

CSC-10043226-3241

February 24, 2006

Dear Blue Bird Owner:

You will find enclosed Service Bulletin S06KN regarding the omission of tension straps on American Seating cantilevered seats installed in Ultra LF buses.

The tension straps must be installed according to the instructions provided in Service Bulletin S06KN. Copy attached.

The required tension straps are being dropped shipped to you by American Seating.

Time allowed for installing the tension straps is 0.5 hours (30 minutes) per seat.

If you no longer own the bus (es) identified on the enclosed cover sheet, please indicate new owner in the "sold to" section of the cover sheet and return to us at the address below:

BLUE BIRD BODY COMPANY
P.O. BOX 937
FT. VALLEY GA 31030
ATTN: TECHNICAL PUBLICATIONS

Request for reimbursement of labor should be handled in the usual manner.

Should you have any questions concerning this bulletin, please contact your Blue Bird distributor or your Blue Bird Service Representative.

Sincerely,

Bill Coleman
Blue Bird Corporation

Coachworks

Technical Service Bulletin

DATE: February 24, 2006

BULLETIN NO. S06KN

SUBJECT: TENSION STRAPS OMITTED ON AMERICAN SEATING CANTILEVERED SEATS

MODELS AFFECTED: ULTRA LF BUSES

The tension straps for American Seating cantilevered seats were inadvertently omitted during installation. The tension straps are flat, perforated metal strips that span the entire width of the seat; wall to aisle. They are attached to a channel that runs under the seat to which the cantilever itself is attached.

Although there is a track bolt that secures the cantilever to the channel under the seat, the tension strap is a very integral part of the structure because it is used to determine the placement of the cantilever at the correct angle by its attachment through a specific set of holes in the strap and then into the seat channel. Without the tension strap, there would be the tendency for the cantilever to eventually begin to move in the channel; resulting in the aisle side of the seat collapsing.

The tension straps must be installed according to the attached instructions provided by American Seating.

Time allowed for installing the tension straps is 0.5 hours (30 minutes) per seat.

The required tension straps are being shipped to you direct from American Seating.

Service Bulletin S06KN expires one year from date of issue.

Tension Strap Installation Instructions

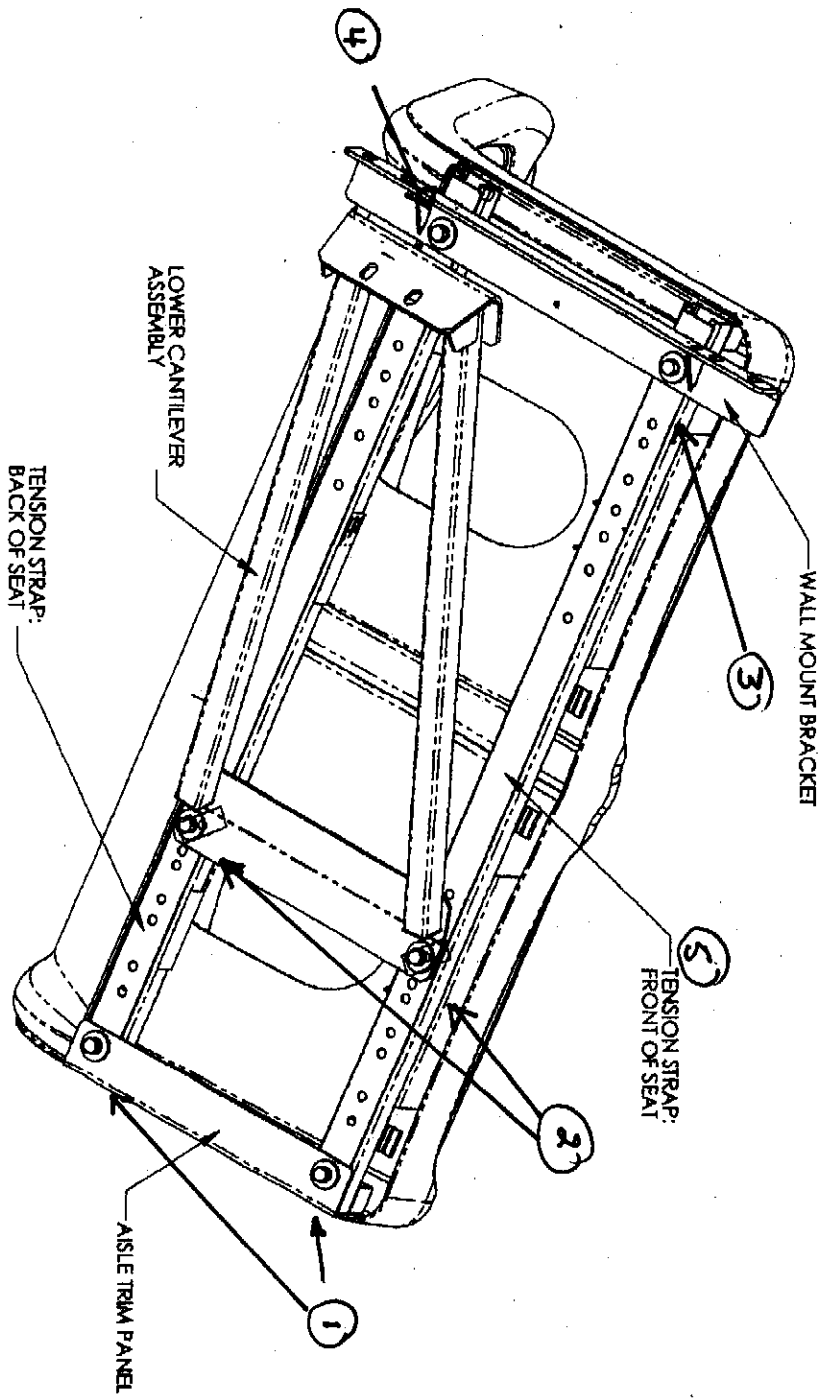
Note: It is not necessary to remove the seat from the bus wall to install the tension straps.

A section of 2x4 will be needed to prop up the aisle side of the seat after the trim panel is removed. The prop should be long enough to slightly elevate the aisle end of the seat.

1. Remove the two bolts that hold the trim panel in place and remove it from the seat. Place the 2x4 support under the aisle edge of the seat so it is slightly elevated.
2. Remove the two bolts from the aisle end of the cantilever.
3. Take out one bolt on the front of the wall mount bracket.
4. Back off the bolt on the back of the wall mount bracket two turns.
5. Put the tension strap on the front of the chair first. Be sure to place two rubber bumpers between the tension strap and the frame, evenly spaced between the wall mount bracket and the cantilever attachment to the frame.
6. Find the right holes (per the chart provided). Put the bolt in the wall mount bracket first and then bolt and block the cantilever to the tension strap second.
7. Take out the bolt on the rear of seat at the wall mount bracket and repeat steps 5 & 6 for the second tension strap.
9. Remove the prop holding up the aisle edge of the seat.
10. Re-install the trim panel, first placing two rubber bumpers (evenly spaced) between the trim panel and the frame, and tighten the bolts snugly.
11. Tighten the wall mount and cantilever bolts to 205 - 230 inch pounds of torque.

Notes:

- a) When tightening the bolts securing the cantilever to the tension strap and the frame, make sure the blocks turn and lock into the lower frame. This is very important.
- b) If it is difficult to get the bolts and blocks in the holes on the tension strap and cantilever, loosen the nuts at the lower mounting of the cantilever. This will allow some play in the cantilever. When complete, tighten the bolts to 205 - 230 inch pounds of torque.
- c) If further leveling of the seat is required, the wall mount bracket is slotted at the attachment points to the bus wall. The mounting hardware can be loosened and the seat adjusted. Hardware should be re-secured to Blue Bird's standard torque specs.



BOTTOM ANGLED VIEW OF TYPICAL 2P FORWARD FACING CANTILEVER MOUNTED SEAT.

PLEASE NOTE: ITEMS & HARDWARE SHOWN OFFER NO ADJUSTABILITY AND SHOULD NOT BE REMOVED OR DISASSEMBLED WITHOUT WRITTEN AUTHORITY FROM AMERICAN SEATING COMPANY.

Tension Strap Hole Locations

1. All tension straps are installed with the square hole at the wall end of the seat.
2. There are two tension straps per seat; one each, front and back. They run the length of the seat, wall to aisle.
3. In all cases, the "N" hole location noted on the chart is on the aisle end and is the hole through which the trim panel is secured. There is no torque specification for this attachment. It is just to be snugly secured so as to not crack or deform the plastic.
4. Throughout the orders in question, all use hole pattern 19, with one exception. For purposes of clarification where hole pattern #19 is concerned, the square hole at the wall end of the tension strap is not used. The attachment of the tension strap to the wall mount bracket is through hole "L".