



BLUE BIRD

FINAL NOTICE

DATE: APRIL 29, 2013

TO: BLUE BIRD OWNERS

SUBJECT: RECALL R12VA FMVSS 121 S5.7.1 AND S5.7.2 EMERGENCY
BRAKE SYSTEM PERFORMANCE AND OPERATION
NONCOMPLIANCE

According to our records, we have not received confirmation that the above referenced recall dated May 23, 2012 has been completed. A copy of Recall R12VA is attached.

Your buses affected buses by Recall R12VA are identified by Blue Bird body number under section 2 on the enclosed pink reply sheet.

If this is the first time you received notification of Recall R12VA, please read the enclosed notification carefully and follow the instructions provided.

If you have already performed Recall R12VA, please complete and mail the enclosed R12VA pink completion reply sheet to us in the enclosed postage paid pink reply envelope so we may update our recall records.

Thank you for your prompt attention to this matter.

Sincerely,

Bill Coleman
Corporate Recall Administrator

BLUE BIRD BODY COMPANY

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



BLUE BIRD

R12VA

May 23, 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 certain 2010 through 2013 model year All American and Vision model school and non school buses manufactured from May 30, 2009 through April 04, 2012 and equipped with air brakes may fail to conform to the requirements of Federal Motor Vehicle Safety Standard No. 121 S5.7.1 "Emergency Brake System Performance" and S5.7.2 "Emergency Brake Operation".

On the subject buses, the primary and secondary air brake lines may have been crossed at the brake treadle valve during installation. Incorrect installation of the air brake lines at the treadle valve would result in a failure to comply with FMVSS 121 S5.7.1 and S5.7.2. In the event of a catastrophic failure in either the primary or secondary braking system, the bus would not have any treadle braking ability which could result in a vehicle crash, property damage and/or personal injury. Blue Bird is conducting a recall to correct this noncompliance.

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 **pink** 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.

Labor time to perform the park brake pump down test is 0.1hr per bus.

Labor time to perform the park brake pump down test and, if needed, correct air brake line plumbing at air brake treadle valve is 0.2hrs per bus.

When recall R12VA 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



BLUE BIRD

Page 2

R12VA

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 me at (478) 822-2242.

Thank you,

Bill Coleman
Corporate Recall Administrator



Models Affected: Certain 2010 through 2013 model year All Americans and Visions.

ISSUE

The primary and secondary air brake lines may have been crossed at the brake treadle valve.

CORRECTIVE ACTION

Perform parking brake pump down test to determine if air brake lines are crossed at the treadle valve. Perform corrective actions as necessary.

PROCEDURE

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

1. Perform brake pump down test.

Brake Pump Down Test.

- Park bus on level surface, apply parking brake and chock at least two wheels on both front and rear sides.
- Build up air pressure until governor cuts off.
- Push parking brake control valve in, to off position.
- Turn engine off. Turn ignition key to the "ON" position without starting engine.
- Reduce air pressure in the system by applying the brake pedal repeatedly at a maximum rate of one cycle per second.
- The low air pressure buzzer and warning light must come on between 54psi and 70 psi.
- The parking and emergency brake control valve must "pop" to the "ON" position at a pressure of 20-30 psi (Vision & D3 All American) or 35-40 psi (A3 All American).
- Both air pressure gauges on dash should fall at approximately the same rate.

2. If the air system passes the above test, then remove wheel chocks and place bus back in service, except for all 169 wheel base Visions will continue to step 9 on page 3.
3. If air pressure gauges fail to fall at approximately the same rate, change the treadle valve plumbing per instructions starting at step 4 on page 2. For any other failures, contact your dealer immediately.

R I 2 V A
R E C A L L C A M P A I G N



Brake Treadle Valve Plumbing

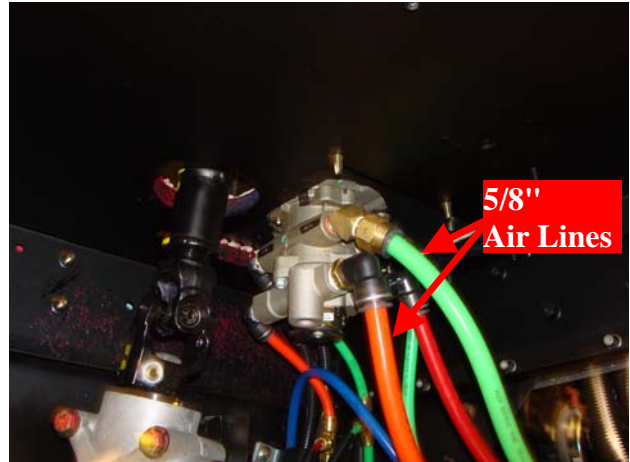
RECALL

4. Turn off engine. Remove ignition key. Set parking brake. Drain air reservoirs.
5. At treadle valve, swap positions of 5/8" air lines.
6. Repeat brake pump down test.
7. If any part of the brake pump down test fails again, contact your Blue Bird dealer immediately.

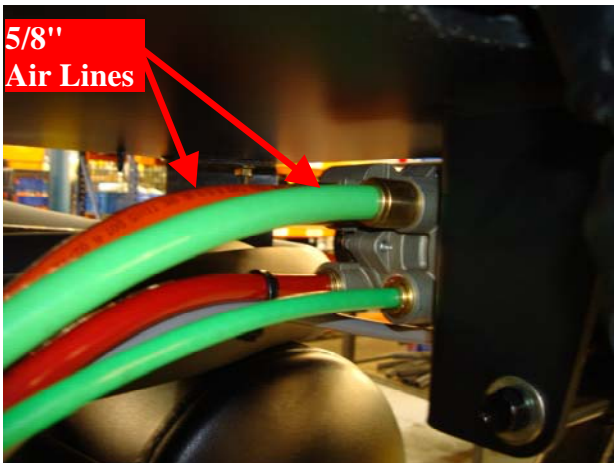
R I 2 V A
R E C A L L C A M P A I G N



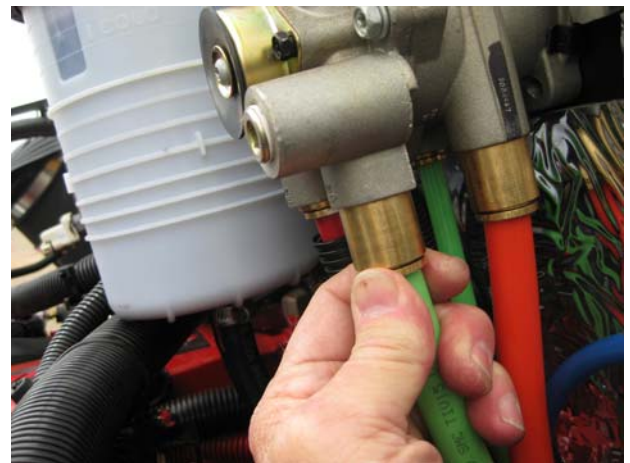
Vision Treadle Valve



A3 All American Treadle Valve



D3 All American Treadle Valve



To disconnect air lines, push up on bottom of fitting while pulling down on air line at the same time.

8. For 169 Wheel Base Visions continue to step 9 on page 3.

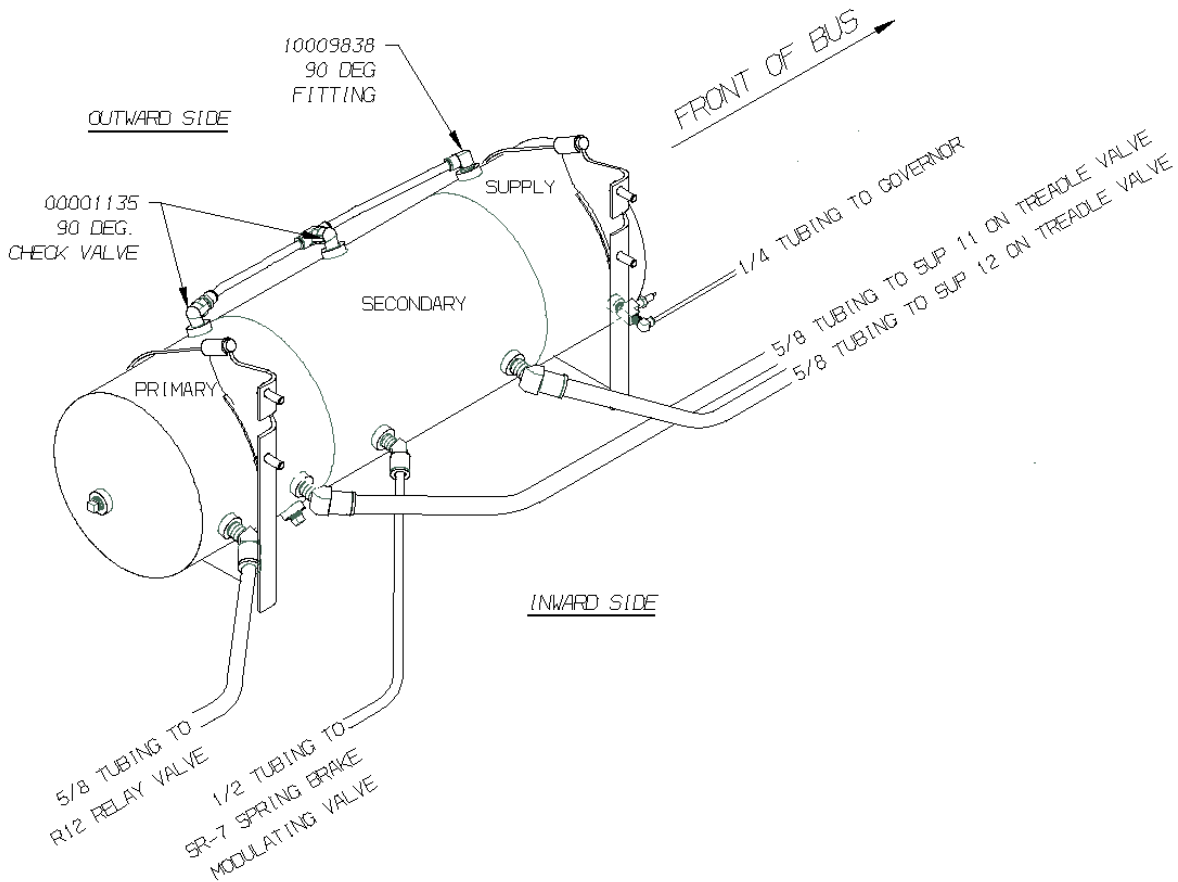


Brake Treadle Valve Plumbing

RECALL

For 169 Wheel Base Visions:

9. Inspect and verify reservoir fittings on outward side of air reservoir tank per illustration below.
10. Inspect and verify air tube routing on inward side of air reservoir tank per illustration below.
11. Move and replace fittings/air tubing that are found to be incorrect.
12. Repeat brake pump down test.
13. If any part of the brake pump down test fails again, contact your Blue Bird dealer immediately.



R I 2 V A
R E C A L L C A M P A I G N