



February 10, 2010

Dear Blue Bird Owner,

You will find enclosed a copy of Service Bulletin S10RG regarding the rear suspension air line plumbing on your 2010 model year Blue Bird All American rear engine model bus(es) identified by body number on the enclosed cover sheet.

The rear air suspension air line plumbing on the subject units may be plumbed into the secondary air tank in lieu of the wet air tank which may allow the secondary air tank to be depleted in the event of a leak or line break. The air line plumbing must be inspected and, if necessary, rerouted according to Service Bulletin S10RG. Copy attached.

Time allowed to inspect for correct air line plumbing is 0.5hrs (30 minutes) per bus.

Time allow to reroute the air line plumbing, if needed, is 2 hours per bus.

When needed, replacement parts will need to be ordered through your Blue Bird dealer.

You may contact your Blue Bird dealer to arrange to have Service Bulletin S10RG performed. Or, if you prefer, you may perform the inspection and /or rerouting yourself or have a qualified repair facility convenient to you perform Service Bulletin S10RG. A qualified technician should perform this procedure.

Service Bulletin S10RG ends one (1) year from date of issue.

Should you have any questions concerning this bulletin, please contact your Blue Bird dealer.

Sincerely,



Bill Coleman
Engineering Services
Blue Bird Corporation
478-822-2242
bill.coleman@blue-bird.com



REAR AIR SUSPENSION AIR LINE PLUMBING

BULLETIN

**Models Affected: The 2010 D3RE Units Listed Below:
F408933, F411715, F411716, F412098, F412199, F412200, F412560**

S I O R G

S E R V I C E B U L L E T I N

ISSUE

The rear air suspension air bags may be plumbed into the secondary air tank in lieu of the wet air tank. If air bags should develop a hole or line breaks, the secondary tank may be depleted. When the secondary tank loses air, the gauge on the dash indicates air lost and low air warning devices on the dash activates.

CORRECTIVE ACTION

Inspect the rear air suspension routing to insure that routing matches the routing as shown on attached Blue Bird drawing D0002696 for rear air bags. If it does not match, the rear air suspension tubing must be rerouted.

PROCEDURE

WARNING: Always follow all Federal, State, Local and Shop safety standards and use proper safety equipment when performing these procedures. Jack stands must be in place for inspection and/or correction.

1. Park the bus on a level surface, apply parking brakes, turn off engine and remove ignition key. Chock wheels.
2. Place jack stands under frame rails for inspection and/or correction to prevent frame from lowering should air bags deflate.
3. Disconnect Batteries - Note when disconnecting the batteries, remove the Negative cable first.
4. Inspect the routing of the rear air suspension tubing per Blue Bird drawing D0002696 (attached) to be sure that the air suspension is plumbed into the wet tank.
 - a. If the rear air suspension tubing matches this drawing, no further action required.
 - b. If the rear air suspension tubing is plumbed into the secondary tank, drain the air tanks, remove the rear suspension tubing from the secondary tank and plug tank port. Route per one of the two methods below:
 - i. Install into wet tank with pressure protection valve at right hand rear of bus per Blue Bird drawing D0002696 (attached). If you have any questions, please contact your Blue Bird Service Representative for assistance.
 - ii. Remove a plug from the accessory air block in front of the secondary tank and move the line from the secondary tank to accessory air block. If you have any questions, please contact your Blue Bird Service Representative for assistance.
5. After inspection and/or correction are complete remove jack stands.
6. Reconnect batteries and return bus to service.

