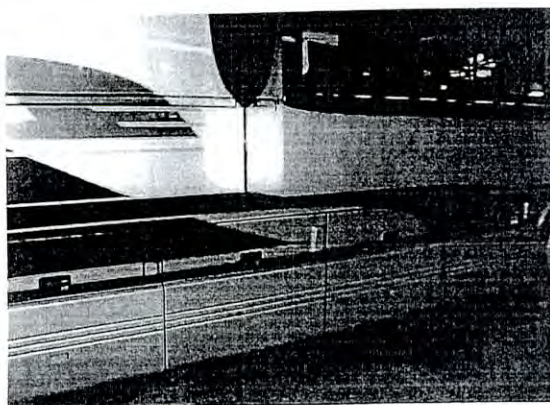
Cargo Bay #3 - Curbside

Cargo Bay #3 - Curbside - This is mostly used for storage with a small portion housing the Webasto Hydronic Heating System. For a full explanation of this system as well as the uses and benefits refer to *Section 4-10 Heating Systems* found later in this manual.

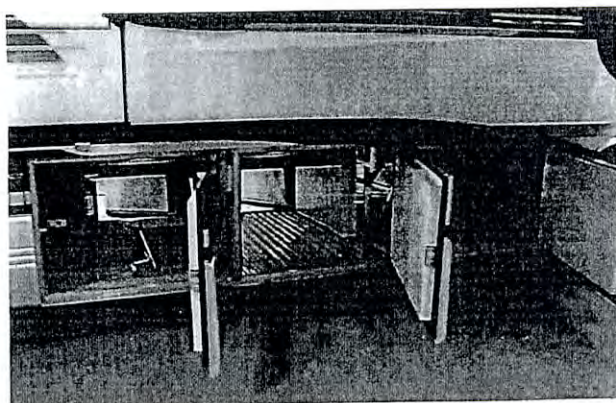
4-2 EXTERIOR STORAGE

4-2.1 Cargo Bays

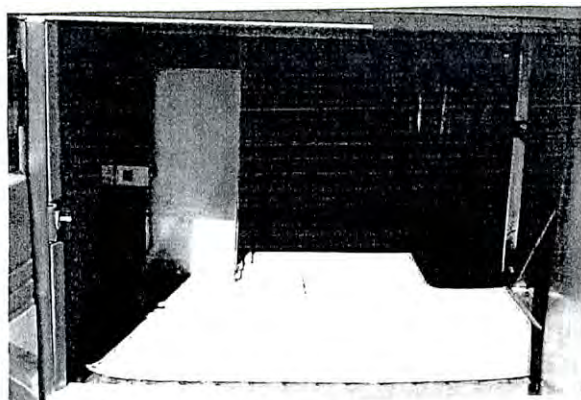
The 450 LXi has exterior storage in compartments below the coach called cargo bays (basement). There are four cargo bays located beneath the coach.



Cargo bays with doors closed



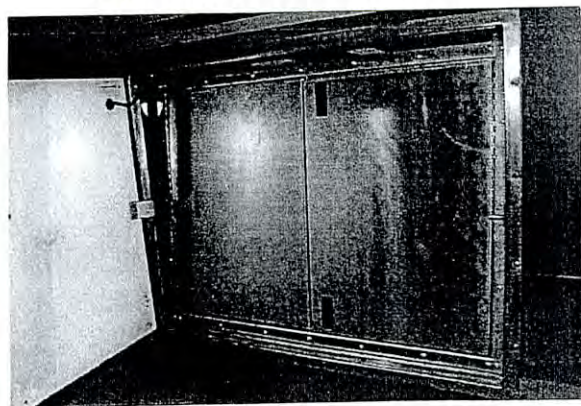
Cargo bays with door open



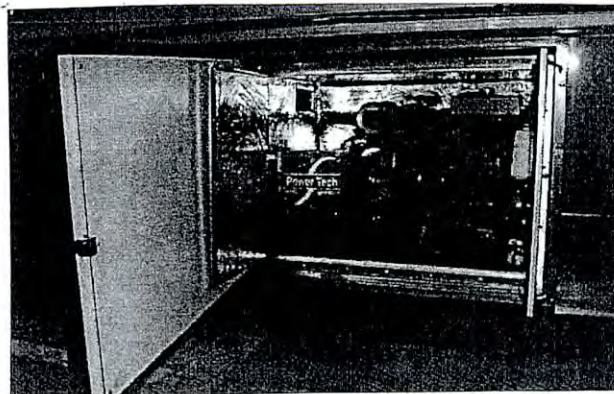
Cargo Bay #3 curb-side with original Webasto Hydronic Heating System



Cargo Bay #3 has new tire inflation air compressor installed at mid-line



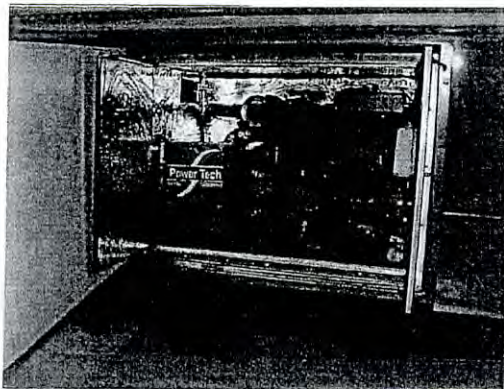
Cargo Bay #3 road-side has relocated auxiliary generator – inner doors closed



Cargo Bay #3 road-side has relocated auxiliary generator – inner doors open

4-3 PowerTech PTSMH17.5 GENERATOR

The PowerTech PTSMH17.5 Generator supplied with the 450 LXi Coach has been relocated to the roadside of storage Bay #3.



4-3.1 Safety Precautions

Careful operation is your best insurance against an accident. Read and understand this entire section carefully before operating the generator engine. All operators, no matter how much experience they may have had, should read this and other related manuals before operating the engine or any equipment attached to it. It is the owner's obligation to instruct all operators in safe operation.

4-3.1.1 Observe Safety Instructions

- Read and understand carefully this "Operator's Manual" and "Labels on the Engine" before attempting to start and operate the engine.
- Learn how to operate and work safely. Know your equipment and its limitations. Always keep the engine in good running condition.
- Before allowing other people to use engine, explain how to operate and have them read this manual before operation.
- Do not modify the engine by yourself. Unauthorized modifications to the engine may impair the function and/or safety and affect engine life.

4-3.1.2 Wear Safety Clothing

- Do not wear loose, torn or bulky clothing around the machine that may catch on working controls and projections causing personal injury.
- Use additional safety items, e.g. hard hat, safety protection, gloves, etc., as appropriate or required.
- Do not operate machine or any equipment attached to it while under the influence of alcohol, medication, or other drugs, or while fatigued.
- Do not wear radio or music headphones while operating engine.

4-3.1.3 Check Before Operating and Starting the Engine

- Be sure to check the engine before operation. If something is wrong with the engine, do not fail to repair it quickly.
- Keep all guards and shields in place before operating the engine. Replace any that are damaged or missing.
- Check to see if there is a safe distance from the engine before starting.
- Always keep the engine at least 3 feet (1 meter) away from buildings and other facilities.
- DO NOT allow children or livestock to approach the machine while the engine is running.
- DO NOT start the engine by shorting across starter terminals. The machine may start in gear and move.

4-3.1.4 Keep Area Around the Engine Clean

- Be sure to stop the engine before cleaning.
- Keep the engine clean and free of accumulated dirt, grease and trash to avoid a fire. Store flammable fluids away from sparks and fire.
- DO NOT stop the engine without idling; Temperatures around the engine rise suddenly. Keep the engine idling for about 5 minutes or over before stopping.

4-3.1.5 Safe Handling of Fuel and Lubricants

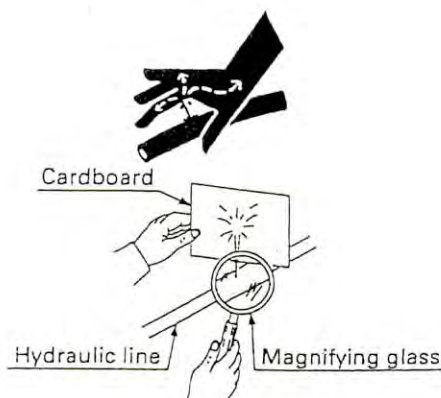
- Always stop the engine before refueling or/and lubricating.
- DO NOT smoke or allow flames or sparks in your working area. Fuel is extremely flammable and explosive under certain conditions.
- Refuel at a well ventilated and open place. When fuel and lubricants are spilled, refuel after letting engine cool off.
- DO NOT mix gasoline or alcohol with diesel fuel. The mixture can cause a fire.

4-3.1.6 Exhaust Gases & Fire Prevention

- Engine exhaust fumes can be very harmful if allowed to accumulate. Be sure to run the engine in a well ventilated place and where there are no people or livestock near the engine.
- The exhaust gas from the muffler is very hot. To prevent a fire, do not expose dry grass, mowed grass, oil and any other combustible materials to exhaust gas. Also, keep the engine and muffler clean all the time.
- To avoid a fire, be alert for leaks of flammables from hoses and lines. Be sure to check for leaks from hoses or pipes, such as fuel and hydraulic by following the maintenance check list.
- To avoid a fire, do not short across power cables and wires. Check to see that all power cables and wirings are in good condition. Keep all power connections clean. Bare wire or frayed insulation can cause a dangerous electrical shock and personal injury.

4-3.1.7 Escaping Fluid

- Relieve all pressure in the air, the oil and the cooling systems before any lines, fittings or related items are removed or disconnected.
- Be alert for possible pressure when disconnecting any device from a system that utilizes pressure. DO NOT check for pressure leaks with your hand. High pressure oil or fuel can cause personal injury.
- Escaping hydraulic fluid under pressure has sufficient force to penetrate skin causing serious personal injury.
- Fluid escaping from pinholes may be invisible. Use a piece of cardboard or wood to search for suspected leaks: do not use hands and body. Use safety goggles or other eye protection, when checking for leaks.
- If injured by escaping fluid, see a medical doctor immediately. This fluid can produce gangrene or severe allergic reactions.



4-3.1.8 Cautions Against Burns and Battery Explosion

- To avoid burns, be alert for hot components, e.g. muffler, muffler cover, radiator, pipes, engine body, coolants, engine oil, etc. during operation and just after the engine has been shut off.
- DO NOT remove the radiator cap while the engine is running or immediately after stopping. Otherwise hot water will spout out from radiator. Wait for more than ten minutes to cool the radiator, before removing the cap.
- Make sure to shut the drain valve off coolant and close oil pressure cap, and to hand fasten pipe before operating. If those parts are taken off, or loosened, it will result in serious personal injury.
- The battery presents an explosive hazard. When the battery is being activated, hydrogen and oxygen gases are extremely explosive.
- Keep sparks and open flames away from the battery, especially when charging the battery. DO NOT strike a match near the battery.
- DO NOT check battery charge by placing a metal object across the terminals. Use a voltmeter or hydrometer.
- DO NOT charge battery if frozen. It can be explosive. When frozen, warm the battery up more than 16°C (61°F).

4-3.1.9 Keep Hands and Body Away From the Rotating Parts

- Be sure to stop the engine before checking or adjusting belt tension and cooling fan.
- Keep your hands and body away from any rotating parts, such as cooling fan, V-belt, fan drive V-belt pulley or flywheel to avoid causing personal injury.
- DO NOT run the engine with installed safety guards detached. Install safety guards securely during operation.

6-1.1.2 Drive Axle Dual Wheels

1. Repeat steps 1 through 10, Front Axle Wheels.
2. Loosen inner lug nuts (studs with square heads), if inner wheel is to be replaced.
3. Remove outer lug nuts from the (5) studs which have lock rings and slide hub cover over remaining lug nuts.
4. Remove the (5) remaining lug nuts and wheel.
5. Remove inner lug nuts and inner wheel, if inner wheel is to be replaced.
6. Install replacement wheel and inner lug nuts. Tighten progressively, in the sequence shown on lug nut tightening diagram, starting with #1 and proceeding with #10. Final torque should be between 450 and 500 foot-pounds.
7. Install outer wheel (or replacement wheel) and lug nuts over inner lug nuts marked 1, 3, 7, 9 and 6. Torque nuts in the following sequence, 1, 7, 6, 3 and 9 to between 450 and 500 foot pounds.
8. Install hub cover over the (5) lug nuts holding wheel to hub. Place lock rings and lug nuts on remaining inner lug nuts 10, 5, 2, 4 and 8.
9. Replace wheel saver.
10. Torque nuts in the following sequence 10, 2, 8, 5 and 4 to between 450 and 500 foot-pounds. Wheel must be on the ground for final torque.
11. Return to step 13 of Front Axle Wheels and continue.

NOTE: When checking torque on dual wheels loosen all outside lug nuts. Check torque on inner lug nuts (studs with square heads) for torque value shown above, then torque outer lug nuts to value shown above.

6-1.2 Tire Inflation – Towing - Trailer

6-1.2.1 Tire Inflation

Under-inflation causes needless tire wear and promotes excessive fuel consumption. Check tire pressures on a regular basis.

The Amended Federal Certification Label (located inside and above the driver's windshield between the sun visor mounting brackets) shows the cold tire inflation pressures necessary to support the GAWR.

For convenience, we are listing the proper tire inflation pressures for your motorhome:

Front Tires:	130 psi
Drive Axle Tires:	100 psi
Tag Axle Tires:	95 psi

6-1.2.1 On-board Tire Inflation System

This 450 LXi motor home has been equipped with an on-board tire inflation system capable of properly inflating all of the tires. The original auxiliary air compressor is not able produce the required 130 psi air pressure specified for the front tires and should not be used for tire inflation.

Please carefully read and comply with these instructions. Supplemental instruction labels have also been attached adjacent to the system control panels. Adhere to these, as well as, all other safety warnings.

Operating Instructions:

1. Open the bay two storage compartment door on the same side of the motor home as the tires you wish to service. The on-board tire inflation system control panel is located at the outboard upper rear corner of the compartment and contains the air compressor power ON/OFF switch, a female quick-connect air fitting, and an air line pressure bleed-off valve.
2. Uncoil the air hose assembly which is composed of the red air hose with a male quick-connect fitting, an air pressure control module and pressure gauge, and the self-locking inflation chuck. This assembly will reach all of the tires on one side of the motor home. It must be disconnected and re-attached to the opposite side to service the tires on that side.
3. Insert the male quick-connect fitting on the air hose into the female fitting on the control panel. This is a two-stage connector and two distinct "clicks" will be heard when properly connected.
4. Insure that the air line bleed-off valve located at the bottom of the control is in the closed position. The valve "wings" should be parallel to the face of the panel. (Note: If the sound of air exiting from the valve is heard after the compressor is turned on then the orientation of the "wings" may need to be adjusted to fully close the valve.) The valve at the control panel on the opposite side of the motor home must also be in the fully closed position as described above.
5. Turn the air compressor on by depressing the "ON" side of the rocker switch (the LED will illuminate). Allow the compressor to run until it reaches its maximum operating pressure (200 psi) before attempting to inflate a tire. (Note: The compressor will automatically cycle on and off during normal operation.)
6. Remove the valve stem dust cap from the tire to be serviced.

7. Attach the self-locking inflation chuck to the tire valve stem by sliding the chuck over the stem and pressing the two together until the sound of air escaping from the valve stem stops, then rotate the chuck slightly toward the ground so that the threads in the chuck engage with the threads of the stem. When properly connected the chuck does not have to be held to maintain an airtight seal with the valve stem.
8. Observe the tire inflation pressure on the gauge. To increase the pressure in the tire, fully depress the round button below the gauge until the desired pressure is indicated on the gauge and then release the button. To decrease the pressure in the tire, partially depress the button until the desired pressure is indicated on the gauge and then release the button. The air from the tire will exit through a small hole at the side of the inflation assembly handle.
9. To release the self-locking inflation chuck, lift it up and jostle the chuck until the threads disengage and the chuck slides off the valve stem. There will be a momentary release of air as the seal between the chuck and stem is broken.
10. Reinstall the valve stem dust cap.
11. Repeat steps #6 through #9 to service other tires on the same side of the motor home. Please note that the inflation pressures are not the same for all tires. The correct inflation pressures for each tire can be found on the inflation label located in bay one.
12. Return to the control panel and depress the blue button once on the quick-connect fitting to relieve the air pressure in the red air hose assembly. There will be a momentary release of air at the fitting. Depress the blue button a second time to release the hose from the quick-connect fitting.
13. Turn the air compressor off by depressing the "OFF" side of the toggle switch. The "ON" LED will no longer be illuminated.

Repeat steps #1 through #13 if the tires on the opposite side of the motor home require service. When all tire servicing is completed, drain the air from the compressor tank by opening one of the valves located at a control panel by rotating the valve "wings" perpendicular to the panel face. There will be a large volume of air expelled from the valve while the compressor tank is emptying.

Re-coil the air hose assembly and properly stow. (See photograph on page 6-1-2c.)

Water condensation must be drained from the air compressor tank at least once each year. To drain the tank:

- 1) Turn the compressor on until 50 psi pressure is achieved.
- 2) Turn the compressor off.
- 3) Open the valve (located at the bottom of the tank) completely by turning the "wings" counter-clockwise. Air and water mist/drops will exit through the valve. Holding an old towel or similar object near the valve will help dissipate the force of the air and capture any water.
- 4) When the sound of air exiting through the valve stops close the valve completely by turning the "wings" in a clockwise direction until they stop.

Air hose assembly

6-1.3.2 Towing the Motorhome

The tow eyes for the tow hooks originally supplied with your motorhome have been removed as part of the weight reduction actions performed on your motorhome. As a result, the tow hooks can longer be attached to your motorhome. However, reputable towing companies with equipment capable of towing your motorhome do not need these tow hooks in order to provide full towing services.

!!CAUTION: Do not tow a vehicle equipped with Allison automatic transmission unless the drive shaft has been removed, or the rear wheels raised from the ground. Do not attempt to tow unit by front axle or cross member. Damage to wiring and/or air lines can result because of proximity of these items to front cross member. Do not tow with generator tray extended. Do not tow by the bumpers. Air pressure is required to release brakes.

6-1.3.3 Trailer Hitch Capacity

The trailer hitch on your motorhome has a rated towing capacity (gross weight of the trailer or towed vehicle and contents) of 18,500 pounds. The tongue load (the weight applied in a downward direction on to the ball) for your motorhome has a rated capacity of 1,000 pounds.

Standard equipment includes a 2" hitch ball with a 1" shank that is rated for 5,000 pound maximum towing capacity and 500 pounds tongue load. Hitch ball nut must be torqued to 200 ft-lbs.

NOTE: For more towing capacity, we offer an optional 2 5/16" hitch ball with a 1 1/4" shank rated for a 10,000 pound maximum towing capacity and a 1,000 pound tongue load. Hitch ball must be torqued to 200 ft-lbs.

Service Life for RV/Motorhome Tires

The following recommendation applies to RV/Motorhome tires. Tires are composed of various types of material and rubber compounds, having performance properties essential to the proper functioning of the tire itself. These component properties evolve over time. For each tire, this evolution depends upon many factors such as weather, storage conditions, and conditions of use (load, speed, inflation pressure, maintenance, etc.) to which the tire is subjected throughout its life. This service-related evolution varies widely so that accurately predicting the serviceable life of any specific tire in advance is not possible.

That is why, in addition to regular inspections and inflation pressure maintenance by consumers, it is recommended to have RV/Motorhome tires, including spare tires, inspected regularly by a qualified tire specialist, such as a tire dealer, who will assess the tire's suitability for continued service. Tires that have been in use for 5 years or more should continue to be inspected by a specialist at least annually.

Consumers are strongly encouraged to be aware not only of their tires' visual condition and inflation pressure, but also of any change in dynamic performance such as increased air loss, noise or vibration, which could be an indication that the tires need to be removed from service to prevent tire failure.

It is impossible to predict when tires should be replaced based on their calendar age alone. However, the older a tire the greater the chance that it will need to be replaced due to the service-related evolution or other conditions found upon inspection or detected during use.

While most tires will need replacement before they achieve 10 years, it is recommended that any tires in service 10 years or more from the date of manufacture, including spare tires, be replaced with new tires as a simple precaution even if such tires appear serviceable and even if they have not reached the legal wear limit.

For tires that were on an original equipment vehicle (i.e., acquired by the consumer on a new vehicle), follow the vehicle manufacturer's tire replacement recommendations, when specified (but not to exceed 10 years).

The date when a tire was manufactured is located on the sidewall of each tire. Consumers should locate the Department of Transportation or DOT code on the tire that begins with DOT and ends with the week and year of manufacture. For example, a DOT code ending with "0304" indicates a tire made in the 3rd week (Jan) of 2004. (See back.)

LONG TERM STORAGE AND RV TIRES

Unless you're a full-time RV-er, your vehicle probably spends some time in long-term storage. But what you probably didn't know is that rubber tires age when not being used. So, if you must store your RV, a cool, dry, sealed garage is your best bet. Also, some storage surfaces can cause tires to age faster. That's why Michelin recommends placing a barrier (cardboard, plastic or plywood) between your tire and the storage surface. Here are some other steps you can take to help reduce the aging effects from long-term storage:

- 1) Thoroughly clean tires with soap and water before placing into storage.
- 2) Cover tires to block direct sunlight and ultraviolet rays.
- 3) Store out of a high ozone area.

Note: When a vehicle is stored, tires should be inflated to the inflation pressure indicated on the sidewall.

Before removing your vehicle from long-term storage, thoroughly inspect each tire — this includes sidewalls, tread area, and air pressure. If your tires have lost air, be sure to inflate them to the correct pressure before driving.

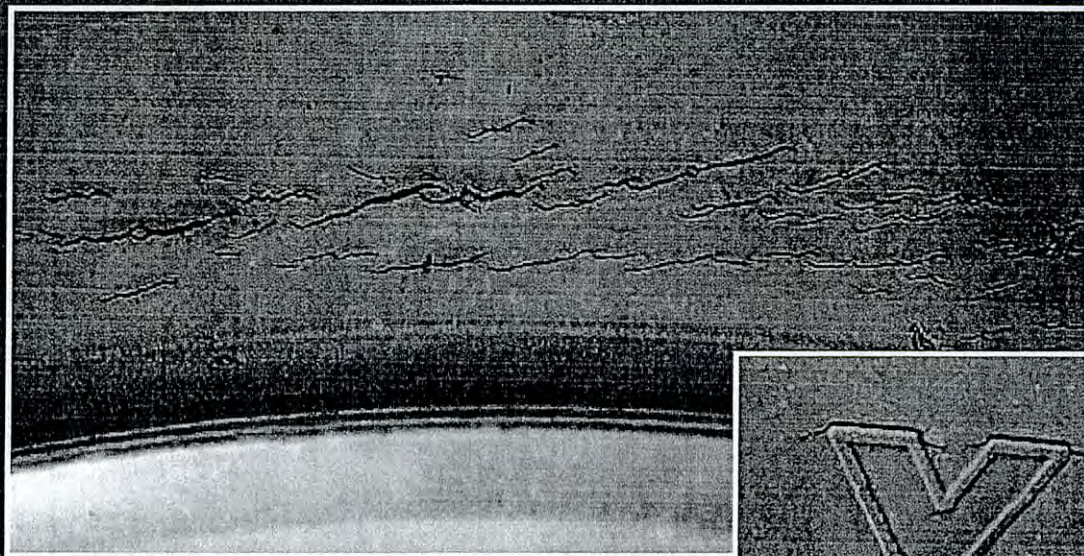
PROPER CLEANING OF YOUR RV'S TIRES

Like the rest of your RV, it pays to keep your Michelin® tires clean. Road oil will cause deterioration of the rubber and dirt buildup will hold the contaminants next to the tire.

As with the cleaning of any rubber product, proper cleaning methods must be used to obtain the maximum years of service from your tires. A soft brush and the normal mild soap that you would use to clean your RV may be used. If you use a dressing product to "protect" your tires from aging, use extra care and caution. Tire dressings that contain petroleum products, alcohol or

silicones will cause deterioration or cracking and accelerate the aging process.

In many cases, it is not the dressing itself that can be a problem, but rather the chemical reaction that the product can have with the antioxidant in the tire. Heat can add to the negative reaction. When these same dressing products are used on a passenger car tire that is replaced every three to four years, it is rare to see a major problem. However, in most cases, RV tires may last much longer due to limited annual mileage, and the chemical reactions have much longer to take place.



AGING, WEATHER CHECKING, AND OZONE CRACKING

During the pre-trip inspection, be sure to check your tires for signs of aging, weather checking and/or ozone cracking — these show up as tiny cracks in the rubber surface on the sidewall of the tire. If the cracks are less than $1/32$ " deep, the tire is fine to run. Between $1/32$ " and $2/32$ ", the tire is suspect and should be examined by your Michelin dealer. If the cracks are any deeper than $2/32$ ", the tire should be replaced immediately.

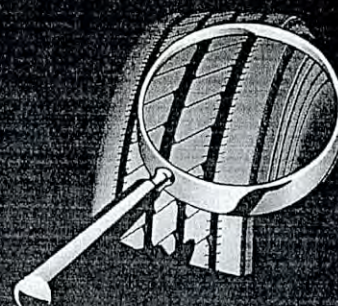
Here are a few tips to help you protect your tires from these common damage conditions:

- 1) Keep your tires properly inflated.
- 2) Keep your tires clean.
- 3) Avoid prolonged exposure to heat, cold or moisture.
- 4) Avoid prolonged exposure to ultraviolet rays.
- 5) Cover your tires when your vehicle is not in use.
- 6) Do not park near electric generators or transformers.
- 7) Do not store vehicle in an area where welding is being done or in a garage that has mercury vapor lamps.

ADDITIONAL TIRE CARE RECOMMENDATIONS

Tire Repair

Even the best drivers can drive over a nail and the best tires can pick up that nail or screw and go flat. If you pick up an object that causes a flat with a Michelin® RV tire, the repair must be made to the inside of the tire to be repaired properly. To do this, the tire needs to be demounted and inspected on the inside of the casing for any other damage that the object may have caused. See your Michelin truck tire dealer for the proper repair and damage inspection.



Tire Inspection

Your RV tires should be inspected thoroughly at least once a year, and any time you drive in rough or rocky terrain, or when you have your RV serviced. This inspection should include both sidewalls, the tread area, and the valves, caps, and any valve extensions. Inspect for nails, cuts, bulges, aging, or fatigue cracks and weathering or ozone checking. Also, check between the duals for objects lodged between them. See your Michelin dealer at once if anything unusual is observed.

On a regular basis, rub the palm of your hand across the face of the tread on your front tires to feel for any feathered wear from "toe" alignment problems. **NOTE:** Be careful since severe wear can expose steel belt edges that are very sharp. A "toe" misalignment problem can be caused by impact with a "chuck" hole in the road. Bad "toe" wear can be hard to find visually, but can be felt very quickly with the hand. This type of alignment problem can wear rubber off the tread of your tires in just a few hundred miles.

MICHELIN[®] TECHNICAL BULLETIN



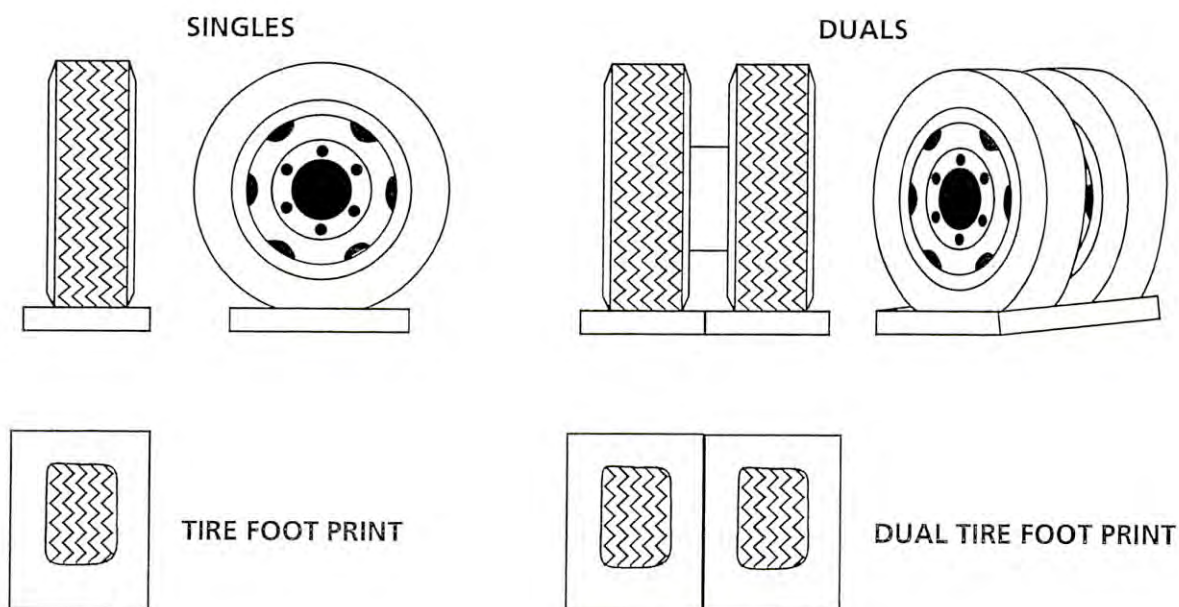
October 1, 1999

THE USE OF BLOCKS TO LEVEL MOTOR HOMES/RV'S EQUIPPED WITH RADIAL TIRES

Extreme caution must be taken to ensure that the tires are fully supported when using blocks to level motor homes and/or RV's. The load on the tire should be evenly distributed on the block and in the case of duals, evenly distributed on blocks for both tires. If not properly done, the steel cables in the sidewall of the tires may be damaged and could lead to premature fatigue of the sidewall.

The CORRECT methods are shown in Figure 1. Please note that the blocks are wider than the tread and longer than the tire's footprint. This provides maximum support to the tires and assures that the load is evenly distributed throughout the tire's footprint area.

FIGURE 1
CORRECT





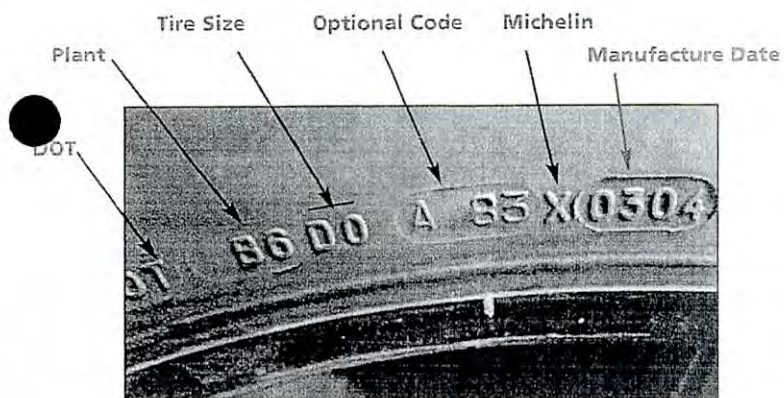
**Truck Tire Operator's Manual and Limited Warranty,
Including Applicable Limited Warranty Coverage for Commercial Use,
for the Michelin® Long Haul Tires with Extended Warranty, and
for Limited Warranty Coverage for Consumer Use**

TIRE DAMAGE – EFFECT AND CAUSE

All scrap tire failures are cause and effect related. In the majority of the situations, it is the effect that we first see when we look at the tire damage. However, tire condition “effects” may have many causes. Often a pattern can be found which may

point to changes needed to avoid future scrap failures of this nature. Surprisingly, the majority of tubeless commercial scrap conditions are found in the following 5 damage categories:

EFFECT	CAUSE
RUN FLAT (Tire run with very low psi)	• Nail / bolt / debris hole penetrating liner • Crown / sidewall injury • Leaky valve or grommet • Leaky wheel or rim • Leaky repair • Bead damage
AIR INFILTRATION (Any damage which opens inner liner and allows air pressure to migrate within the steel and rubber products)	• Nail • A faulty repair • Under inner liner split (from impact) • Bead area or inner liner damage (result of poor mounting procedures) • Inner liner cut • Inner liner burn (e.g., electrical discharge damage)
PINCH SHOCK (Crown / sidewall impact compressing the tire until the internal rubber products hit) (Usually an impact with blunt object)	• Impact with a curb • Impact with a deep pot hole • Impact with road debris • A severe impact with anything!!
IMPACT DAMAGE (With or without a rupture – zipper) (Crown, shoulder, or sidewall)	• Impact with a sharp cutting object (A rupture usually indicates a rather severe impact)
FATIGUE RELATED DAMAGE (With or without a rupture – zipper) (Any damage which will allow the casing to oxidize or the casing plies to weaken or break)	• Run flat tires (mainly dual positions) • Impacts to steel (not filled or repaired) • Faulty repairs • This may be a final removal condition • On an old (well used) tire



For further information, please contact Michelin at www.michelintruck.com.

www.michelintruck.com

MICHELIN NORTH AMERICA, INC., Greenville, South Carolina, USA
MICHELIN NORTH AMERICA (CANADA) INC., Laval, Quebec, Canada
MICHELIN MEXICO S.A. DE C.V., Querétaro, Mexico

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MWT43059

LONG TERM STORAGE AND RV TIRES

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Note: When a vehicle is stored, tires should be inflated to the inflation pressure indicated on the sidewall.

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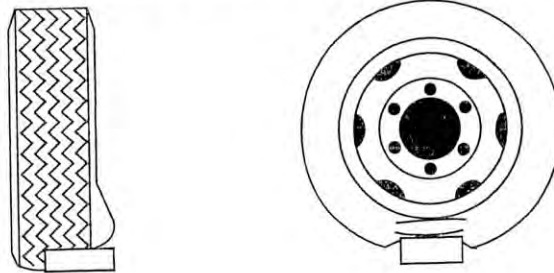
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FIGURE 2
INCORRECT METHOD

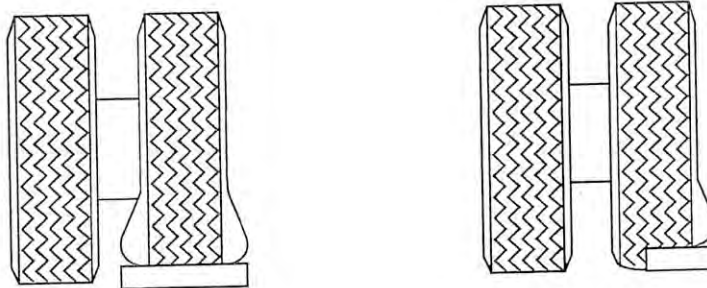
Singles
INCORRECT

Only a portion of the tire is supporting the full load.

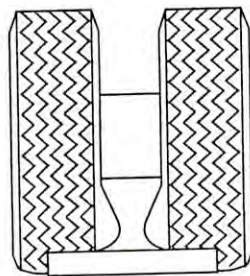


Duals
INCORRECT

One tire or a portion of one tire is supporting the full load.



Portion of the two tires supporting the full load.



Tires incorrectly supported, as shown above, may be damaged, which could lead to casing failure resulting in serious injury or property damage. If, on previous occasions, the tires have been incorrectly supported, a hidden damage may be present. Please contact your local Michelin dealer and request an inspection and determination of possible damage.

► MICHELIN® TRUCK TIRE LIMITED WARRANTY

ABOUT THIS WARRANTY

As the original purchaser of a Michelin® brand truck tire, you are covered by all the benefits and conditions (subject to the maintenance recommendations and safety warnings) contained in this booklet. To ensure your understanding of and compliance with the terms and conditions of this warranty, please read it carefully. It is essential that you also read and understand the safety and maintenance recommendations for your tires beginning on page 6.

WHAT IS COVERED AND FOR HOW LONG – COMMERCIAL USE

Workmanship and Materials

Except as limited below, Michelin® truck tires bearing the Michelin® name and complete serial and identification numbers, used in commercial service, according to the instructions contained in this Operator's Manual, are covered by this limited warranty against defects in workmanship and materials for the life of the original tread. At that time, all warranties, express or implied, expire.

Long Haul Tires with Extended Warranty

Certain Michelin® truck tires bearing the Michelin® name and complete serial and identification numbers, used only in long-haul service according to the instructions contained in this Operator's Manual, are covered by this limited warranty against defects in workmanship and materials for 700,000 miles, and up to 3 retreads for 7 years from the date of manufacture. At that time, all warranties, express or implied, expire. (See chart for list of tires covered by this extended warranty on page 4).

Casings covered under this Extended Warranty which become unserviceable due to a covered condition, will be replaced under Extended Warranty coverage only if:

- 1) The tires have been used in long haul highway service for the life of the casing.
- 2) The tires have been inspected and retreaded by a participating Michelin® dealer, in accordance with the retreading standards set by the American Retreader's Association, the National Tire

► MICHELIN® TRUCK TIRE LIMITED WARRANTY

Dealers/Retreader's Association, Michelin® Retread Technologies, Inc, (MRTI), Bandag or Oliver Rubber Company, and in accordance with Michelin's specifications for the particular tire treads/sizes covered. (See retread specifications listed on page 5.)

- 3) The casings have not become unserviceable due to a condition listed under "WHAT IS NOT COVERED" (See page 3).

WHAT IS COVERED AND FOR HOW LONG – CONSUMER USE

Michelin® truck tires bearing the Michelin® name and complete serial and identification numbers, used in consumer service, such as on a motorhome, according to the instructions contained in this Operator's Manual, are covered by this limited warranty against defects in workmanship and materials for the life of the original tread, or five years from the date of purchase, whichever occurs first. At that time, all warranties, expressed or implied, expire.

Definitions

The life of the original usable tread is the original tread down to the level of the treadwear indicators - 2/32nds of an inch (1.6 mm) of tread remaining. Date of purchase is documented by new vehicle registration or tire sales invoice. If no proof of purchase is available, coverage will be based on the date of manufacture, as molded on the sidewall. The date of manufacture is based on the original Michelin DOT number molded on the tire sidewall. The mileage received will be based on fleet records. Replacement will be made in accordance with the terms and conditions described under "HOW REPLACEMENT CHARGES ARE CALCULATED."

► MICHELIN® TRUCK TIRE LIMITED WARRANTY

WHAT IS NOT COVERED

Tires/casings which become unserviceable due to:

- Road hazard injury (e.g., a cut, snag, bruise, impact damage or puncture);
- Incorrect mounting of the tire, tire/wheel imbalance, improper retread or improper repair;
- Misapplication, improper maintenance, racing, underinflation, overinflation or other abuse resulting in casing damage or fatigue;
- Accident, fire, chemical corrosion, contamination, tire alteration or vandalism;
- Flat spotting caused by improper storage;
- The addition of liquid, solid or gaseous materials other than air, nitrogen or carbon dioxide;
- Uses other than long haul service for any extended warranty casing claims;
- Uneven or rapid wear caused by mechanical irregularity in the vehicle such as wheel misalignment, resulting in damage to the under-tread, carcass or steel belts;
- Ozone or weather checking.

HOW REPLACEMENT CHARGES ARE CALCULATED – COMMERCIAL AND CONSUMER USE

Workmanship/Materials

A tire which becomes unserviceable due to a condition covered by this workmanship and materials limited warranty will be replaced with a comparable new Michelin® truck tire, for a pro rata charge. The retailer will determine the charge by multiplying the percentage of the original usable tread worn by the current selling price at the adjustment location or the price on the current Michelin® Americas Truck Tires Base Price List, whichever is lower. This list is based on a predetermined price intended to fairly represent the actual selling price of the tire.

You pay the cost of mounting, balancing, and any other service charges and applicable taxes.

► MICHELIN® TRUCK TIRE LIMITED WARRANTY

Long Haul Tires with Extended Warranty

The following tire sizes are covered by the 700,000 mile/7 year/3 retread warranty.

Tread Design	Size	Load Range	Tread Design	Size	Load Range
XZA2	11R22.5	G, H	XDA2	11R22.5	G
XZA2	11R24.5	G	XDA2	11R24.5	G
XZA2	275/80R22.5	G, H	XDA2	275/80R22.5	G
XZA2	275/80R24.5	G	XDA2	275/80R24.5	G
XZA3	11R22.5	G, H	XDA3	11R22.5	G
XZA3	11R24.5	G	XDA3	11R24.5	G
XZA3	275/80R22.5	G, H	XDA3	275/80R22.5	G
XZA3	275/80R24.5	G	XDA3	275/80R24.5	G
			XDA ENERGY	275/80R22.5	G

If your Long Haul tire becomes unserviceable due a condition covered by this warranty before providing 700,000 miles and 3 retreads of service. Michelin® will provide casing credit based on the following schedule:

Life of casing up to 7 years

Original Tread
First, second or third retread

Casing Credit

\$130.00
\$100.00

WHAT YOU MUST DO WHEN MAKING A CLAIM

When making a claim under the terms of this limited warranty you must present your tire/casing to a participating Michelin® truck tire retailer. **You pay any service charges for normal vehicle and tire maintenance.**

CONDITIONS AND EXCLUSIONS

Unless this limitation is prohibited by state law, this warranty does not provide compensation for loss of time, loss of use of vehicle, inconvenience or incidental or consequential damages.

Tires/casings presented for claim remain the property of the owner/consumer and Michelin® brand accepts no responsibility for loss of, or damage to, tires/casings, which are in the custody or control of a Michelin® truck tire retailer for the purpose of inspection for warranty adjustment.

Tires accepted for claim become the property of Michelin® North America, Inc. ("MNA").

► MICHELIN® TRUCK TIRE LIMITED WARRANTY

In the event of a disputed claim, the owner/consumer must make the tire available for further inspection.

No Michelin representative, employee or retailer has the authority to make or imply any representation, promise or agreement, which in any way varies the terms of this limited warranty.

This limited warranty applies only in the United States.

CONSUMER RIGHTS

This limited warranty gives you specific legal rights, and you may also have other rights, which vary from state to state.

SAFETY MAINTENANCE INFORMATION

Read your Tire Operator's Manual, the information on the sidewall of your tires, your vehicle owner's manual and vehicle tire information placard for essential safety and maintenance information.

When service is required:

1. Contact a participating Michelin® truck tire retailer listed in your yellow pages.
2. If additional assistance is needed in locating a Michelin® truck tire retailer, please call the phone number for your area which is listed on page 15 or write Consumer Relations at the address listed on page 15.

MICHELIN RETREAD SPECIFICATIONS FOR ALL SIZES OF EXTENDED WARRANTY TIRES*:

- Buff radius: 675 mm
- Buff rim width: 9.0"
- Buffing inflation pressure: 1.2 to 1.5 bar.
- Minimum undertread thickness: 0.5 mm.
- Maximum undertread thickness: 4.0 mm.
- Minimum pre-cure cap width: 219 mm.
- Maximum pre-cure cap width: 232 mm.

* This is the preferred specification



WARNING

Disregarding any of the safety precautions and instructions contained in this manual may result in tire failure or explosion causing serious personal injury or death.

► **DRIVING ON ANY TIRE THAT DOES NOT HAVE THE CORRECT INFLATION PRESSURE IS DANGEROUS**

Any underinflated tire builds up excessive heat that may result in sudden tire destruction. For replacement tires, the correct inflation pressure will be provided by your tire retailer. If not, refer to the vehicle placard.

The placard indicates the minimum inflation pressures which must be maintained. However, do not exceed the maximum inflation pressure for the tire or for the wheel on which it is mounted.

► **CHECK THE COLD INFLATION PRESSURES IN ALL YOUR TIRES, INCLUDING THE SPARE, AT LEAST ONCE EACH WEEK**

Failure to maintain correct inflation pressure may result in improper vehicle handling and may cause rapid and irregular tire wear, sudden tire destruction, loss of vehicle control and serious personal injury. Therefore, inflation pressures should be checked at least once each week and always prior to long distance trips.

Pressures should be checked when tires are cold; in other words, before they have been driven on. The ideal time to check tire pressures is early morning. Driving, even for a short distance, causes tires to heat up and air pressure to increase.

Never bleed air from hot tires. Bleeding air from hot tires could result in underinflation.

Use an accurate tire gauge to check pressures. Never allow children to inflate or deflate tires.

If your pressure check indicates that one of your tires has lost pressure of four pounds or more, look for signs of penetration,

valve leakage or wheel damage that may account for the air loss. Any tire suspected of having been run flat or run at very low air pressure (less than 80% of normal operating pressure) should not be re-inflated without careful inspection of the entire tire. Visit a Michelin® Truck Tire retailer.

► **INSPECT YOUR TIRES DAILY. IF YOU SEE ANY DAMAGE TO YOUR TIRES OR WHEELS, VISIT A MICHELIN® TRUCK TIRE DEALER AT ONCE.**

Hazards

Driving over potholes, curb, glass, metal, rocks, wood debris and the like, can damage a tire and should be safely avoided. Unavoidable contact with such hazards should prompt a thorough tire inspection.

If you see damage to your tires or wheels, replace with a spare and immediately visit any participating Michelin® Truck Tire retailer for advice.

Inspection

Always examine your tires for bulges, cracks, cuts, penetrations and abnormal tire wear, particularly on the edges of the tire tread, which may be caused by misalignment or underinflation. If any such damage is found, the tire must be inspected by any participating Michelin® Truck Tire retailer at once. Use of a damaged tire could result in sudden tire destruction and rapid air loss. Failure to control a vehicle when one or more tires experience a sudden air loss can lead to an accident.

All tires will wear out faster when subjected to high speeds as well as hard cornering, rapid starts, sudden stops, frequent driving on surfaces which are in poor condition, and off-road use. Surfaces with holes and rocks or other objects can damage tires and cause vehicle misalignment. When driving on such surfaces, drive carefully and slowly, and before driving again at normal or highway speeds, examine your tires for any damage, such as cuts, bulges, penetrations, unusual wear patterns, etc.

► WEAR BARS

Michelin® truck tires contain "Wear-Bars" in the grooves of the tire tread which show up when only 2/32nds of an inch (1.6 mm) of tread is remaining. At this stage, tires must be replaced. Tires worn beyond this stage are dangerous.

(Federal law requires the tires on front axles of a Bus, Truck or Truck Tractor to have at least 4/32nds of an inch of tread depth remaining.)

► HIGH SPEED DRIVING CAN BE DANGEROUS

Correct inflation pressure is especially important. However, at high speeds, even with the correct inflation pressure, a road hazard, for example, is more difficult to avoid and if contact is made, has a greater chance of causing tire damage than at a lower speed. Moreover, driving at high speed reduces the reaction time available to avoid accidents and bring your vehicle to a safe stop.

If you see any damage to a tire or wheel, replace it with the spare at once and visit a participating Michelin® truck tire retailer.

The maximum speed at which Michelin truck tires can be operated is indicated in the Michelin® Truck Tire Data Book. This speed varies for each type of tire and depends on the type of application. Consult a Michelin® truck tire dealer for assistance in determining the maximum speed for your application.

Exceeding this maximum speed will cause the tire to build up excessive heat, which can cause tire damage that could result in sudden air loss and rapid tire destruction. Failure to control a vehicle when one or more tires experience a sudden air loss can lead to an accident, property damage, and personal injury.

In any case, you should not exceed reasonable speeds as indicated by the legal limits and driving conditions.

► WHEEL ALIGNMENT, TRACKING, AND BALANCING ARE IMPORTANT FOR SAFETY AND MAXIMUM MILEAGE FROM YOUR TIRES

CHECK HOW YOUR TIRES ARE WEARING AT LEAST ONCE EACH MONTH

If your tires are wearing unevenly, such as the inside shoulder of the tire wearing faster than the rest of the tread, your vehicle may be out of alignment. This condition not only shortens the life of your tires but also adversely affects the handling characteristics of your vehicle, which could be dangerous. If you detect irregular wear, have the alignment of the wheels and the parallelism of the axles checked immediately. Also check to see that your tires are properly inflated. Tires which have been run underinflated will show more wear on the shoulders than in the center of the tread. Tires which have been run overinflated will show more wear in the center of the tread than on the shoulders.

For optimum tire life and performance, the front end alignment on trucks equipped with Michelin® truck tires should be in accordance with the recommendations of the vehicle manufacturer.

It is recommended that you have your tires and wheels dynamically balanced. Tires and wheels which are not balanced may cause steering difficulties, a bumpy ride, and irregular tire wear.

► DO NOT OVERLOAD - DRIVING ON ANY OVERLOADED TIRE IS DANGEROUS

The maximum load rating marked on the tire sidewall of any truck tire is based on a specific maximum speed of operation. Consult a Michelin® Truck Tire Data Book for complete information on allowable loads for the tires in your application. Tires which are loaded beyond their maximum allowable loads for the particular application, will build up excessive heat that may cause sudden tire destruction, property damage, and personal injury.

In the case of dual mounted tires; if one of the tires is run under-inflated or flat then the other tire will become severely overloaded which could lead to a tire failure. "Limping in" is illegal and should never be attempted.

► **TIRE MIXING**

FOUR WHEEL TRUCKS: For best performance it is recommended that the same size and type of tire be used on all four-wheel positions. If only two Michelin radial truck tires are mounted with two non-radial tires, the radial tires should be mounted on the rear axle.

Before mixing different types of tires in any configuration on any vehicle, be sure to check the vehicle manufacturer's owner's manual for its recommendations.

It is especially important to check the vehicle manufacturer's owner's manual when mixing, matching or replacing tires on 4-wheel drive vehicles, as this may require special precautions.

TRUCKS WITH MORE THAN FOUR WHEEL

POSITIONS: For best performance, it is strongly recommended that radial and non-radial tires not be mixed in a dual fitment.

► **TIRE ALTERATIONS**

Do not make or allow to be made any alteration to your tires. Alterations may prevent proper performance, leading to tire damage which can result in an accident. Tires which become unserviceable due to alterations such as, but not limited to, truing, whitewall inlays, addition of balancing or sealant liquids or the use of tire dressings containing petroleum distillates, are excluded from warranty coverage.

► **IMPROPERLY RETREADED AND/OR REPAIRED TIRES ARE DANGEROUS AND CAN CAUSE TIRE DESTRUCTION, PROPERTY DAMAGE, AND PERSONAL INJURY.**

Retreading and repairing of Michelin® Truck Tires should be performed only by qualified personnel with proper equipment using the procedures contained in Michelin Retread and Repair manuals.

If any Michelin® tire sustains a puncture, have the tire demounted and thoroughly inspected by a participating Michelin® tire retailer for possible damage that may have occurred.

Plug-only repairs done on-the-wheel are considered improper and are therefore, not recommended. Such repairs are not reliable and may cause further damage to the tire and may result in tire failure.

► STORAGE

Tires contain waxes and emollients to protect their outer surfaces from ozone and weather checking. As the tire rolls and flexes, the waxes and emollients continually migrate to the surface, replenishing this protection throughout the normal use of the tire. Consequently, when tires sit outdoors, unused for long periods of time (a month or more) their surfaces become dry and more susceptible to ozone and weather checking, and the casing becomes susceptible to flat spotting. Serious problems occur with tube type tires when mounted with water trapped between the tire and the tube. Due to pressurization, the liquid can pass through the inner liner and into the casing plies.

For these reasons, tires should always be stored in a cool, dry, clean indoor environment. If storage is for one month

or more, eliminate the weight from the tires by raising the vehicle or by removing the tires from the vehicle. Failure to store tires in accordance with these instructions could result in premature aging of the tires and sudden tire failure.

When tires are stored, be sure they are placed away from sources of heat and ozone, such as hot pipes and electric generators. Be sure the surfaces on which tires are stored are clean and free from grease, petroleum products or other substances which could deteriorate the rubber. (Tires exposed to these materials during storage or driving could be subject to sudden failure.)

► FOLLOW THESE MOUNTING RECOMMENDATIONS TO PREVENT TIRE DESTRUCTION, PROPERTY DAMAGE AND PERSONAL INJURY

Regulations and recommendations published by the Occupational Safety and Health Administration of the U.S. Department of Labor (OSHA) deal in detail with mounting and demounting of tires for trucks. You should ensure that you are always in compliance with these regulations and recommendations.

In addition, Michelin urges you to bear in mind the following considerations:

Tire changing can be dangerous and must be done by professionally trained persons using proper tools and procedures as specified by the Rubber Manufacturers Association (RMA).

Tires should be mounted on wheels of the correct size and type which are in good, clean condition. Bent, chipped or rusted wheels, rims or rim components may cause tire damage and can also malfunction causing an accident.

All rim components (i.e. flanges, lock rings, rim base, etc.) must match. Be sure to check rim/wheel manufacturer's specifications.

When changing any tire, always deflate the tire before loosening any wheel or rim lugs. Always install new valve cores with new mountings.

TUBES: Always fit a new Michelin® tube of the proper size in a new mounting. A tube through normal use will experience growth; therefore, if an old tube is re-used, there is a probability of creasing it with subsequent chafing and eventual failure of the

tube causing tire damage. Michelin tubes are made of butyl rubber and marked with the trade name "AIRSTOP®". Because of the extreme flexibility of the Michelin 'X'® tire, it is essential to use an "AIRSTOP®" tube. These tubes are made with an overlap splice which is stronger than the butt splice used in many other tubes. The use of other tubes, not designed for Michelin 'X' radial tires, could result in tube failure causing tire damage.

FLAPS: Always install a new Michelin® Flap when you install a new tire. A flap through extended use becomes hard and brittle. After a limited time it will develop a set to match the tire and rim in which it is fitted; therefore, it will not exactly match a new tire/rim combination.

LUBRICANT: Always use a proper lubricant when mounting tires. Use only a approved tire mounting lubricant. Never use anti-freeze, silicones or petroleum-based lubricants. Do not allow excess lubricant to run down and collect inside the tire.

SAFETY CAGE: Always use a safety cage when inflating a truck tire. Ensure that the safety cage is large enough to accommodate wide base tires when inflating X One® tires.

Never stand over the tire or in front of the valve when inflating. Use an inline gauge and stand to the side. Before final inflation, check the assembly carefully for signs of weakness or irregularities.

VALVE CAPS: It is essential that all valves be fitted with pressure-sealing metal valve caps, which are the PRIMARY seal of the valve, to avoid leaks. After mounting, check the assemblies for leaks. When wheel assemblies are mounted on a vehicle, be sure that the valves do not touch the brake drums or any mechanical part of the vehicle.

DUAL MOUNTING: Tires mounted in duals must be matched so that the maximum difference between the diameters of the tires does not exceed 1/4 inch. Failure to properly match dual tires will result in the tire with the larger diameter carrying a disproportionate share of the load which can cause sudden tire destruction, property damage, and personal injury.

Proper dual spacing must be provided to prevent the tires from rubbing together and to allow for the flow of cooling air. Consult the Michelin® Truck Tire Data Book or visit a

Michelin® Truck Tire retailer for information on the minimum dual spacing required for a particular tire/wheel fitment.

► PREPARATION OF WHEELS AND RIMS

Prior to fitment, wheel assemblies should be thoroughly inspected for cracks, warpage, deformation of flanges, side rings, lock rings, etc. The condition of the stud holes on wheels should also be checked. If any of these conditions are discovered, the rim/wheel should be discarded. All burrs, welds, hammer dents, etc., that are present on the tire side of the rim must be made smooth with a file and/or emery cloth. Remove rust with a wire brush and apply a rust inhibiting paint. Make sure the tires are being mounted on the correct wheel **size** and **type**. The wheels, rims and rim components should be in good condition and clean.

X ONE® TIRE SPECIFIC INFORMATION

All drivers of vehicles equipped with X One® Tires should be aware of the following :

Pressure Maintenance

Drivers have commented that an under-inflated X One® tire is more likely to be detected with a simple visual inspection than duals. However, pressure is difficult to gauge visually even for the most experienced driver. Drivers should always use a properly calibrated gauge when verifying the air pressure of an X One tire and should not rely on the aspect of the tire. If the tire is 20% below the recommended air pressure, it must be considered flat, removed and inspected for punctures or other damage. Failure to do so may cause tire failure.

Vehicle Handling

Drivers have commented that the wide, stable footprint of the X One tire can provide the feel of a much more stable truck

compared to traditional dual tires. However, while most X One fitments allow the track of the tractor and trailer to be widened, the vehicle's behavior in curves (on ramps or off ramps) is still subject to roll-over at excessive speeds. Drivers should not let the outstanding handling of the X One tire give them a false sense of stability in curves. Drivers should always respect all posted speed limits regardless of tire fitment. Failure to do so may cause vehicle to tip.

Rapid Air Loss Techniques:

Extensive testing has shown that a rapid air loss on an X One tire will not compromise the stability and behavior of the vehicle. However, with one tire on each axle end, the loss of air pressure will allow the wheel and axle end to drop and possibly contact the road surface. To avoid additional damage to the tire, wheel and axle due to tire/wheel lock-up and brake drag, Drivers should be encouraged to decelerate gradually through down shifting, use of trailer brake (when appropriate) or by pumping the brakes during the initial phase of deceleration to allow some

rotation of the assembly. Failure to do so may cause irreparable damage to the tire, wheel, axle components and vehicle.

FAILURE TO OBSERVE ANY OF THE
RECOMMENDED PRECAUTIONS
CONTAINED IN THIS OWNER'S MANUAL
CAN LEAD TO ERRATIC VEHICLE
BEHAVIOR AND/OR TIRE DAMAGE
POSSIBLY RESULTING IN
AN ACCIDENT.

Any time you see damage to your tires or wheels, contact your local participating Michelin® truck tire retailer listed in the yellow pages at once. If further assistance is required, contact:

In the United States

1-888-622-2306

Or Write:

Consumer Relations
P.O. Box 19001
Greenville, SC 29602-9001

NOTES

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

**JOSAM**

8849 Exchange Drive, Orlando, FL 32809
Phone: 407-438-7020 Fax: 407-438-9281
email: Josamusa2@aol.com

EXPRESS**Barry Hampton**

Alignment & Suspension Specialist
Service Manager

Truck Frame and Alignment Specialists Worldwide

Invoice date
APR 30 08

Customer No.
9128222360

Inv. No.
060139

#MV-30247

Our Order: 058522

Sold to:
BLUE BIRD / WANDERLODGE CORP.
PO BOX 937
402 BLUE BIRD BLVD
FORT VALLEY, GA 31030

Ship to:
SAME

Terms of Delivery

Terms of Payment

P.O

Due Date
APR 30 08

Vehicle: BLUE BIRD
License:

Year : 2006

Model:

Est#: 57925

Mileage: 13104

Vin# :

All u-bolts, wheel nuts, steering and suspension components should be checked/retorqued after 400 miles.

108T	CHECK COMPONENTS & PARTS	1	45.00	45.00
301B	FRONT AXLE ALIGNMENT	1	150.00	150.00
308B	1 SIDE INDPT CAMBER/CASTER ADJ	2	98.00	196.00
420MH	SPIN BALANCE	2	40.00	80.00
421M	WHEEL BALANCE LEAD WEIGHT(S)	13	0.70	9.10
422M	WEIGH VEHICLE	1	45.00	45.00
43-417	SHIM	18	2.40	43.20
10M	MISCELLANEOUS MATERIALS	1	20.64	20.64

REF: [REDACTED]

Question # 15

Net : \$588.94
TOTAL : \$588.94

NOTE: LATE CHARGE 1.50% PER MONTH WILL BE CHARGED ON ALL PAST DUE BALANCES.

IN THE EVENT IT BECOMES NECESSARY TO PLACE THIS INVOICE WITH AN ATTORNEY OR COLLECTION AGENCY,
THE ABOVE NAMED CUSTOMER AGREES TO PAY ALL COLLECTION COSTS INCLUDING REASONABLE ATTORNEY FEES.

Date: Print name: [REDACTED] Signature:

#15
Ques

450 LXi Safety Recall Phase 3 Checklist

Date:

6/26/09

Robert P. ...
Blue Bird Representative

Owner:

[Redacted]

Owner

Unit Number:

W [Redacted]



Trailer Hitch Capacity label installed



On-board Tire Inflation System operating instruction labels (2) installed



"Do NOT use this air compressor to inflate tires ..." label installed



Recommended front, drive, and tag axle tire inflation pressure labels (4) installed



Altered Vehicle Certification label installed



Brass dashborad placard listing front tire inflation pressure installed



Owner's Manual "Safety Update" cover label installed



Owner's Manual "section modified" labels installed (6)



"Modified" label at 1-1.12



"Modified" label at 3-2



"Modified" label at 4-2



"Modified" label at 4-3



"Modified" label at 6-1.2.1



"Modified" label at 6-1.1.3



NEW STORAGE BAY LABELS INSTALLED

(2) BAY 1

(2) BAY 2

(1) BAY 3



Safety Addendum added to Owner's Manual



Two Michelin RV tire service bulletins added to Safety Addendum (see tab 10 in "Update" binder)



Higher volume surge tank installed



975 cfm fan and associated ductwork installed



Generator power control box relocated outside of generator enclosure



Final Weights:



Left front =

7,940 lbs.



Right front =

7,980 lbs.



Left drive =

11,220 lbs.



Right drive =

11,140 lbs.



Left tag =

6,500 lbs.



Right tag =

6,460 lbs.



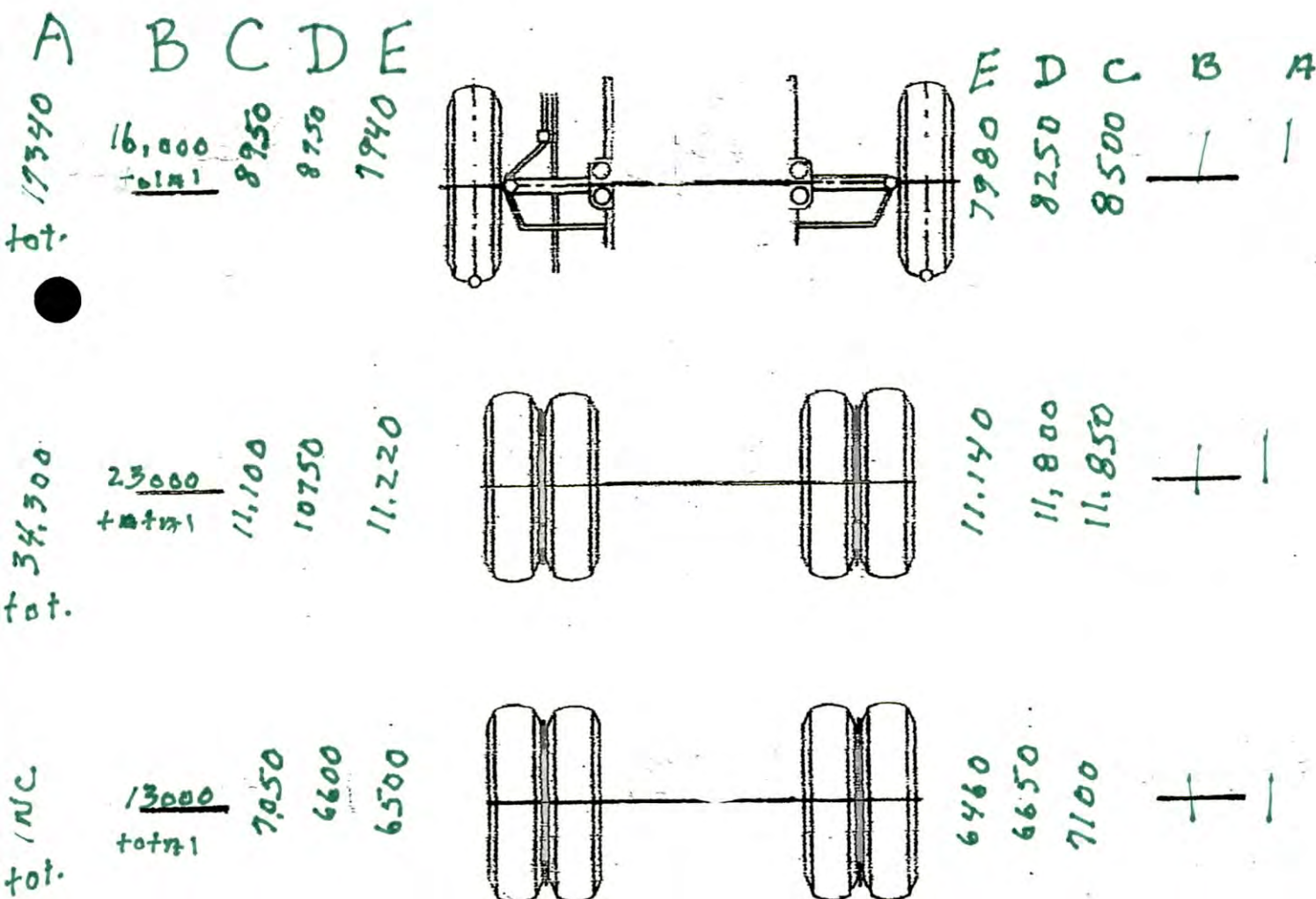
JOSAM LASER
Alignment Measuring Systems
JOSAM PRODUCTS ©
 5549 Exchange Dr., Orlando, FL 32819

Report from:

Reg.nr _____ Type _____ Miles/Km _____ Date _____

Name _____ Sign. _____

Question # 15



- A. Weighted July 2006
- B. text weight See EXHIBIT A-B
- C. To Sam Orlando FL. APRIL 30 2008
- D. " " " " Shipped
- E. Blue Bird June 26 2009

See WORK
 Sheet
 Question 15



JOSAM LASER Alignment Measuring Systems

JOSAM PRODUCTS ©

3345 Exchange Dr., Orlando, FL 32805

Report from:

Reg.nr

Type

BB

Miles/Km

Date

4-30-08

Name

[Redacted Name]

Sign.

my/nd

Question # 15

C

A Partial Fuel

B " water

C " waste

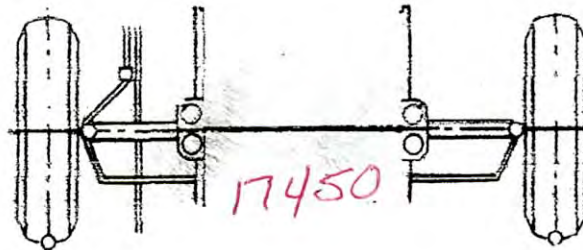
D Driver Passenger

E 1 pass

F lightly

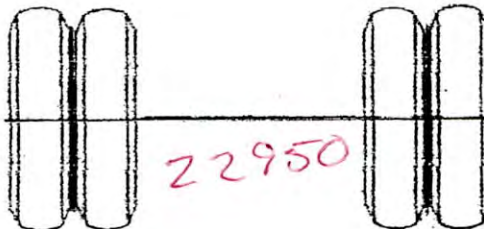
1

8950



8500

11100



11850

7050



7100

54550

C



JOSAM LASER Alignment Measuring Systems

JOSAM PRODUCTS ©

6049 Exchange Dr., Orlando, FL 32809

Report from:

Reg.nr. Type. Miles/Km Dat.

Name Sign.

Question # 15

D

A Partial. 60 gnl

B Empty

C Empty

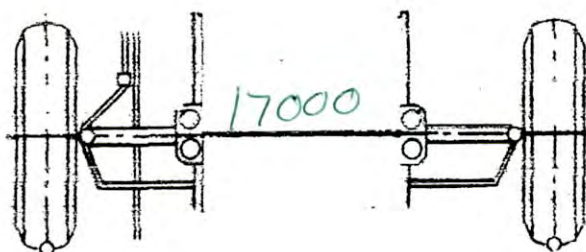
D NO DRIVER

E " Passenger

F No cargo (too), camera, tools, clothes, food

#2

8750



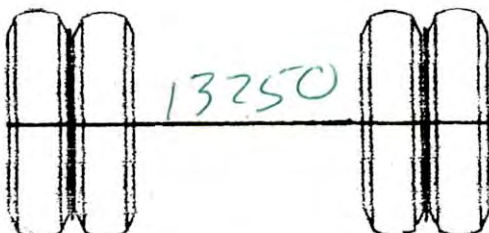
8250

10750



11800

8600



6650

52800

D

450 LXi Safety Recall Phase 3 Checklist

Date:

6/26/09

Robert Rutter
Blue Bird Representative

Owner:

[REDACTED]

Owner

Unit Number:

W [REDACTED]

- ☒ Trailer Hitch Capacity label installed
- ☒ On-board Tire Inflation System operating instruction labels (2) installed
- ☒ "Do NOT use this air compressor to inflate tires ..." label installed
- ☒ Recommended front, drive, and tag axle tire inflation pressure labels (4) installed
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- ☒ Brass dashborad placard listing front tire inflation pressure installed
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- ☒ Owner's Manual "section modified" labels installed (6)

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- ☒ "Modified" label at 3-2
- ☒ "Modified" label at 4-2
- ☒ "Modified" label at 4-3
- ☒ "Modified" label at 6-1.2.1
- ☒ "Modified" label at 6-1.1.3

- ☒ Safety Addendum added to Owner's Manual
- ☒ Two Michelin RV tire service bulletins added to Safety Addendum (see tab 10 in "Update" binder)
- ☒ Higher volume surge tank installed
- ☒ 975 cfm fan and associated ductwork installed
- ☒ Generator power control box relocated outside of generator enclosure
- ☒ Final Weights:

☒ Left front = 7,940 lbs.

☒ Left drive = 11,220 lbs.

☒ Left tag = 6,500 lbs.

☒ Right front = 7,980 lbs.

☒ Right drive = 11,140 lbs.

☒ Right tag = 6,460 lbs.

QUESTION # 15

A. Filled

B. 0

C. 0

D. ?

E. ?

F. None - Skipped

Fuel 180 gal when del

Jelly had been removed & tool boxes
All Bay Contents Clothes etc
☒ NEW STORAGE BAY LABELS INSTALLED

(2) BAY 1

(2) BAY 2

(1) BAY 3



11-16-2008

#9 IP: 66.82.9.82



Randy Dupree o
Forum Moderator

Join Date: Dec 2007
Location: Archer, Fl
Posts: 1,488

L

Ross.
thanks for keeping us advised on the 450 issues.
we don't have many 450 owners on this site,for whatever reason.
what issues are the 450s having?
has your coach been repaired?
any issues?
any comments?

Randy Dupree
93 40'WB
Archer, Fl
Bainbridge, Ga.
www.buybyebluebird.com
www.pbase.com/rdupree1



11-20-2008

#10 IP: 64.235.109.91

dentmac o
Junior Member

Join Date: May 2008
Location: Warton, Ontario
Posts: 28

L **Safety vs Legal**

Owners individually try to get the best remedies they can and all want CCW to succeed. Public forums will not achieve that.

All owners MUST do four corner weighing and MUST have 125 -130 lbs in the front tires.

There are two overweight issues to deal with.

1, Safety related-- also legal - NHTSA involved

The loaded coach must be below the rated GAWR as stated and designed into each RV. Consideration must be given for side to side weights and therefore tire/wheel overloading.

Manufacturers routinely purposely confuse the CCC of a coach by not simply presenting the accepted standard of CCC = GVWR -(empty RV + full water+ full Fuel +full propane + 616 lbs for 4 people)

Also -distribution of that CCC has to be reasonable. Having a total of 2500 lbs when 2000 of that has to be behind the drive axle is useless.

Weight limit placards often mean above and below the floor, not just in the bay.

2, Federal and State DOT limits.

No vehicle can load a single axle over 20,000 lbs or a tandem over 34,000lbs.

Some states have a grandfather clause allowing up to 22,000lb.

Excerpts from the conclusions of the defect investigation for the Blue Bird:

Similarly, owners whose vehicle's rear axle load exceeds the FHWA-specified 20,000 lbs maximum axle load when operated on the interstate highway system....., bear the risk of penalties as deemed appropriate by the state authorities responsible for enforcement for this regulation. NHTSA is not directly or indirectly authorizing an exceedance of this loading limit.

FHWA verified that in accordance with 23 U.S.C 127(a)(2) the maximum allowable axle load limits on the interstate system are 20,000 lb for on a single axle and 34,000 lbs on a tandem axle. This statutory provision conditions the receipt of Federal-aid for the National Highway System on the adoption of these limits by the States due to the concern of the potential adverse effect of the higher weights on the highway infrastructure. Enforcement is a State responsibility. Though all vehicles, including personal use vehicles such as motorhomes, are expected to comply, enforcement efforts generally prioritize on commercial vehicles.

Blue Birds campaign to re-distribute (reduce) the front axle load may load the drive axle in excess...

NHTSA's obligation is safety only. -By the numbers- limited CCC is not their responsibility - overloading liability is solely that of the owner, not the manufacturer.

Full article is:

NHTSA closing report

<http://nhthqnwws112.odi.nhtsa.dot.go...8004-31325.pdf>

A great,ethical manufacturer builds a strong, safe coach. (Newell) Doesn't minimize axles or tire /wheel size.
NHTSA is satisfied.
Problem: Can't drive it anywhere.

It is only time until the individual cash-strapped States try to reduce the road damage costs and access this cash
cow of significant penalties.
As knowledge increases - resale values fall

link copy

<http://nhthqnwws112.odi.nhtsa.dot.go...8004-31325.pdf>

Last edited by dentmac; 11-20-2008 at 11:06 AM.



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HTML code is **Off**

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Vehicle and Equipment Recalls

Go

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