Complete Technical Specifications

The Wanderlodge 450 LXi

EXHIBIT A

EXHIBIT A

General Interior:

- Designer interior
  - Multiple color schemes available
  - Optional upgrade interior
- Solid surface countertops in the living room, kitchen, bath, and bedroom
- Oak cabinetry with clear-coat
  - Optional cabinetry:
    - Cherry with clear-coat or stained
    - Walnut with clear-coat
    - Maple with clear-coat or stained
    - Laminate (3 selections)
    - Bone and gray glazed
    - Laminate/wood mix
- Hidden hinges on cabinetry
- Carpet-lined shelves inside cabinetry
- Wallpapered interior walls

Pilot/Co-Pilot Area:

- Grab handles at entrance door
  - Optional brass grab handles
- 32" LCD HDTV television
  - Optional 37" plasma television
- Universal remote for A/V systems
- Power TV antenna
- AM/FM/CD/GPS dash radio, satellite compatible
  - Optional Sirius Satellite radio (requires customer activation)
- 10-disc CD changer
- Stereo VCR/DVD combo with front video input
- 40 channel hand-held CB radio
- Color rear vision monitor system
  - Optional musical horn
- Door chime
- Panasonic Surround Home Theater System
- Radar detector
- 6-way power adjustable pilot/co-pilot seat with heat and massage
- Power footrest on co-pilot seat
- Power front windshield sun visors
- Pilot/co-pilot window shades
- Dash AC/Heat climate control system - dual zone control, 55,000 BTU - cool, 68,000 BTU - heat
- Electric actuated step-well cover
- Vinyl padded decorative entrance door panel

Living Area Highlights:

- Sleeper style sofa covered in designer fabric with accent pillows
  - Optional sleeper sofa covered in ultra leather
  - Optional residential sleeper sofa with adjustable air mattress
  - European style recliner and ottoman
  - Optional love seat
  - Optional love seat with dual power footrest
  - Optional computer table
- 12V general task lighting in ceiling with dimmer
- Upholstered window boxing with decorative cornice
- Coordinating day/night shades
  - Optional power shades
- Carpeted flooring with premium pad and inlay design
  - Optional laminate flooring in lieu of carpet

Kitchen/Dinette Highlights:

- Solid surface galley countertop with accent bull nosing
- Solid surface dinette table with extension leaf and upholstered chairs
  - Optional booth dinette
- Decorative 120V light above dinette table
- 12V task lighting above countertop
- Fabric-covered window boxing and decorative cornice
- Coordinating day/night shade at dinette window
  - Optional power shades
- Accent tile on kitchen backsplash
- Beveled mirror strips on dinette wall
- Recessed LP gas burner cook top

- Microwave/convection oven
- Single lever European faucet
  - Constant hot
- 14.0 cu. ft. sidewise frost-free refrigerator with icemaker
- Towel bar/wastebasket/silverware holder
- Ceramic tile flooring

Bath Highlights:

- Pre-wire and plumb for combo washer/dryer
  - Optional washer/dryer installed
- Single lever faucets
- Solid surface vanity tops
- Microphor toilet
- Cultured marble shower walls
  - Optional tile shower wall inlay
- Clear shower door
  - Optional etched shower door
- Medicine cabinet with mirrored doors
- Full-length mirror on one bathroom pocket door
- Decorative 120V opera light above medicine cabinet
- 12V halogen task lighting in ceiling with dimmer
- Ceramic tile flooring

Bedroom Highlights:

- Center island bed (cross island available with optional bedroom slide-out)
  - Optional bedroom slide-out
  - Optional king size bed (only with slide)
- 20" LCD Stereo TV
- AM/FM/VCR/CD/DVD entertainment system
- 12V halogen task lighting on bottom of overhang cabinets
- Optional second satellite receiver
- 12V task lighting in ceiling with dimmer
- Overhead cabinets

Coach Systems:

Electrical

- 20 KW slide-out generator w/ battery and roof exhaust
- Autostart system for generator
- (2) 3.6 KW Vanner Inverters with 60A 24V chargers
- (8) 4D AGM batteries wired series/parallel for house systems
- 50 AMP automatic cord reel
  - Optional all electric coach
- House multiplex system with energy management system

Air Conditioning

- 80,000 BTU hydronic heating system
- (4) 15,000 BTU low-profile roof AC's with heat pumps
- Thermostatically controlled electric heater in kitchen and bath
- Fantastic Fan with rain sensor in bath
- Exhaust fan in private toilet

Mechanical System

- Manabloc plumbing system changed
- Water filtration system
- Drain hose in storage compartment
- Black waste tank (70 gal) with internal wash heads
- Gray water tank (70 gal)
- Freshwater tank (120 gal)
- LP tank (30 gal)

Safety Features

- Fire extinguishers (2) located in co-pilot area and outside bay
- LPG leak detector
- CO detector
- Smoke detectors (2)
- Dead-bolt lock entrance door with keyless entry and security system
- Air lock entrance door

Exterior Body Features:

- Designer exterior paint designs
  - Multiple designs coordinated to interiors
  - Optional double clear-coat application
- Fiberglass front and rear cap with integrated molded bumpers
- Power slide-out generator in front cap
- Sedan-type front entrance door with screen door, key lock and air lock at top
- Electric powered auxiliary entrance doorstep
- Chrome air horns
- Chrome remote control heated, adjustable mirrors
- Dual speed intermittent wipers
- Pantograph engine access door
- Outside luggage compartments
  - Pantograph doors (except under slide rooms) with electric locks
  - Vertical hinge doors under slide rooms with electric locks
  - Lighted interior, switched with doors
  - Phone, cable, water, electric hook-up compartment
  - Water pump switch
  - Under floor pass through luggage
  - Loose carpet in storage area with bound edges
  - Auxiliary air compressor in outside compartment

New Body Construction

- Integral stainless steel tubing with continuous aluminum extruded headers
- Smooth body panel
- One-piece aluminum roof
- R11 poly fiber insulation with radiant barrier
- Vibration dampening coating in selected floor areas

Exterior Lighting

- Hella pre-focused headlights
- Daytime running lights
- Fog lights
- LED exterior marker lights
- Backup/reverse lights
- (4) Side docking lights
- Amber fluorescent porch lights on curbside and roadside
- Lighted grab handle next to entrance door

Mud flaps

Windows

- Thermo pane, double insulated windows

Awnings

- Girard power patio
- Window awnings over uncovered windows
  - Optional Girard window awnings

Chassis Features:

- Integrated body/chassis construction
- Independent front suspension with 54 degree turning angle
- Tilt/telescoping steering column
- Wood smart wheel steering wheel
- Rear air suspension with (6) outboard air bags
- Schrader air outlet
- Air leveling
  - Optional four point automatic hydraulic stabilizing system
- Chassis multiplex wiring system with on-board diagnostics

Axles

- 16,000 lb front engine
- 23,000 lb rear with 18,500 tow hitch
- 13,000 lb tag axle
- CGVW 70,500 lbs

Wheels

- Hub piloted polished alumimum wheels
- Steel belted radial tires 315/80R-22.5

Braking System

- All-wheel air disc brakes
- Six channel ABS brakes system with automatic traction control

Engine

- CAT C13 525 HP 1650 ft lb torque turbo diesel engine with engine brake
- Fast idle
- Aluminized steel exhaust system with exit through roof
- Racor fuel filter with water separator and pre-heater
- Dual (24V) 140 amp alternators
- Engine oil cooler
- Remote engine start switch in engine compartment
- Automatic heat alarm in engine block heater
- 1,000 watt engine block heater

Transmission

- Allison MH4000 six speed automatic transmission with electronic shifter
- Transmission oil cooler

Engine Batteries

- (2) 12V batteries wired series for coach starting
- Battery cut-off switch in engine compartment

Two tow eyes located at front of coach

The Wanderlodge LXi

Due to the large variety of options and floorplan arrangements available to our customers, actual weights for each unit may differ. Blue Bird provides a weight sticker on each unit we produce, which includes that unit's tank capacities and approximate weights. Consult your Blue Bird Wanderlodge dealer for unit availability and further information. The information printed in this brochure reflects product design, fabrication and component parts at the date of printing. The manufacturer reserves the right at any time to make changes in product design, material or component specifications at its sole option, without notice. This includes the substitution of components of a different brand or trade name, which will result in comparable performance. All information printed in this brochure is subject to change after the date of printing. Some features shown or mentioned in this brochure are optional and may only be available in selected floorplans. Photographs may show props or decorations that are not standard equipment on Blue Bird models. The Blue Bird logo and its design are registered trademarks. All other products and company names are trademarks and/or registered trademarks of their respective holders.

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BLUE BIRD
Coachworks

RV450LXi 0704

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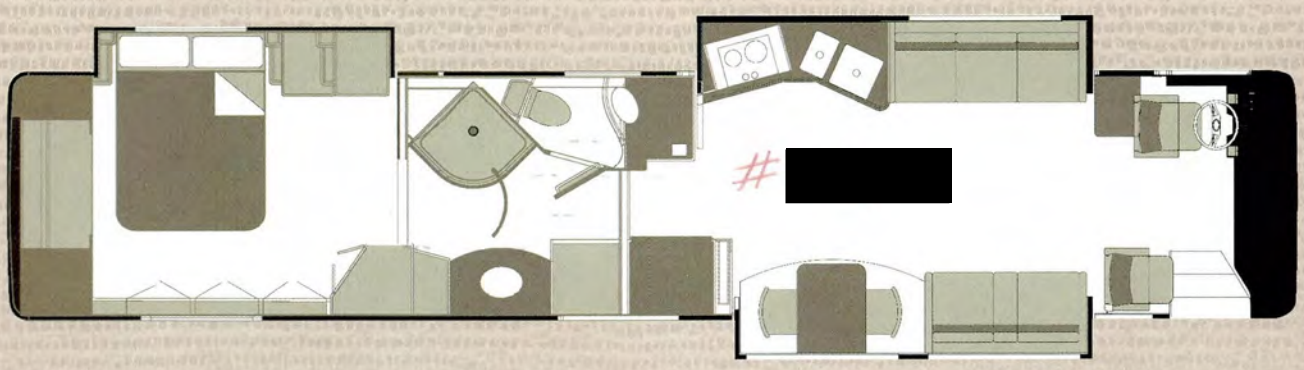
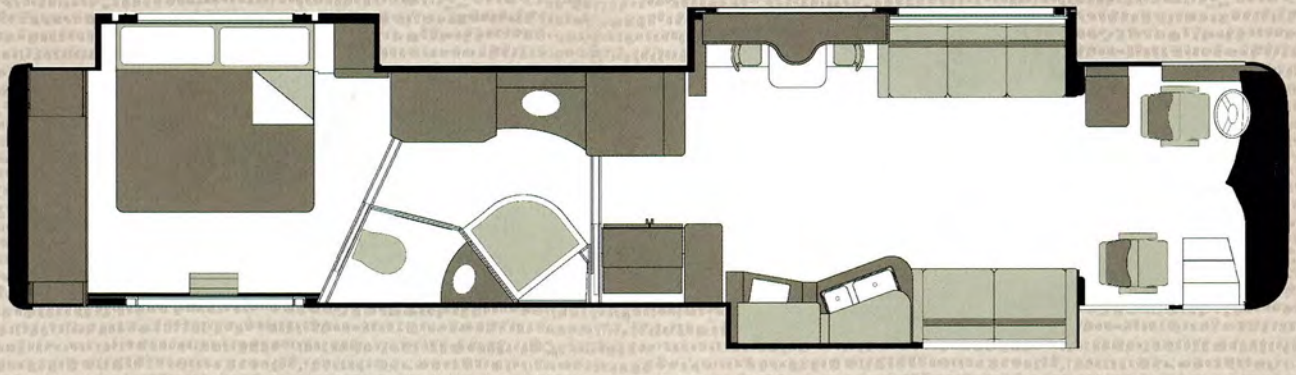
Wanderlodge 450 LXi
Floorplan "A"



Wanderlodge 450 LXi
Floorplan "B"



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St. Augustine: Florida's Historic Jewel

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Blue Bird's Wanderlodge 450 LXi

Accidents Happen — So Be Prepared

EX B

EXHIBIT B

The Wanderlodge 450 LXi

By LAZELLE JONES

Blue Bird Coachworks builds luxurious motorhomes that compare favorably with the bus conversions offered by today's custom coach converters. But Blue Bird units typically cost $500,000 to $700,000 less than those conversions.

How? For one, instead of using a bus shell, Blue Bird founds its coaches in a stainless-steel house, a structural design for which the company has become renowned over the years. In addition, Blue Bird's luxury models incorporate cutting-edge technologies and amenities. This past July I visited the company's manufacturing plant in Fort Valley, Georgia, for a look-see at the new Wanderlodge 450 LXi and to learn more about how this coach is constructed.

Suffice it to say that the LXi and its sister model, the M380, are virtual tanks, and that comment is in no way meant to be disparaging. The Blue Bird is a cage of stainless steel. It has a steel chassis; aluminum and stainless structural members are in the roof. The walls, floor, bridgework in the basement, and the exterior skin that surrounds the house and basement are made entirely of stainless steel. At every point where steel touches steel, it's welded together, creating a totally unitized coach shell. This not only presents a substantial and exceptionally safe integrated structure, but, as I found out, it offers over-the-road benefits as well.

The 450 LXi has a manufacturer's base suggested retail price of $774,215. As equipped, the unit I recently tested carried a manufacturer's suggested retail price of $837,305.

The gross vehicle weight rating (GVWR) of the 450 LXi is 52,000 pounds; the unit I reviewed (with a full 200 gallons of diesel fuel and empty holding tanks) tipped the scales at

47,220 pounds. Had the fresh water tank been filled (120 gallons and another 1,000 pounds), the cargo carrying capacity still would have been 3,780 pounds — plenty sufficient to carry along as much as wanted and needed. In addition, the 450 LXi comes standard with a Class V receiver hitch and a towing capacity of 18,500 pounds.

The 450 LXi is powered by a 12.5-liter Caterpillar C13 diesel engine that develops 525 horsepower and yields 1,650 foot-pounds of torque. This is coupled with a fully automatic Allison 4000 MH transmission. This transmission has a programming capability that permits the pilot to select a special fuel economy mode when long steady-state operations are anticipated. During the course of the 750 miles I drove the unit, fuel economy came in at 4.9 miles per gallon. This included mostly interstate driving at 70 and 75 mph, with the chassis air conditioning operating.

Blue Bird has taken its chassis-dash air-conditioning system to new levels by increasing its cooling capacity from 17,000 Btus to 55,000 Btus. Even on the hottest summer days (pushing 100 degrees, with very high humidity), this capacity was a welcome blessing. In the evolution of things, perhaps one day Blue Bird will design this coach so this abundance of cooling can be delivered and utilized elsewhere in the coach as well (just a thought).

However, the 450 LXi comes standard with four 15,000-Btu roof-mounted air-conditioner/heat-pump units. Two units are mounted up front and two are in the rear; they delivered more than enough cold air. I did notice, however, that you can't operate only one unit and have the chilled air delivered elsewhere, as Blue Bird designers have elected to dedicate each roof unit's output to a specific zone. New on this coach is a plumbing configuration involving each of the rooftop air-conditioning drains. Each drain line is directed to an outside drain location, under the coach and out of the way.

The parameters and specifications of the 450 LXi's heating system are also impressive. It's well-designed and should be able to handle RV camping even when outside temperatures are hovering at zero. Engineers at Blue Bird told me that 20 degrees below zero is likely the limit. I do know that the way the hydronic heating system is configured, it will adequately handle luxury coach camping in very cold weather.

To begin with, Blue Bird builds its own hydronic (hot fluid) heating system, using a Webasto boiler as the heat source. The Wanderlodge 450 LXi has five heating zones — four for the interior and one for the basement — and each zone includes up to as many as three individual heaters. The total heating capacity of the Blue Bird hydronic system is a massive 80,000 Btus.

Each heater in each zone is plumbed as a single closed-loop system back to the boiler; this means that each heater gets its own full charge of superheated fluid from the boiler and doesn't share with others. The hydronic heating system also produces domestic hot water and can be used to preheat the engine before starting in cold weather. The heat from the engine also can be used

This luxurious home on wheels from Blue Bird Coachworks is built on the company's own stainless-steel chassis and incorporates a number of company-designed innovations.

to warm the fluid for the heating zones while traveling.

The coach's utilities include a 20-kilowatt Power Tech diesel generator with an auto-start function. Blue Bird designed and built the soundproofing box that encloses the gen set. The 450 LXi is an all-electric coach; even the dual-burner cooktop in the galley is electric. At the heart of the coach's 120-volt electric system (which includes all interior lighting) are two 3,600-watt Vanner inverters. Each inverter can power a single air conditioner from the house battery pack while the Caterpillar engine is running. However, if you use the inverters to power the air conditioning while the engine is not running, you'll very quickly deplete the battery pack (just a heads-up).

The house has eight no-maintenance AGM battery packs; the chassis has two. The 50-amp power cord and city water fill hose are mounted on power reels.

The entire domestic water system is serviced by a carbon-based filtration canister. The heart and soul of the fresh water system is a 60-psi 12-volt pump that maintains a constant 60 pounds of pressure (via pressure regulators) throughout the coach. The LXi's gray water and black water holding tanks each have 75-gallon capacities; an electric dump valve is included.

We had one very long travel day, and even then the 450 LXi was a pleasure to drive. At the end of the day I did not feel "beat up" by the road. This can be attributed to several things. First, the rigidity of the welded all-steel chassis and house permits virtually no twisting or flexing of the coach (chassis, walls, roof, floor, exterior skin), and precludes the generation of interior noise and vibration. Not one of the cabinets or any of the interior appointments squeaked or vibrated. The interior of the LXi is virtually anchored in place to the house and the chassis.

Second, the air-ride system on the LXi is state-of-the-art. Created by Hadley and ArvinMeritor, it includes two very important features. First, eight large, high-volume, low-pressure air bags (each measuring 12 inches by 12 inches) are positioned above each wheel, including the wheels on the tag axle. But it goes much further than that. Hadley is an all-electronic/computer-managed air-ride system that continually adds or removes air from each air bag as needed to optimize handling and comfort. In fact, if you look at the as-tested weights for the coach, the actual weight of the front and tag axles (15,400 pounds and 12,380 pounds, respectively) were close to their gross axle weight ratings (GAWR) of 16,000 pounds for the front and 13,000 pounds for the tag. However, at 19,360 pounds, the drive axle was well below its GAWR (23,000 pounds). This is because the computer-managed Hadley air-ride system adds or subtracts air pressure from the air bags as weight is added to or redistributed in the coach.

The third reason is that the 450 LXi also has Koni frequency-sensitive dampening shocks, which block high-frequency vibrations from the road from transferring to the unit. (I believe this may be one of the first times they've been used by a U.S. manufacturer.)

Finally, the belly of the 450 LXi is dressed with welded-in-place sheets of

exterior stainless steel that are then covered with soundproofing. This dampens vibration and mitigates road noise, and also protects the underbelly of the coach. The floor, walls, and doors of the basement compartments contain R11 polyfiber insulation, which controls the temperature inside the bay and helps dampen road noise below.

The exterior walls of the LXi are beautified with a five-step full-body paint process that can be tailored to accommodate the customer's wishes.

Blue Bird uses polyfiber insulation with foil radiant barrier instead of conventional fiberglass spun insulation; it is cut to fit by an outside vendor that specializes in water-jet cutting. A depth of 1.5 inches in the wall is created by the dimension of the welded tubular steel wall studs. The insulation is 2.5 inches thick and cut to fit so it overlaps each pocket in the wall where insulation needs to be installed, by a quarter-inch. When installed, and with the interior marine-grade ½-inch plywood interior wall put in place and anchored to the metal studs, the thickness of the insulation actually pushes against the stainless-steel exterior skin, pushing it approximately ¼-inch away from the metal studs. This creates an air space between the metal skin and the metal wall and roof studs, which adds an insulation factor. And because the polyfiber panels are cut just a little larger than the area, the insulation is packed tightly in place.

The LXi I tested came with three slideouts: one encompassing the curbside galley; another, the streetside dinette and sofa bed; and a third, the head of the bed. Designed and built by Blue Bird, these slides are powered off the inverters and are simple to operate. Each of these structures is designed to handle 8,000 pounds, although it's not likely that anyone will ever put that kind of weight in a slideout. In the future, Blue Bird engineers might want to consider adding a feature that either defeats movement of the galley slideout if the passenger captain's chair is in the way, or automatically articulates the passenger chair forward and out of the way.

The interior of the LXi is nothing less than gorgeous. Designer Jeanette Bradshaw does her job very well. I especially liked the handsome and fully functional desk that was in the unit I reviewed; however, customers can have a second sofa placed there instead. A leather-covered Euro-style lounge chair with a separate footrest really fits the bill when it comes to relaxing.

And the galley is nicely equipped, with a stainless-steel (what else would Blue Bird use?), double-door residential-style refrigerator and ice dispenser. The galley has several pull-out pantry drawers; my test unit also had the optional wall-size pantry, built in three tiers.

The center-aisle bath includes a full-sized, curved-glass shower with a built-in seat. Two floor-to-ceiling double-door wardrobes are in the bath area, with each one housing two large drawers that are fashioned in Blue Bird's own custom cabinet shop (as is all of the woodwork found in Blue Bird coaches). You can check your appearance using the mirrors located on the wardrobes' doors.

As noted, the head of the bed is contained in the coach's third slideout, on the streetside wall. Also in this slideout are nightstands. The rear wall of the coach is occupied by a large selection of drawers and a massive wardrobe space.

The only place where we would have preferred a different interior appointment was in the cockpit. We found ourselves struggling a bit with the day-night accordion-pleated shade that pulls down to the left of the driver's seat. This could be replaced with a sub-

SPECS

Manufacturer . . . Blue Bird Coachworks, One Wanderlodge Way, Fort Valley, GA 31030; (800) 486-7122; fax (478) 822-2473; *www.blue-bird.com*
Model tested . . . Wanderlodge 450 LXi
Floor plan . . . Floor plan B, triple slideout
Chassis . . . Blue Bird Coachworks
Engine . . . Caterpillar C13 12.5-liter, 525 horsepower, 1,650 pound-feet torque @ 2,100 rpm
Transmission . . . Allison 4000 MH
Axle ratio . . . 4.89:1
Tires . . . 315/80R 22.5
Wheelbase . . . 296 inches
Brakes . . . all-wheel air disc brakes with six-channel ABS
Suspension . . . ArvinMeritor with independent front suspension
Alternator . . . dual 140 amps, 24 volts
Batteries . . . house — (8) 4D AGM; chassis — (2) 4D AGM; generator (1) Group 31 AGM
Steering . . . TRW
Electrical service . . . 50-amp shore, 80-amp generator
Auxiliary generator . . . 20-kilowatt
Inverter . . . (2) 3,600-watt Vanner
Exterior width . . . 102 inches
Exterior height . . . 12 feet 6 inches
Interior height . . . 79.5 inches
Exterior length . . . 43 feet 9 inches
Gross combination weight rating (GCWR) . . . 70,500 pounds
Gross vehicle weight rating (GVWR) . . . 52,000 pounds
Gross axle weight rating (GAWR) . . . front — 16,000 pounds; rear — 23,000 pounds; tag — 13,000 pounds
Wet weight as tested . . . front — 15,400 pounds; rear — 19,360 pounds; tag — 12,380 pounds; total — 47,220 pounds
Payload . . . 4,780 pounds
Frame construction . . . steel C-channel frame rails; stainless-steel body and bay structure; stainless-steel skin; aluminum/stainless-steel roof
Insulation . . . minimum R11 polyfiber with radiant barrier, maximum R38
Fresh water capacity . . . 120 gallons
Holding tank capacities . . . gray water, 75 gallons; black water, 75 gallons
Fuel capacity . . . 200 gallons
Fuel requirements . . . diesel
Water heater . . . hydronic heating on demand
Water delivery system . . . variable-speed pump
Furnace . . . 80,000-Btu, hydronic
Air conditioning . . . (4) 15,000-Btu roof-mounted heat pumps with remote drains
Refrigerator . . . 21.4-cubic-foot KitchenAid, 110-volt
Toilet . . . Microphor air flush, china bowl
Warranty . . . coach — 3 years/36,000 miles; chassis — 5 years/50,000 miles on body/chassis construction and paint adhesion
Base price . . . $774,215
Price as tested . . . $837,305

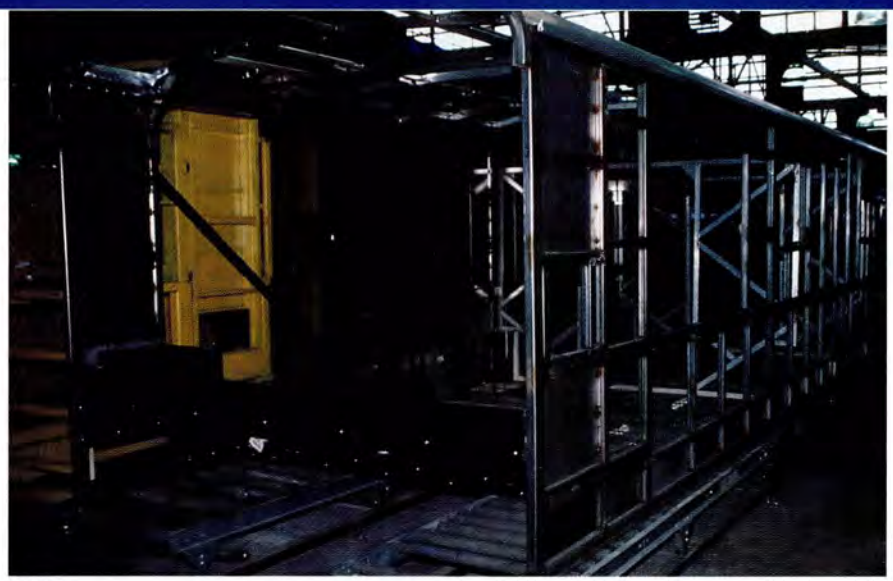
stantial spring-loaded type of shade — or, even better, an electric-powered shade, like the ones on the windshield.

In addition, for me, at least, the first step in the entry stairwell could be just a little bit deeper.

As the 450 LXi continues to evolve and future generations of the coach are introduced, I imagine it also will feature a single-piece windshield, something it currently does not have.

As tested, the 450 LXi came with the following options: 32-inch LCD TV in bedroom; accent inlay for shower walls; etched shower door; king-size bed; 100-song musical horn; power shades in living room, kitchen, dinette, and bedroom; electric water hose reel; message center for Caterpillar engine; satellite receiver in bedroom; brass entry handle; double clear coat on paint; chip protection on front of coach; Girard power awning; Zip Dee chairs with add-a-loungers; interior décor package; J-lounge dinette; residential sleeper sofa with air mattress; 41-inch dinette booth in fabric and Ultraleather; modified pull-out pantry; cherry wood cabinets with arched doors and fluted panels.

The Blue Bird 450 LXi provides that missing price point — and luxurious living space — between high-end production motorhomes and custom coach conversions. It is Blue Bird Coachworks' intention to continue to make this an attractive place for luxury coach owners to be.



ing the Wanderlodge LXi and M380 luxury motor coaches, as well as commercial buses and transit units.

Blue Bird manufactures about 12,000 school buses each year; on the commercial and luxury coach side, it produces 300 units a year. In 2004 the company's gross sales were approximately $600 million.

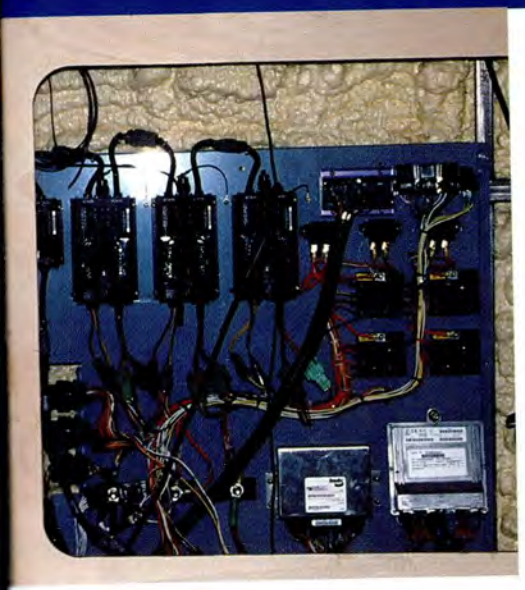
On the luxury coach and commercial transportation side, 250 salaried and hourly people are employed. The Coachworks division includes 213,755 square feet of indoor floor space — plus, as all Blue Bird coach owners know, the Bird's Nest, a first-rate campground located at the factory.

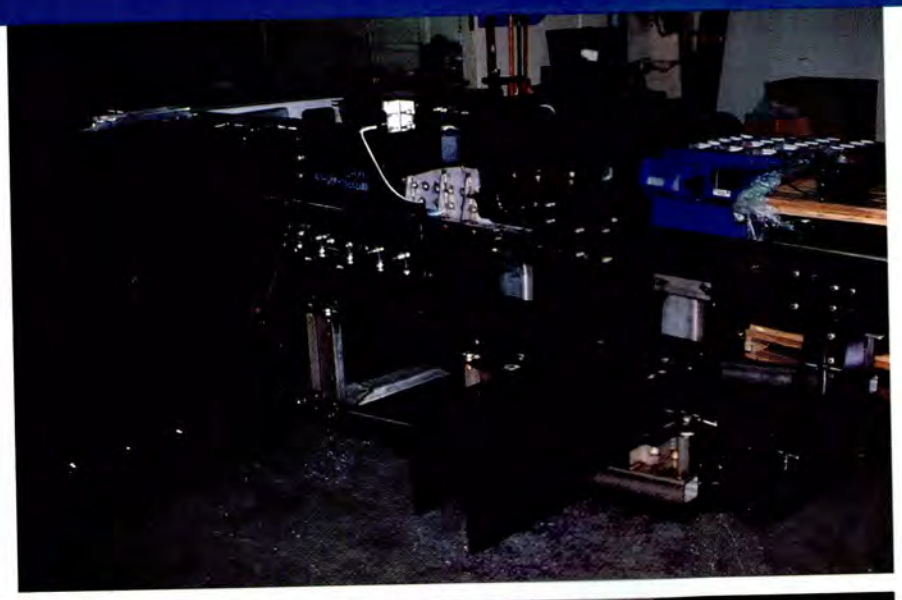
At the height of their popularity in the early 1980s, Blue Bird Wanderlodge motorhomes were built at an average rate of 100 per year. For fiscal year 2005, 50 were planned to be built. For 2006, the projected production number is 50. And that's really where this story begins.

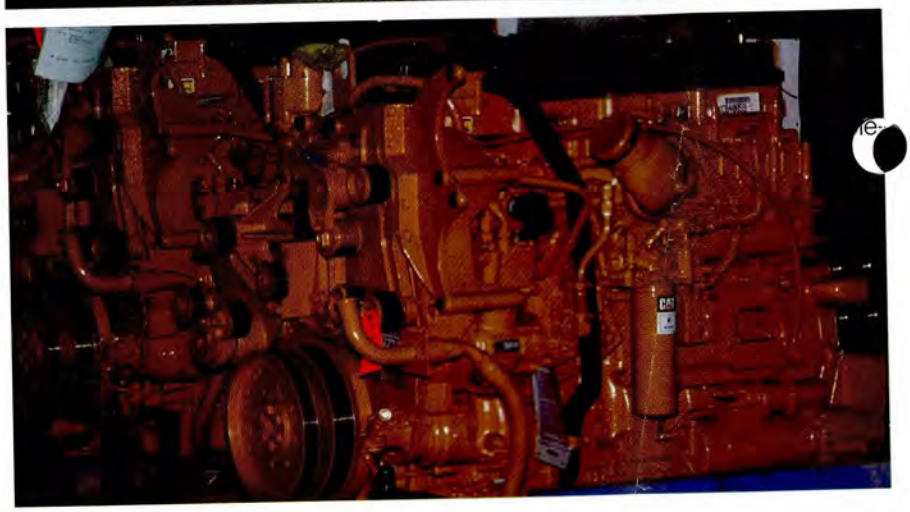
Under new ownership, new management talent, and recently hired technicians — many of whom have worked in the custom coach industry — the philosophy now is to build and return the Wanderlodge to the pre-eminent position it held. Blue Bird is proactive in recruiting the type and mix of individuals with the necessary talent and experience to make this happen.

But that is only one aspect of the new Blue Bird Coachworks. Recently the commercial bus and transit side of the business was relocated from the school bus facility to the Coachworks side, and its production line is now situated alongside the luxury coach production line. This was a significant decision, not only in terms of the logistics required to make such a shift, but in recognizing that by doing so, the luxury coach division can now take full advantage of the synergies that exist between the two. The sharing of technologies, plus the fact that the highly skilled labor pool can be instantly shifted from one production line to the other, creates greater efficiency.

The Blue Bird Wanderlodge is built in two different luxury models. The smaller M380 is 38 feet long and is priced at $486,879 (manufacturer's suggested retail price, without options). With the coach fully equipped, the suggested retail price is $510,000. Standard equipment on the M380 includes a single living area slideout, with a total of two slideouts available. The M380 is targeted toward people who want to downsize from a 45-foot coach or who want the Blue Bird name and everything it represents on a slightly smaller motorhome.







Inside the Blue Bird manufacturing plant, stainless-steel foundations await finishing with insulation, electrical work, and slideout mechanisms, as well as Caterpillar diesel engines.

The 450 LXi is the company's flagship motor coach; measuring 43 feet 9 inches long, its base suggested retail price is $790,000. Fully appointed, the LXi carries a manufacturer's suggested retail price of approximately $840,000. The 450 LXi is offered with up to three slideouts (the most popular floor plan typically features three).

I asked Blue Bird management whether four slideouts would appear in the 450 LXi in the future and was told that when the market dictates building a quad slideout, the engineering and production talent are ready.

Blue Bird elects to design, develop, and build many of the systems and mechanisms that are installed on its coaches. These include the slideout mechanisms used on the M380 and 450 LXi, as well as the hydronic heating system (a small diesel-fired, closed-loop boiler that heats and then delivers heated fluid to heating zones through the coaches). The hydronic system features a separate closed loop for each heater in a heating zone, a configuration that maximizes heating efficiencies.

Blue Bird also builds auxiliary generator housings that address the issues of generator noise and vibration. All of the interior woodwork, cabinetry, and solid-surface fixtures (countertops, lavatory, shower, etc.) are created in-house as well. Blue Bird has its own paint shop (five booths) where all of its full-body custom paint and graphics are completed.

Perhaps most importantly, Wanderlodge coaches are built on the Blue Bird chassis with the company's steel cage construction and a stainless-steel exterior. Blue Birds are renowned as the steel coaches built to last.

The Coachworks part of the company is focused clearly on the future. A stepping-stone between top-end $600,000 production coaches and the motorhomes offered by custom bus converters exists. Blue Bird coaches fill that niche, and with their steel chassis and stainless-steel structure and exterior skin, they offer a significant alternative to coaches built on bus shells.

After visiting the Blue Bird Coachworks facility and talking with company representatives, I decided that the company is taking all of the actions necessary to grow its luxury coach division. For almost a half-century, the name "Blue Bird" has had its own equity, and it's the intention of the team that now leads the company to continue in that same tradition.

What's New About The New Blue Bird Coachworks?

By LAZELLE JONES

For decades, the name "Blue Bird" has emblazoned the bright yellow buses many children ride to school. It also has been a familiar moniker in the motorhome industry.

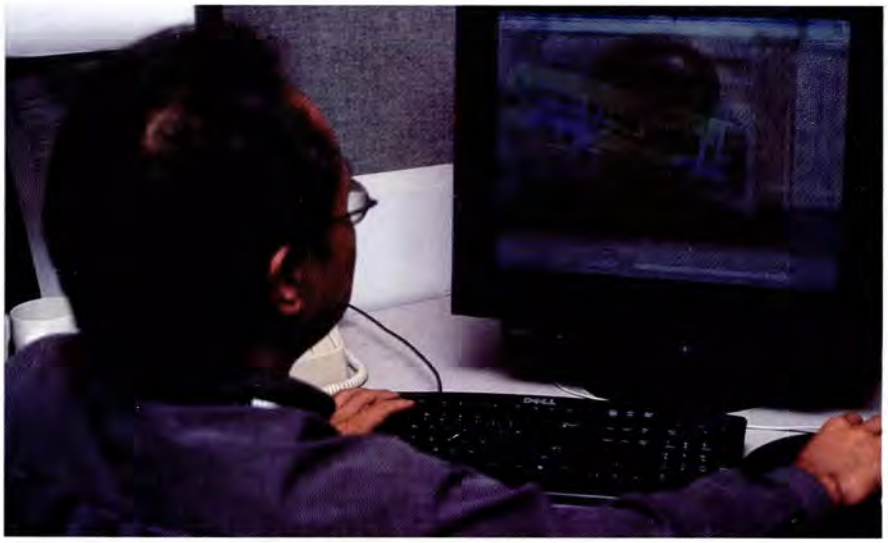
The Blue Bird Corporation was established in 1927, when Albert L. Luce Sr. built a bus at the suggestion of one of the customers at his Ford automobile dealership. The customer used a bus to transport workers for his cement company. This customer didn't end up buying the bus he inspired Mr. Luce to build. Instead, it was sold to a gentleman who used it to transport children to school. Blue Bird soon specialized in making school buses and today still excels in that industry.

The first luxury Blue Bird Wanderlodge motor coach was produced in 1963, after members of the Luce family, who were boating enthusiasts, decided that many of the things they enjoyed on the high seas could be incorporated in the school buses they were building.

Between 1963 and today, more than 4,000 Blue Bird Wanderlodge motorhomes have rolled out of the Blue Bird factory in Fort Valley, Georgia. Interestingly, all but a few of those coaches can be accounted for today. Blue Bird Wanderlodge owners are enthusiastic about their homes on wheels.

The company founded so long ago has changed hands several times over the years. The Luce family sold out to Merrill Lynch Capital Partners, which sold the company to Henlys Group plc, a British firm. In the fall of 2004 Henlys sold the company to Peach County Holdings Inc. Peach is owned by Volvo Group, the Henlys' banking syndicate, individuals in Blue Bird management, and the trustee of the Henlys Group pension.

Blue Bird Corporation is now managed as two totally separate divisions. One division includes the school bus-building side, and the other is the Coachworks division. The Coachworks operation includes designing and build-



Photos by author

Technology used by Blue Bird Coachworks employees enables them to create the hydronic heating systems and slideout mechanisms incorporated in the company's LXi and M380 motorhomes.

The division of Blue Bird Corporation that produces motorhomes is going to greater lengths now to fill a niche in the marketplace.

PTRV-17.5K
PTRV-20K

EX - C

Operator
&
Installation
Manual

EXHIBIT C

Power Technology Southeast, Inc.
634 State Road #44 Leesburg, FL 34748-8103
♦ (352) 365-2777 ♦ Fax (352) 787-5545 ♦

12/2004

SECTION 4
"INSTALLATION"

SAFTEY PRECAUTIONS

A generator set can be potentially dangerous if not properly maintained and operated. The best Safe Guard against a dangerous situation is education, good judgment and common sense. For safe trouble free operation of your generator set some general precautions are listed below. Be sure to read, understand and follow these precautions. Please call Power Technology Southeast, Inc. with any concerns you may have with your generator set.

1) **HOT PIPING:** An engine and exhaust system may get extremely hot while running. Do not work on a generator set until it has sufficiently cooled.

2) **DANGEROUS FUELS:** Use extreme caution when handling, storing and using fuels. All fuels are highly explosive in a vaporous state. Store fuel in a well ventilated area away from spark producing equipment. Keep fuels and all chemicals out of the reach of children. Never add fuel to the tank while the engine is running. Spilled fuel may ignite on contact with hot parts or from ignition spark. Always keep fuel lines and connections tight and in good condition. Don't replace flexible fuel lines with rigid lines. If you notice any fuel leakage, fuel accumulation or electrical sparks, DO NOT OPERATE THE GENERATOR SET.

3) **EXPLOSIVE BATTERY GASES:** The gases generated by a battery being charged are highly explosive. Do not smoke or permit any flames or sparks to occur near a battery at any time, especially when it is being charged. Avoid contact between terminals with tools to prevent sparks and possible burns. Always remove wristwatch, rings, or other jewelry before handling a battery. Any compartment containing batteries should be well ventilated to prevent the accumulation of explosive gases. To avoid sparks never disturb the battery charging connections while the battery is being charged. Always turn off the battery charger before disconnecting terminal clips.

4) **ELECTROCUTION:** Failure to install a generator set with an electrical system consistent with governing regulations and standards is UNLAWFUL and may cause ELECTROCUTION of vehicle occupants. Your generator set must not be used to "Back Feed" by connecting it to a building or outdoor electrical circuit. Back feeding can cause serious injury or death to utility personnel working to repair a power outage and may also seriously injure persons in your vehicle. Unauthorized connections are unlawful in some states and/or localities. A transfer switch must be installed to prevent interconnection of the generator set power and outside power.

5) **MOVING PARTS:** Keep hands, feet, and clothing away from belts and related pulleys when unit is running. Replace guards, covers, and screens before operating the generator set. Serious personal injury may occur from contact with moving parts.

6) **HIGH VOLTAGE:** Remember the function of a generator set is to produce electricity. Wherever electricity is present there is a potential danger of electrocution. Apply the same precautions to the vehicles electrical appliances as you would for any home appliance. Keep away from electrical circuits and wiring while the generator set is running. Have electrical service performed only by qualified electricians. Be sure any unauthorized person; especially children are denied access to the generator set. Keep the compartment door securely latched or locked at all times. Be sure the generator is properly grounded. Never touch electrical leads or appliances with wet hands, or when standing on wet ground.

7) **EXPLOSION:** Never connect the negative (-) battery cable to the positive (+) connection terminal of the starter solenoid, or test the battery by shorting terminals together. This could ignite fuel vapors or cause the battery to explode. To disconnect the battery remove the negative batter cable first and reconnect it last. Do not modify the fuel tank or propulsion engine fuel syster Your vehicle must be equipped with a fuel pick-up arrangement as described in the Fuel System section of this manual. Fuel tank and installation must conform to applicable regulations.

8) **HOT COOLANT:** Allow engine to cool and release pressure from the cooling system before opening the radiator pressure cap. To release the pressure, cover the radiator cap with a thick cloth then turn it slowly counterclockwise to the first stop. After the pressure is released and the engine has cooled, remove the cap.

9) **LETHAL EXHAUST GAS:** When installing an exhaust system position the tail pipe end so that the discharged gases may not be drawn into the vehicle interior through windows, doors, air conditioners, etc. The engine powering your generator set discharges deadly carbon monoxide as part of the exhaust gas when running. It is essential that the exhaust system be leak proof and routinely inspected.

10) **EXCESSIVE NOISE:** Never operate the generator set without an adequate muffler or with a faulty exhaus system. Exposure to excessive noise can lead to a hearing impairment.

11) **ELECTRICAL SHOCK:** A battery can cause electrical burns and shocks. Use reasonable care when working near the battery to avoid electrical connections by contacting the battery terminals with tools. Remove wristwatch, rings and all jewelry when working on the generator set.

12) **BACKFIRE:** A sudden backfire can cause serious burns. Do not operate your generator set without its air cleaner / flame arrestor in place.

13) **FLASH FIRE:** A sudden flash fire can cause serious burns. To avoid the possibility of a flash fire do not smoke or permit a flame or spark to occur near the carburetor, fuel lines, fuel filter, fuel pump or other potential source of spilled fuel or vapors.

14) **FIRE HAZARD:** Be careful when parking your vehicle to prevent grass fires from being started by hot exhaust gases or exhaust system. Keep away from hot engine and generator parts to avoid burning yourself. Keep the generator set and compartment clean and free of debris, especially combustible materials. Never store fuel, oil or rags in the generator compartment.

15) **MARINE APPLICATION:** RV generator sets do not comply with United States Coast Guard (USCG) requirements. They must not be used for marine applications. Use only generator sets specified for marine use in a marine application. USCG regulation 33CFR183 requires a generator set to be ignition protected for use in a gasoline-fueled environment.

16) **UNIT STARTS WITHOUT NOTICE:** To prevent accidental starting on the units with remote start / stop switch, always disconnect the battery by removing the negative (-) terminal first and then the positive (+). Always disconnect the unit in this manner before working on the generator or any equipment connected to it.

17) **LOOSE COMPONENTS:** Periodically check for and tighten any fasteners that may have become loose from vibration or road shock. Serious damage may possibly occur if components become dislodged or misaligned.

GENERATOR INSTALLATION
In RECREATIONAL VEHICLES

INTRODUCTION

Use this section as a guide when installing a generator set in a recreational vehicle, and then refer to the appropriate operation section for specific instructions. When installing a RV generator set the installation must comply with the current Safety Standards of ANSI / RVIA EGS-1-2003, ANSI A 119.2 / NFPA 501C and applicable articles of ANSI / NFPA 70 of the National Electrical Code. Generator set installations must also comply with state and local requirements.

MARINE APPLICATION

RV generator sets do not comply with United States Coast Guard (USCG) requirements and must not be used for marine applications. Use only generator sets specified for marine use in marine installations. USCG regulation 33CFR183 requires a generator set to be "ignition protected" when used in a gasoline fueled environment.

GENERAL INFORMATION

This information section covers the RV generator set models listed below. To determine which model is involved, check the model number found on the Power Technology nameplate attached to the frame of the generator being installed. Follow all instructions to ensure proper installation and operation.

Each generator set features a Kubota diesel engine, rotating-field alternating current generator, and a control box. The generator is directly connected to the engine for permanent alignment. Each control box includes a Start / Stop switch, and a On /Off switch to reset the control module or lockout any remote switch to prevent starting while service is being performed. The control box may also be equipped with a switch to operate the mechanism used to move the generator in/out of the coach for servicing. (Supplied by the coach manufacture). After the set is attached to the frame of the vehicle, all that is usually required to make it operational is the following.

1. Attaching the exhaust system.
2. Add proper amount of radiator coolant.
3. Add oil to crankcase, to the dipstick FULL mark.
4. Connect fuel lines, remote switch, load leads and battery terminals.

(Consult the Specification Charts on the Following Pages for Requirements)

MODELS	**PTRV-17.5K**	**PTRV-20K**
GENERATOR DIMENSIONS L x W x H	41" x 27" x 28"	42" x 27" x 28"
WEIGHT	840	850
ENGINE	Kubota V-2203	Kubota V-2203
RPMs	1800	1800
KW RATING	17.5	20
AC VOLTAGE	120 / 240	120 / 240
AMPERAGE	146/73	166/83
Hz	60	60
PHASE	1	1
GENERATOR COMPARTMENT FREE AIR OPENING	400 Square Inches	400 Square Inches
RADIATOR AIR REQUIREMENTS	2120 CFM	2120 CFM

SPECIFICATION CHARTS

FUEL CONNECTION	¼" NPT
FUEL RECOMMENDATION	DIESEL FUEL No.1-D or No.2-D ASTM / D
BATTERY VOLTAGE	12 VOLTS DC
BATTERY CRANKING AMPS	420
BATTERY COLD CRANKING AMPS	590 MINIMUM
BATTERY GROUND	NEGATIVE
CHARGING AMPS.	40

FUEL CONSUMPTION IN GALLONS PER HOUR

LOAD PERCENTAGE	17.5KW	20KW
25%	.39 GPH	.45 GPH
50%	.79 GPH	.90 GPH
75%	1.18 GPH	1.35 GPH
100%	1.57 GPH	1.80 GPH

INSTALLATION FACTORS

Each generator set is received as a unit except for the optional exhaust system components, which are shipped loose for assembly after the set is installed in the vehicle. When preplanning the installation, the following factors must be considered.

1. COMPARTMENT SIZE: Will there be sufficient room around the set to maintai the minimum clearance of one (1) inch?
2. AIR REQUIREMENTS: Are the compartment air inlets and outlets sized to allo adequate circulation of air for cooling and combustion
3. COMPARTMENT FLOOR: Is the compartment floor strong enough to support the weight of the generator set?
4. COOLING SYSTEM: Is the cooling system large enough to adequately cool t generator set? **
5. FUEL SYSTEM: Is the fuel system properly designed to prevent fuel starvation of either the main engine or generator engin
6. EXHAUST SYSTEM: Will the exhaust system meet all Local, State and Fede safety requirements?
7. ELECTRICAL CONNECTIONS: Will all systems, (battery, load and remote switch) be compatible with the vehicles system?

** **NOTE:** When using a radiator not supplied by Power Technology consult your radiator manufacturer to ensure that heat rejection values are met.

GENERATOR COMPARTMENT SIZE

In planning the size of the generator compartment allow for the minimum clearance of one (1) inch necessary to adequately cool the generator set. The thickness of insulation and sound deadening material used to line the compartment must be taken into consideration when planning this clearance. To maintain minimum clearance it may be necessary to enlarge the compartment. The generator set must be securely fastened to avoid unwanted movement from vibration and road shock. If the unit is equipped with a mounting tray the tray is usually supported on the ends by angle iron and has a full door for service access. Be sure to use all mounting holes in the tray to secure the tray to the vehicle support structure. Units not equipped with mounting tray are secured by attaching Genset mounts (two in front, two in rear) directly to the vehicle frame. Skid mounted units can either be affixed to a tray for tray mounting or attached directly to the vehicle frame. The generator is easily moved in and out of the coach if a slide rack carriage with rollers is incorporated into the support structure. When designing the compartment allow sufficient access for routine maintenance and for removal when major service is required. Also keep in mind that the compartment or door must have an air intake opening equal to or greater than that specified under the "Air Requirements" section of this manual. Make sure that the compartment is vapor tight and completely sealed off from the inside of the vehicle to prevent any hazardous fumes from entering the vehicle. Avoid road splash and the possibility of igniting combustible materials beneath the coach by enclosing all unnecessary free space beneath the generator compartment.

Line the compartment with a good sound deadening material. The material selected must be fireproof or highly fire resistant. A 3-layer foam material is very efficient for absorbing sound. This type of material is easily cut to size with scissors and can be quickly installed using special fire resistant adhesive which bonds the material to almost any clean dry surface. Other materials such as fiberglass insulation with heat barrier have also been used successfully.

NOTE: Since a Genset is flexibly mounted the minimum clearance of one (1) inch will assure that the sides of the compartment and the set will not rub while the set is in operation or while the vehicle is in transit.

COMPARTMENT FRAMING

The generator must be bolted to a metal frame, which is either bolted or welded to the frame of the vehicle. This frame must be designed to withstand a minimum force of 5Gs in any direction. The frame must support the entire base outer perimeter and center section. Additional framing may be required if excessive vibration occurs.

AIR REQUIREMENTS

Each engine is equipped with a high water temperature shutdown switch, which will automatically shut down the Genset if the water temperature rises too high. To prevent the generator set from shutting down make sure the compartment openings are large enough to allow adequate circulation of cooling air. The minimum free air opening into the compartment is 400 sq. in. or 2580 sq. cm. Remember that louvers, screens and protective grills will restrict airflow. A relatively open mesh screen can restrict airflow by as much as 45%. The intake opening will need to be increased in size to compensate for such restrictions.

NOTE: Ambient temperature is defined as the generators normal operating temperature within its mounting area. In an RV application this area is referred to as a compartment or enclosure.

	17.5KW	20KW
ENGINE SPEED IN RPM	1800	1800
OUTPUT IN HORSEPOWER	32.5	32.5
WATER FLOW – GAL. / MIN.	8.75	8.75
ENGINE INLET WATER TEMP.	N/A	N/A
THERMOSTAT – RATING	180°F	180°F
THERMOSTAT FULL OPEN	195°F	195°F
ENGINE OUTLET WATER TEMP.MAX.	235°F	235°F
HIGH TEMP. SHUTDOWN SWITCH	230°F	230°F
HEAT REJECTION – BTU / MIN.	1650	1650
HEAT REJECTION – BTU / HR.	99,000	99,000
REMOTE RADIATOR AIR FLOW – CU. FT. / MIN.	1920	1920
ENGINE OIL TEMP. MAX.	268°F	268°F
COMBUSTION AIR TEMP. *	N/A	N/A

*Combustion Air Temperature: The output of the engine will decrease about 1% for every 10°F of air temperature above 77°F or 25°C.

IMPORTANT: Insulation and Sound Absorbing Material used inside of the generator compartment Must Not reduce the specified airspace clearance of one (1) inch or restrict the airflow around the generator. Such reduction in airspace may lead to an overheating situation and reduced generator performance. Also be sure the air inlet and outlet openings meet the specified requirements. Allow clearance inside the generator compartment for easy access when routine maintenance is required.

WARNING: The generator compartment Must Be sealed to prevent hazardous fumes and vapors from entering the vehicles other compartments and interior spaces. Plugging holes and sealing all seams will greatly reduce this hazard.

WARNING: Drip Proofing! When installing a generator, the area directly beneath the generator end of the unit must incorporate a non-flammable barrier. This barrier needs to be made of sufficient material able to withstand and prevent molten metal, burning insulation, flaming or sparking particles from penetrating the compartment floor or dripping beneath the compartment.

GENERATOR ENCLOSURES

Some installations require the Genset to be mounted inside an enclosure. Enclosures are generally constructed of heavy gauge sheet metal, and completely insulated. Enclosures are typically installed in RV's with large unobstructed compartments. The major advantage to installing a Genset in an enclosure is to achieve a significant reduction in the unit's sound level.

In order to maintain the ambient temperature within the enclosure a forced cool air system is generally employed. Two blower fans capable of producing a minimum of 465 CFM each should be mounted at the generator end of the enclosure. Cooling air circulates around the generator end and engine, forcing excess heat to exit through an air duct outlet to the outside air. Since hot air will rise the air duct outlet opening should be located near the inside top surface of the enclosure, the opening should be approximately 25 square inches.

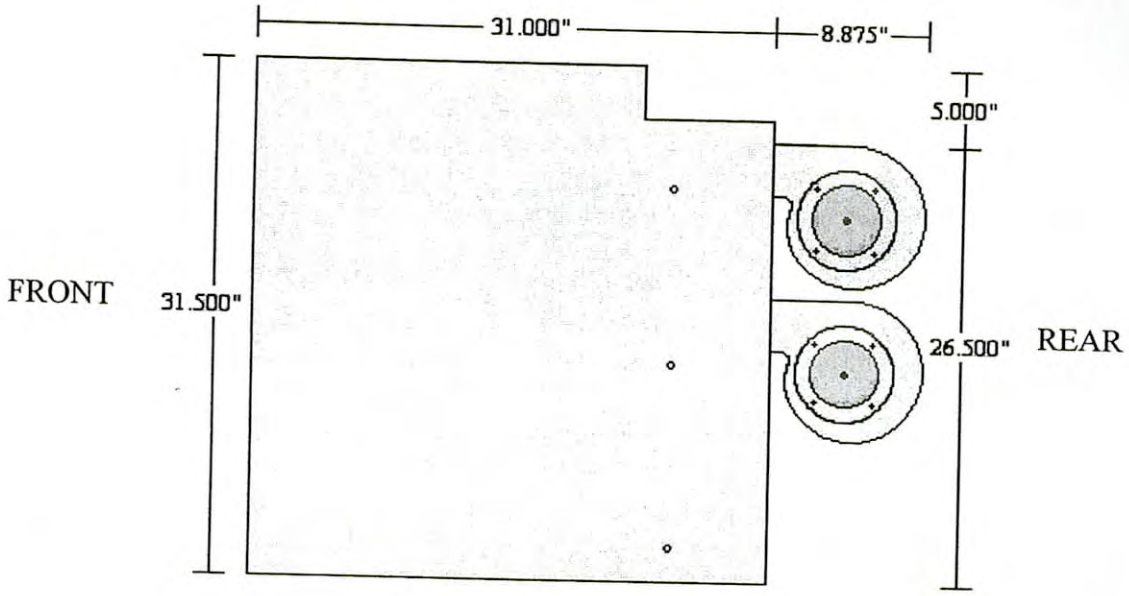
Openings in the base of the enclosure and compartment floor are required for the engine exhaust pipe, oil drain hose and engine breather hose. Other holes for fuel lines, electrical leads, remote radiator hoses, etc. are usually located in the rear wall of the enclosure. Be sure to seal around these items to prevent fumes or vapors from entering the vehicles compartment. Two hinged doors at the front of the enclosure enable unobstructed access to the engine and control box for routine maintenance. A removable service panel in the rear wall of the enclosure facilitates servicing the back side of the Genset.

Dimensions and layouts are provided for your planned installation, be sure to follow all requirements. Power Technology's Customer Service Department is available to answer any questions you may have concerning your Genset and installation.

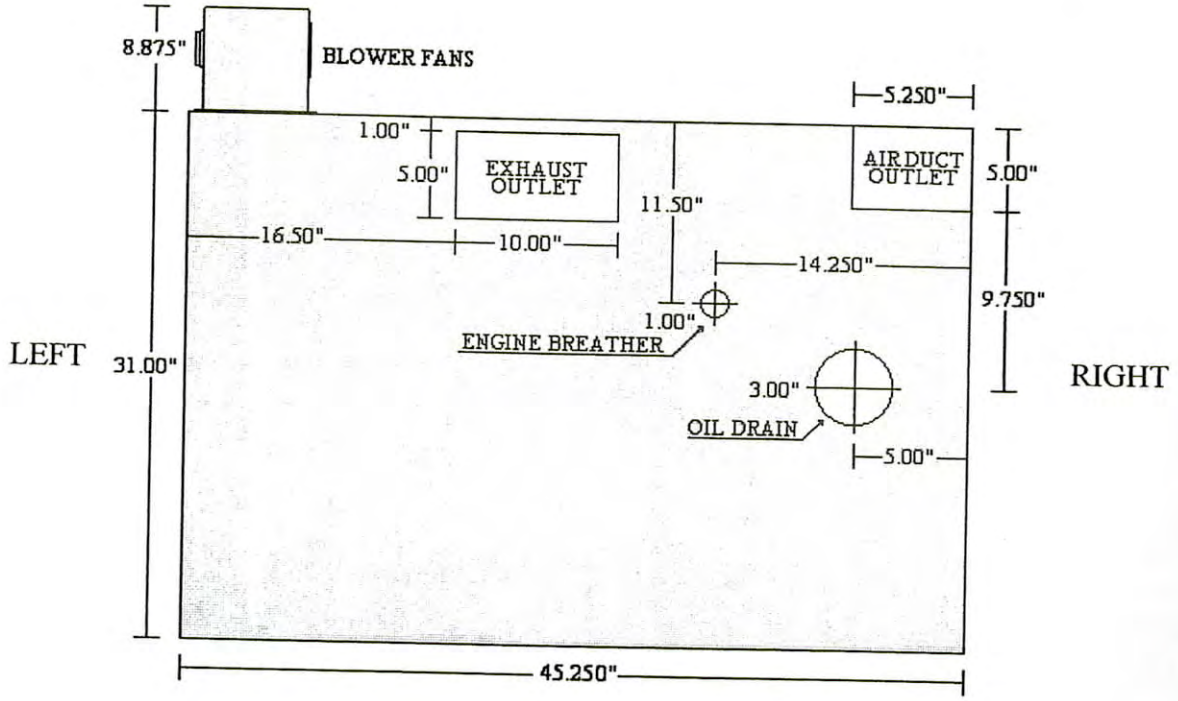
IMPORTANT: When installing a RV generator set the installation must comply with the current Safety Standards of ANSI / RVIA EGS-1-2003, ANSI A 119.2 / NFPA 501C and applicable articles of ANSI / NFPA 70 of the National Electrical Code. Generator set installations must also comply with state and local requirements.

IMPORTANT: An enclosure manufactured by any person (s) other then Power Technology must follow the requirements set forth in this manual. All specifications must be adhered to; failure to do so may affect your Power Technology Southeast, Inc. Limited Warranty.

PTRV-17.5K and PTRV-20K
DIMENSIONS and ENCLOSURE LAYOUT



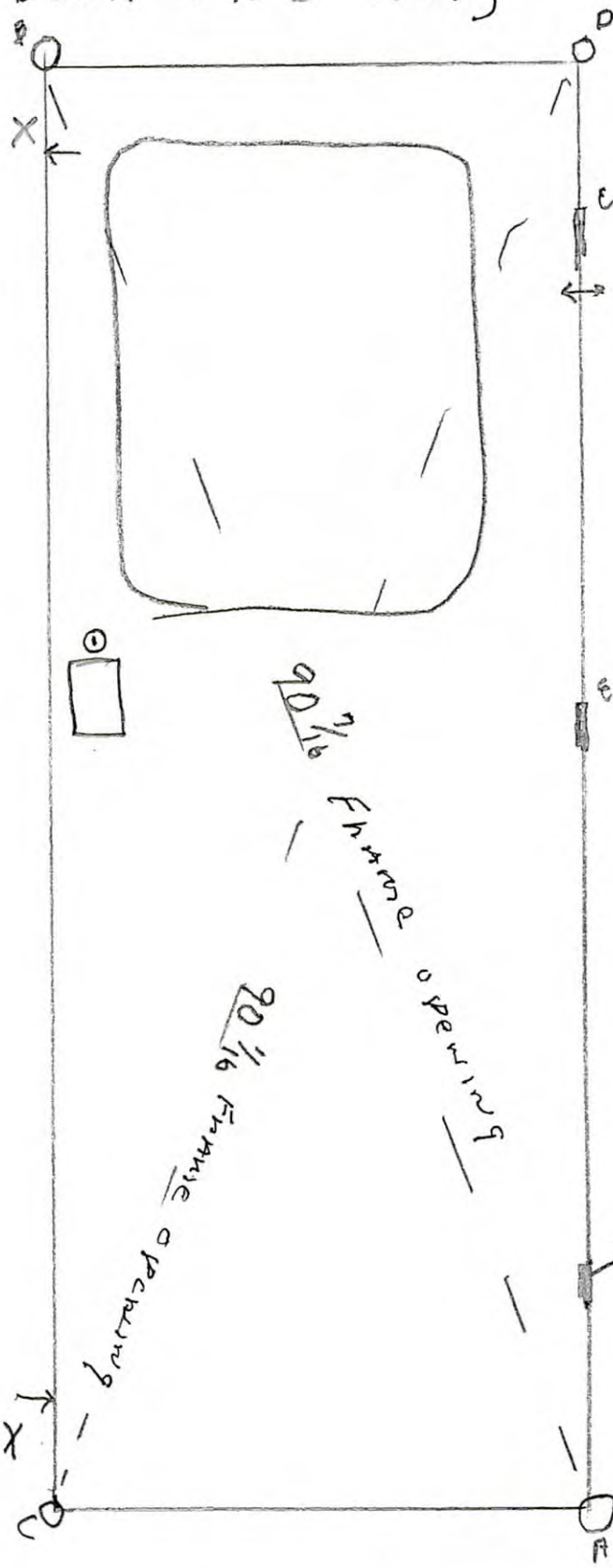
RIGHT SIDE VIEW



ENCLOSURE BASE PAN CUTOUTS

Frame A to B 90 7/16 } out of square
Frame C to D 90 1/16 }
DOOR A to B 91 5/8 } square
DOOR C to D 91 5/8 }

X 1/8" in From Frame
Photo Enclosed
when Closed
door is into Frame
1/8"



Rear

Front of B.V

EX
D1

door 1/8" out From Frame
Photo Enclosed
when Closed
1/8 + 1/8 - 1/4 From Frame

← XX

Step

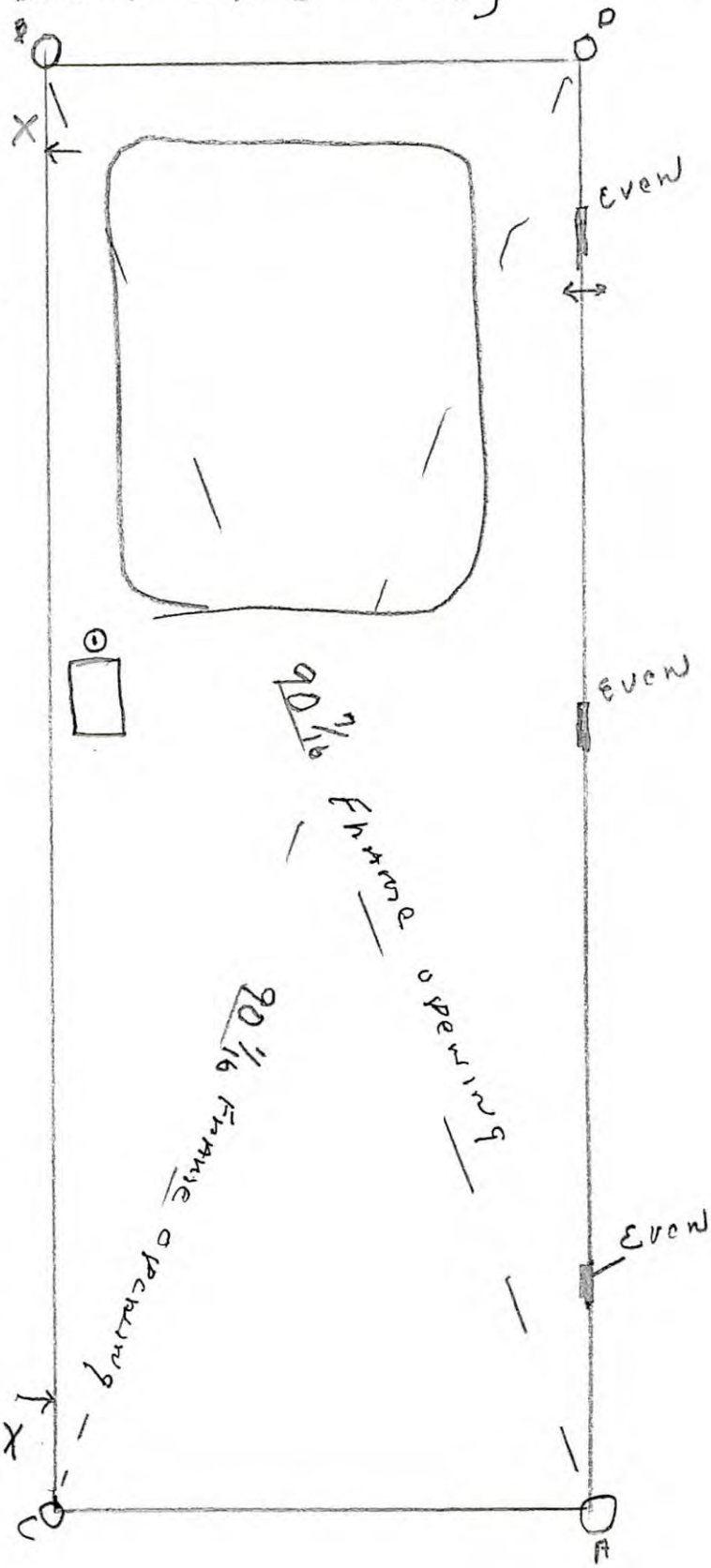
EXHIBIT D1

[redacted]

7/13/09 BVS 461

Frame A to B 90 7/16 } out of square
Frame C to D 90 1/16 }
DOOR A to B 91 5/8 } square
DOOR C to D 91 5/8 }

X 1/8" IN From Frame
PHOTO ENclosed
when closed
door IS into Frame
1/8"



REAR

FRONT OF B.V

door 1/8" out From Frame into ENclosed when closed 1/8 + 1/8 - 1/4 From FRame

← XX

Step

[redacted] 2/13/09 BUS 461

EXHIBIT E

Welcome to the
Wanderlodge Owners Group Forum

Vehicle and Equipment Recalls Recalls of Blue Birds are automatically posted to this forum when posted on Auto-Recalls.com

#1 IP: 205.188.116.195

03-12-2008

iamflagman
Forum Moderator

Join Date: Dec 2007
Location: Hopkins, South Carolina
Posts: 1,389

Attention Update 450 LXi Recall

To our valued Customers,

We at Coachworks Holdings have, and always will, place the safety and well being of our family of Blue Bird owners as our highest priority. In order to protect your health and well being as well as preserve your investment in your Wanderlodge, we are acting as a facilitator to help implement quickly and efficiently a safety recall that Blue Bird Body Company has had to file with NHTSA (National Highway Transportation Safety Administration) to address an overloading of the front axle at the time the vehicles were manufactured and shipped.

While some of you may be aware of the initial recall as reported by the FMCA and posted on Wanderlodge forums, the matter has been reevaluated by Blue Bird Body Company and a second recall has been filed that now impacts all 450 LXi's manufactured by Blue

[redacted]

Bird Body Company.

This second, broader recall, requires that all owners cease operating their vehicles until some remedial work can be accomplished. The fundamentals of the recall require that all vehicles receive new front tires with an "L" load rating and filled to and maintained at 130psi. Once new tires are installed and the vehicle is unloaded to 16,000 pounds they will need to be driven to either our Fort Valley Location or our Riverside California location for a hardware upgrade to 17,000 pound front axle rating and new axle rating placards applied.

We believe many coaches will be in compliance with their load rating requirements at that time and will their participation with the recall will be completed.

Coaches that exceed 17,000 pounds when loaded will need to remain parked until a new 18,000 pound axle becomes available in late December of this year.

All work required by this recall will be accomplished at no cost to the Wanderlodge owner.

We are painfully aware of the inconvenience and disruption this recall is going to cause our owners however when considered in the context of your safety and well being this short term and unavoidable inconvenience and the resulting enhancement to the overall safety of your vehicle will provide you with the peace of mind and sense of security that you have come to expect from your Wanderlodge.

As always, should you have any question or need any further information, please do not hesitate to call me, my phone is on 24/7, 951.836.6525. Thank you for your patience, understanding and continued support.

Macy
Macy Neshati
www. completecoach.com www.thelegacyreturns.com www.bluebirdcoachworks.com
email: macy@completecoach.com
Cell: 951 836 6525 Office: 951 684 9585 Fax: 951 684 2023
1863 Service Court
Riverside, CA 92507

The Recall Notice is attached as a PDF file below.

Attached Files

R08MWWanderlodge450LXiIncreasedFrontAxleRating_P.pdf (155.7 KB, 23 views)

quote

#2 IP: 70.144.234.87

03-12-2008

Randy Dupree
Forum Moderator

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

i just want to say that the coachs that are being recalled were made by cerebus,NOT coachworks,the present owners.

But,coachworks is handling the recalls,making sure that everything will be done to insure that the coach is safe.
Randy

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

Quote

08-01-2008

#3 IP: 205.188.117.143

iamflagman
Forum Moderator

Join Date: Dec 2007
Location: Hopkins, South Carolina
Posts: 1,389

Quote:

Originally Posted by **iamflagman**
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As always, should you have any question or need any further information, please do not hesitate to call me, my phone is on 24/7, 951.836.6525. Thank you for your patience, understanding and continued support.

Macy
Macy Neshati
www. completecoach.com www.thelegacyreturns.com www.bluebirdcoachworks.com
email: macy@completecoach.com
Cell: 951 836 6525 Office: 951 684 9585 Fax: 951 684 2023
1863 Service Court
Riverside, CA 92507

The Recall Notice is attached as a PDF file below:

Make / Models : Model/Build Years: BLUE BIRD / WANDERLODGE M450 LXI 2005-2007

Manufacturer : BLUE BIRD BODY COMPANY

Mfr's Report Date : DEC 11, 2007

NHTSA CAMPAIGN ID Number : 07V586000

NHTSA Action Number: N/A

Component: POWER TRAIN:AXLE ASSEMBLY

Potential Number Of Units Affected : 58

Summary:

ON CERTAIN MY 2005-2007 WANDERLODGE 450 LXI MOTOR HOMES EQUIPPED WITH ARVIN MERITOR AND TRW TIE ROD ENDS, THE TIE ROD ASSEMBLIES WERE PRODUCED WITH STEEL TUBING THAT DID NOT MEET DESIGN SPECIFICATIONS WHICH COULD RESULT IN FAILURE OF THE TIE ROD ASSEMBLY WHEN COACH MILEAGE APPROACHES OR EXCEEDS 100,000 MILES. ALSO THE FRONT AXLE CURB WEIGHT MAY EXCEED THE SPECIFIED 16,000 POUNDS WEIGHT RATING.

Consequence:

THE EXISTING TIE ROD ASSEMBLIES MAY NOT PERFORM AS DESIGNED AND MAY DEFORM OR FRACTURE WHICH MAY REDUCE STEERING CONTROL AND COULD RESULT IN A VEHICLE CRASH. IN ADDITION, INSUFFICIENT FRONT TIRE INFLATION PRESSURE REDUCES THE WEIGHT RATING OF THE FRONT TIRES; AND IMPROPER ALIGNMENT OF THE FRONT SUSPENSION CAN CAUSE PREMATURE TIRE WEAR AND SUBSEQUENT DEGRADATION OF THE STRUCTURAL INTEGRITY OF ONE OR BOTH OF THE FRONT TIRES. Remedy:
DEALERS WILL REPLACE THE LEFT AND RIGHT HAND FRONT TIE ROD ENDS ALONG WITH A CERTIFICATION LABEL STATING THE CORRECT WEIGHT LIMITS. APPROPRIATE REPLACEMENT TIRES WILL BE PROVIDED AND THE FRONT STEERING ALIGNMENT WILL BE CHECKED AND CORRECTED, IF NECESSARY. NEW TIRE DATA DECALS WILL ALSO BE SUPPLIED. THE RECALL BEGAN ON MARCH 14, 2008. OWNERS MAY CONTACT BLUE BIRD AT 478-825-2021.

Notes:

BLUE BIRD RECALL NO. R08MW. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV.

Recalls Documents

[redacted]

RCQRR-07V586-5678.pdf **Quarterly Performance Report24**
RCAK-07V586-2706.pdf **Recall Acknowledgement for amended information - 3-12-200827**
RCMN-07V586-6248.pdf **Manufacturer Notices(to Dealers,etc) - Steer Axle Alignment Record7**
RCONL-07V586-3365.pdf **Owner Notification Letter(Part 577)142**
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National Highway Traffic Safety Administration / Office of Defects Investigation

http://www-odi.nhtsa.dot.gov/index.cfm

http://www-odi.nhtsa.dot.gov/cars/problems/defect/defectsearch.cfm

http://www-odi.nhtsa.dot.gov/recalls/recallsearch.cfm

[redacted]
FORUM MODERATOR
1982 FC35RB BLUEBIRD WANDERLODGE
"FINN'S INN EXPRESS"
HOPKINS, SOUTH CAROLINA
VISIT THE FINN'S INN EXPRESS REMODELING ADVENTURE AND TECH. TIPS
http://www.pbase.com/image/24977457
I'M SO SLOW ON THE HILLS,THAT I GET TO SMELL THE FLOWERS AS I GO BY.....AND WATCH THEM GROW TOO!!
Visit the WILD HARE RACING website at;
http://www.pbase.com/iamflagman/image/86213456
REMEMBER 9/11

Quote

#4 IP: 74.14.226.125

08-28-2008

Join Date: May 2008
Location: Wiarton,Ontario

dentmac
Junior Member

Posts: 28

Where is the "**Quarterly Performance Report" ? How many are "repaired? and are any "unreachable"?**

It should have been done by June 31st.

Are owners still expecting an 18,000 lb. rated axle ?

Report sent by NHTSA on my request Aug 29th

Attached Files

Quarter report Bird 07V-586 8-29-08.pdf (45.3 KB, 7 views)

Last edited by dentmac; 08-29-2008 at 05:18 PM. Reason: Include reply from NHTSA (Quarter report to June 30/08

Quote

09-02-2008

#5 IP: 65.60.121.34

mneshati2
Corporate Member

Join Date: Jan 2008
Location: Murrieta, CA about 1 hour north of San Diego
Posts: 13

Reply to Dentmac

As most of you know, this recall belongs to the previous owner of Blue Bird Coachworks, more specifically Cerberus Capital Managment as owners of Blue Bird Body Company.

Our company, Coachworks Holdings has been attempting to provide help and assistance to Blue Bird Body Company in communicating with the affected owners, providing labor and technical expertise to Blue Bird Body Company and trying to facilitate the repairs needed to help ensure a timely and successful campaign for the benefit of the owners.

To the best of my knowledge all owners have been contacted and there were no "unreachable" owners. Due to the complexity of the required work and additional tasks that were added by Blue Bird Body Company as the campaign progressed the process is behind by a few weeks, but we anticipate completing all work the Blue Bird Body Company has contracted us to do by mid October.

One of several benefits from this work is that Blue Bird Body Company has decided to add a on-board air compressor sized and configured to allow proper inflation of the tires, including the 130 PSI required of the front tires making the inflation process totally self contained and without need of seeking out tire centers or truck stops. this is a really value added element brought about as a result of the recall campaign.

Since he majority of the units have already been through the initial campaign this retrofit will be done as a "phase 2" of the recall.

Even though the events leading to this recall were not of our doing, and the recall is strictly the responsibility of Blue Bird Body Company we are grateful for the support and cooperation we have received from the great majority of owners in allowing us to carry out the work Blue Bird Body Company has contracted us to perform.

Thanks to all for your continued support and as always, travel safe,
Macy

Macy Neshati
www. completecoach.com
www.thelegacyreturns.com
www.bluebirdcoachworks.com
email: macy@completecoach.com
Cell: 951 836 6525 Office: 951 684 9585 Fax: 951 684 2023
1863 Service Court
Riverside, CA 92507

Quote

09-02-2008

#6 IP: 69.19.14.18

Randy Dupree
Forum Moderator

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

let me add that the axles being recalled are not beam axles like many of us have,its the independent front suspension thats been recalled,and its just the lower A-arm assembly that needed to be upgraded AFAIK one good thing thats come out of this is all the coachs being built today have the bigger A-arm,a little extra insurance!

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

Quote

09-14-2008

#7 IP: 74.14.226.125

dentmac
Junior Member

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

Not lower control arms

This is not a forum for debate, but the information must be factual. There has been significant mis-information circulated and nothing yet from the fifty seven owners involved.
The suggestion that the lower control arm (A arm) has been modified is incorrect. The recall is because the 450LXI was overweight on the steer axle. The simplest method was to replace the tie rods only, allowing the axle to re-rated to 17,000 LB. GAWR.
Other modifications are being done to reduce the front end load (and the GVW) as Blue Bird is not having a new 18,000 lb axle manufactured.
While the recall is the responsibility of the manufacturer at that time (Blue Bird), the repercussions for the obviously similar new Wanderlodge may unfortunately become severe.
There are issues.
Ross MacKillop,
2006 450 LXi

Last edited by dentmac; 09-15-2008 at 09:39 AM.

Quote

11-13-2008

#8 IP: 64.235.109.91

dentmac
Junior Member

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

LXi 450 Defect Investigation -Closing Report

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

DP09-006

Blue Bird

Submission - Owner 19

Tom Bowman

Room 48-330

Office of Defects Investigation (ODI)

National Highway Traffic Safety Administration (NHSTA)

1200 New Jersey Ave. S.E.

Washington, D.C.

ODI/NHTSA Petition Review DP09-006, Bluebird safety Recall 07V-586

1. CAR Transportation Co. Clifford Riggins Jr. President

   P. O. Box 712 Springdale, Ar. 72765

   Phone: 479-751-8747

   Email address: Car-Cammy@cox-internet.com

2. 1995, 450 LXI Wanderlodge , VIN: 1BBCRBG885W[redacted]

3. 12-31-1994

4. 9715 Miles

5. To be used for living quarters while traveling to prospective customers and current customers doing Public Relations. Displays for Trade shows To carry 2-4 persons. Computer outlet, telephone outlet, desk, Sleeping facilities fo r 2-4 persons. Shower , toilet facilities.

6. Yes. Salesman: Mike Hemmingway 12-31-04

7. Coach was in storage unusable for most of four and half years waiting for bluebird to call it in for repairs or being worked on. It never was used for intended purpose.

8. Relocated generator, battery and radiator, relocated water manifold from one side of coach to the other side.

Replaced steering axle tires (2)

Replaced tie rod ends.

Air compressor installed in Driver side compartment

9. At this time the alternator is out for the third time in ten thousand miles. The parking brake has an electrical short in conjunction with the throttle which has a fast idle. Coach could be used as motor home with limited weight and cargo space providing the electrical problems and alternator were repaired so they would continue to work.

10. Used approximately 56 square feet of cargo space when installing Air compressor, moving generator etc.

11. Operating manual was updated. . Instructed us on use of air hose to air tires to 130 pounds. (Coach rides very hard) Electrical problems, inverter problems,

12. Approximately 392 Cubic Feet. One full bay, approximately 56 cubic feet, unable to carry every thing needed to use as living space and business purposes.

13. One solution would be to reverse the Judges decision in bankruptcy court and make Bluebird responsible for repairs for next 5 years. A second option would be for the bankruptcy decision be reversed and let the owners pursue legal action against Bluebird Wanderlodge.

A third option would be to move generator back to front bay, replace steer axles, Tie Rods and accessories to carry the weight. However I don't think this would be feasible as you would have a coach that is all butchered up and full of holes . This would also be a very time consuming and even then who knows if the coach would be safe. Most of us have either used our coach's very little or not at all since they were purchased.

Failing all else the National Highway safety board could declare the coaches unsafe and make Bluebird Wanderlodge refund to the purchaser the purchase price.

14. Have enclosed Analysis of potential fire hazard inspection completed by Thomas Bailey CT CMI Certified Fire Investigator.

Work orders are available for inspection for the four and half years if needed. As well as all documentation and photographs from Thomas Bailey's inspection report.

Clifford Rygiewicz

ANALYSIS OF THE POTENTIAL FIRE HAZARD INSPECTION

CONSIDERATION AS TO THE FIRE HAZARD POTENTIAL

The investigation of the recreational vehicle called for the employment of the six basic considerations of fire potential. They are as follows:

1. Visible evidence of natural created potential ignition
2. Visible evidence potential ignition by human error
3. Evidence of a potential fire ignition due to a manufacturer defect
4. Evidence of a potential fire ignition due to a dealer error
5. Evidence of a potential fire ignition due to failed owner maintenance
6. Evidence of stored flammables within the recreational vehicle

OVERALL ANALYSIS

There are many factors that have to be considered in the overall analysis for determination of a potential fire hazard inspection evaluation report. Among those are what the stated owner concerns are, if relevant, any facts from disinterested individuals, and the visible evidence as seen at the fire hazard investigation.

The investigation inspection was conducted on January 5, 2007 at the owner's motor coach storage facility, 507 Page Boulevard, Lowell, Arkansas.

The following companies, representatives, or owner's were present at the fire hazard inspection on January 5, 2007:

1. T.G. Bailey CT, Certified Fire Investigator, RV Appraisals & Investigations of America, LLC.
2. Charles Henslin, representative of the owner

Weather conditions: Clear. 54 degrees Fahrenheit

The investigation of the motor coach commenced with an outside perimeter inspection. The front, driver's side wall and rear areas revealed no areas of concern as to a potential fire starting. The investigation continued on the passenger side where the battery compartment was examined.

The battery compartment had 10 full size batteries, disconnect switch, and two 100 amp equalizers for the 12-volt and 24-volt systems. The top equalizer was hanging loose and inches away from the bottom equalizer. The power connections were on the bottom of the hanging equalizer and had a high degree of making contact with the lower equalizer, or shifting to short out on the frame. There were only two loose screws holding the top equalizer instead of the required four. Due to the high amperage if any one of the battery cables shorted out the potential for fire would be high.

The investigator proceed to inspect the inside of the motor coach where it was discovered that on the passenger side upper electrical cover toward the rear portion of the slide-out wiring had been cut and left open for contact with the adjacent metal. There were no electrical caps installed on three exposed wires. The fabric, wood and other flammable materials were within close proximity to the wiring. High fire hazards exist in that wiring area.

The investigation continued with the inspection of the unsecured wire hanging within the passenger side upper cover. The main wiring harness was secure but a red wire was running the length of the cover without being secure. This condition is considered unsafe due to the potential of the wire being pinched, frayed, and subsequently shorting out. The unsecured wire is considered a high fire hazard.

The investigator inspected the wiring hanging down between the passenger side slide-out toward the rear and the motor coach wall. There were three damaged wires. Two were severely pinched, exposing the copper within and the third showed direct indications of interior copper failure. These wires were left exposed to the opening and closing of the slide-out and further destruction. The three wires are considered an extreme fire hazard. They have exposed copper wire and low temperature combustible material within very close proximity.

The investigator noticed on the driver's side, some upper wiring within the cover, as being unsecured and the buss connections left dangling. Those wires were running the length of the upper wiring area and were just laying there without any means of securing them from damage. These wires would be considered a fire hazard.

The investigation of a battery drain revealed when the bank of batteries were completely charged, within 12 hours there had been a battery drain that depleted the battery power to almost a dead condition. The batteries became so dead they would not start the coach or work the systems. This is clearly a condition of a power leakage due to incorrect or failed electrical components. This condition is very serious. Power is being depleted and going to an unknown source that has the potential for an overload or direct short. The battery depletion is considered a severe fire hazard.

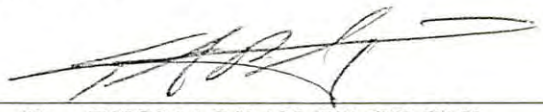
The combination of the six basic considerations, when applied to the overall analysis will form a determination in establishing the degree of the potential fire hazard in the recreational vehicle.

The final determination as to whether a potential fire hazard exist within the Blue Bird motor coach was that the investigator saw conclusive evidence of pre-existing electrical conditions that clearly pose a fire hazard. There was more then sufficient electrical power

within to create a fire at any given time. The temperatures of a short can reach thousands of degrees Fahrenheit, and with the surrounding lower combustible temperatures of some materials, most within close proximity, or touching, it would be a certainty a fire would develop. *Therefore,*

AS A RESULT OF MY INSPECTION AND ANALYSIS, IT IS MY OPINION THE FIRE POTENTIAL WOULD BE HIGH. BASED UPON THE VISIBLE EVIDENCE DISCOVERED IT IS MY OPINION THE MOTOR COACH ELECTRICAL SYSTEM POSES A SERIOUS AND REAL THREAT TO THE LIFE OF AN OCCUPANT AND POSSIBLE THE LIFE OF SOMEONE WITHIN CLOSE PROXIMITY TO THE MOTOR COACH.

THERE WAS CLEAR AND CONVINCING EVIDENCE THE MANUFACTURER AND DEALER FAILED TO PROPERLY INSPECT AND CORRECT THE PROBLEMS WITH THE MOTOR COACH ELECTRICAL SYSTEM. THOSE PROBLEMS ORIGINATED AT THE TIME OF MANUFACTURER, AND WERE PRESENT AT THE DEALERSHIP, AT THE TIME OF DELIVERY TO THE OWNER. THE MOTOR COACH IN ITS PRESENT CONDITION IS NOT SAFE FOR HUMAN OCCUPANCY. THE FINAL DETERMINATION AS TO THE FIRE HAZARD CONDITION WAS BASED UPON MY EDUCATION, EXPERIENCE TRAINING, SKILLS, AND EXPERTISE AS A CERTIFIED FIRE INVESTIGATOR, AND UPON THE EVIDENCE SHOWN BY MY EXAMINATION OF THE SUBJECT MOTOR COACH, AS OF THE TWENTIETH DAY OF APRIL 2007.



By: THOMAS BAILEY CT CMI
CERTIFIED FIRE INVESTIGATOR