



R12VT

December 28, 2012

Dear Blue Bird Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Blue Bird Corporation has decided that a defect which relates to motor vehicle safety exists in certain 2013 model year Vision model conventional school buses manufactured from August 27, 2012 through November 06, 2012.

The castle nut that attaches the drag link to the steering arm may not have been torqued to factory specifications on the affected buses. Improperly torqued drag link castle nuts could cause excessive movement at the drag link to steering arm connection which could lead to potential separation of the drag link from the steering arm and loss of steering control. Blue Bird is conducting a recall to correct this defect.

To correct this condition, the castle nuts at both ends of drag link assembly must be removed, reinstalled and torqued according to the attached instructions for Recall R12VT. In addition, the steering arm must be inspected for wear according to the instructions provided.

Your Blue Bird bus(es) affected by this recall are identified by **body serial number(s)** on the enclosed reply sheets. If you no longer own the subject bus(es), please complete the appropriate section of the **yellow** reply sheet and return to Blue Bird in the enclosed pink postage prepaid envelope.

You may contact your Blue Bird dealer to arrange to have this recall performed. Or, if you prefer, you may perform this recall yourself or have a qualified repair facility convenient to you perform this recall. A qualified technician should perform this recall.

In the event a steering arm must be replaced, you will need to contact Blue Bird Recall Administration at 478-822-2242 or by email at bill.coleman@blue-bird.com.

Labor time to perform Recall R12VT is 0.3 hours (18 minutes) per bus.

When recall R12VT has been completed, reimbursement for labor may be obtained by completing the enclosed **pink** request for reimbursement sheet provided and returning it to Blue Bird in the enclosed **pink** postage prepaid envelope.

BLUE BIRD BODY COMPANY
P.O. Box 937 – 402 Blue Bird Blvd – Fort Valley, Georgia – (478) 825-2021



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If the modifications directed by this notification were performed on your bus prior to the receipt of this recall notification, complete and sign the recall reply sheet and attach a copy of the work order/invoice. Mail the documents in the **pink** self-addressed postage paid envelope included with the recall notification to Blue Bird for warranty consideration. Reimbursements will be made in accordance with the requirements of the National Highway Transportation Safety Act, Title 49 Code of Federal Regulations, Parts 573 and 577.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

If Blue Bird Body Company should fail to or is unable to remedy this condition without charge to you, you may contact:

**ADMINISTRATOR
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
1200 NEW JERSEY AVENUE, SE
WASHINGTON, D.C. 20590**

Or, you may call The National Highway Traffic Safety Administration toll free at:

1-888-327-4236

TTY 1-800-424-9153

Or, go to: [HTTP://WWW.SAFERCAR.GOV](http://WWW.SAFERCAR.GOV)

Questions regarding this recall campaign should be directed to Blue Bird Recall Administration at (478) 822-2242.

Thank you,

Bill Coleman

Bill Coleman
Corporate Recall Administrator



Drag Link Castle Nut Torque

RECALL

Models Affected: Certain 2013 Model Year Blue Bird Visions

ISSUE

The castle nuts on both ends of the drag link assembly may not have been installed according to manufacturer's installation specifications.

CORRECTIVE ACTION

The castle nuts must be re-torqued at both ends of drag link assembly and steering arm must be checked for wear.

PROCEDURE

WARNING: Always follow all Federal, State, Local and Shop safety standards and use proper safety equipment, and thoroughly read and understand all instructions before performing these procedures.

1. Park bus on a level surface, apply parking brake, switch engine off, remove ignition key and chock wheels.
2. Remove cotter pin from ball stud on forward (pitman arm) end of drag link. (Fig. 1)
3. Torque castle nut on drag link ball stud to 160-170 ft-lbs.
4. Re-install cotter pin. If castle nut slot for cotter pin does not line up with through hole in ball stud, tighten castle nut until next slot aligns with through hole. Install cotter pin & bend-over pin tails.
5. Remove cotter pin from ball stud on aft (steer arm) end of drag link. (Fig. 1)
6. Torque castle nut on drag link ball stud to 160- 170 ft-lbs to fully seat ball stud in steer arm.
7. Loosen aft castle nut approximately 6-8 turns.

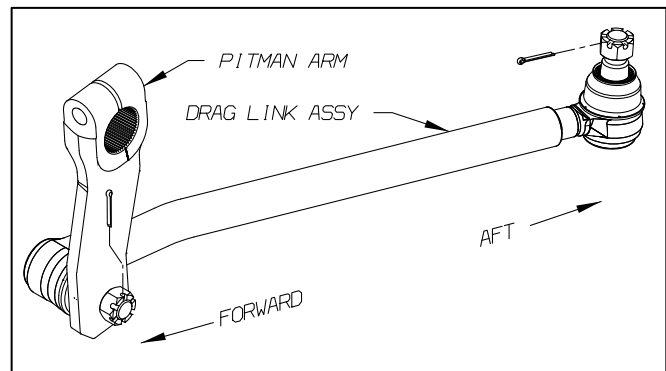


Fig. 1

WARNING: Do NOT loosen castle nut to line up slot with through hole in ball stud. Always tighten castle nut to align slot with through hole.

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Drag Link Castle Nut Torque

RECALL

8. Using a 2 lb. ball peen hammer, strike sides of steer arm with two, firm, horizontal blows. Once in each direction.
(Fig. 2 & 3)

NOTE: Castle nut on aft drag link ball stud *MUST* be torqued then loosened 6-8 turns before striking steer arm.

9. If ball stud taper drops out of steer arm after one or two blows, then steer arm tapered hole is damaged. Skip to step 13 and replace steer arm (upper steering knuckle).
10. If ball stud taper remains firmly seated in steer arm after two blows, joint is ok.
11. Torque castle nut on drag link ball stud to 160-170 ft-lbs.
12. Re-install cotter pin. If castle nut slot for cotter pin does not line up with through hole in ball stud, tighten castle nut until next slot aligns with through hole. Install cotter pin & bend-over pin tails. This completes the corrective action.



Fig. 2

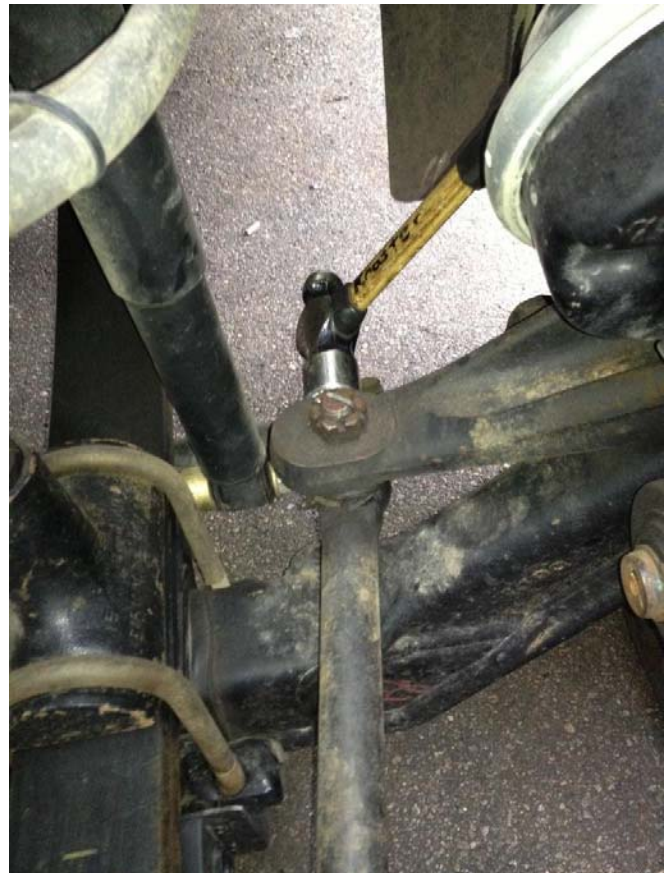


Fig. 3

RECALL CAMPAIGN R12VT



Drag Link Castle Nut Torque

RECALL

13. Replace axle mounted steer arm, BB# 00063123 (upper steering knuckle) per procedure outlined in BBCV service manual (Front Axle & Suspension, Appendix 1 of BBCV Vision Service Manual, Volume 1).

NOTE: Steer arm (Fig. 4) will come complete with kingpin bushing installed and reamed to correct size. Skip steps in service manual that detail KINGPIN MEASUREMENT, KINGPIN BUSHING REMOVAL, STEERING KNUCKLE BORE MEASUREMENT, KINGPIN BUSHING INSTALLATION, KINGPIN BUSHING REAMING, KINGPIN SEAL INSTALLATION.

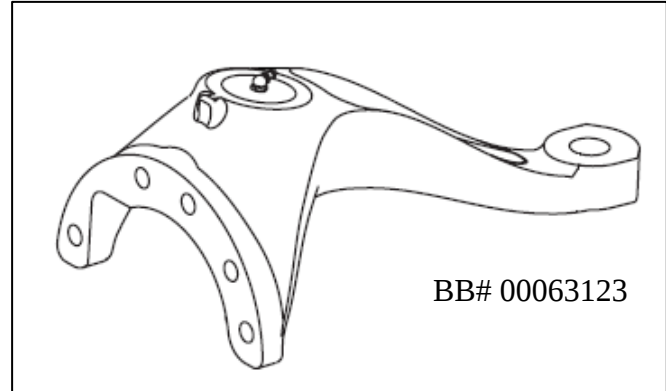


Fig. 4

14. Re-insert drag link ball stud into newly installed steering arm.
15. Torque castle nut on drag link ball stud to 160-170 ft-lbs.
16. Re-install cotter pin. If castle nut slot for cotter pin does not line up with through hole in ball stud, tighten castle nut until next slot aligns with through hole. Install cotter pin & bend-over pin tails. This completes the corrective action.

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