GENERAL COACH America, Inc. Thor Industries Commercial Bus Division [ ] Safety Recall [ ] Field Campaign [ ] Service Information [X] Product Improvement	**FIELD SERVICE BULLETIN** ***Ford EZ-Street ES250FZ*** ***PSTA Ford EZ Street curbside floor extension.***	**FSB_2012-100** **Revision:** 0 **Issue Date:** 10/29/12 **Manual Section: N/A** **Author: M. Neuville** **Approval:** **Form Rev. C 05/08/09**

UNITS AFFECTED: 552ES250FLP[redacted]
552ES250FLP[redacted]

DESCRIPTION: At the request of customer PSTA, a floor extension was created for the curbside rear section of the bus expand the landing area for passengers' feet ahead of the first row of curbside seats.

WARRANTY INFORMATION: N/A

LABOR ALLOCATION: N/A

CAMPAIGN EXPIRATION DATE: N/A

MATERIALS NEEDED: Necessary materials are provided as delivered.

DISCLAIMER:

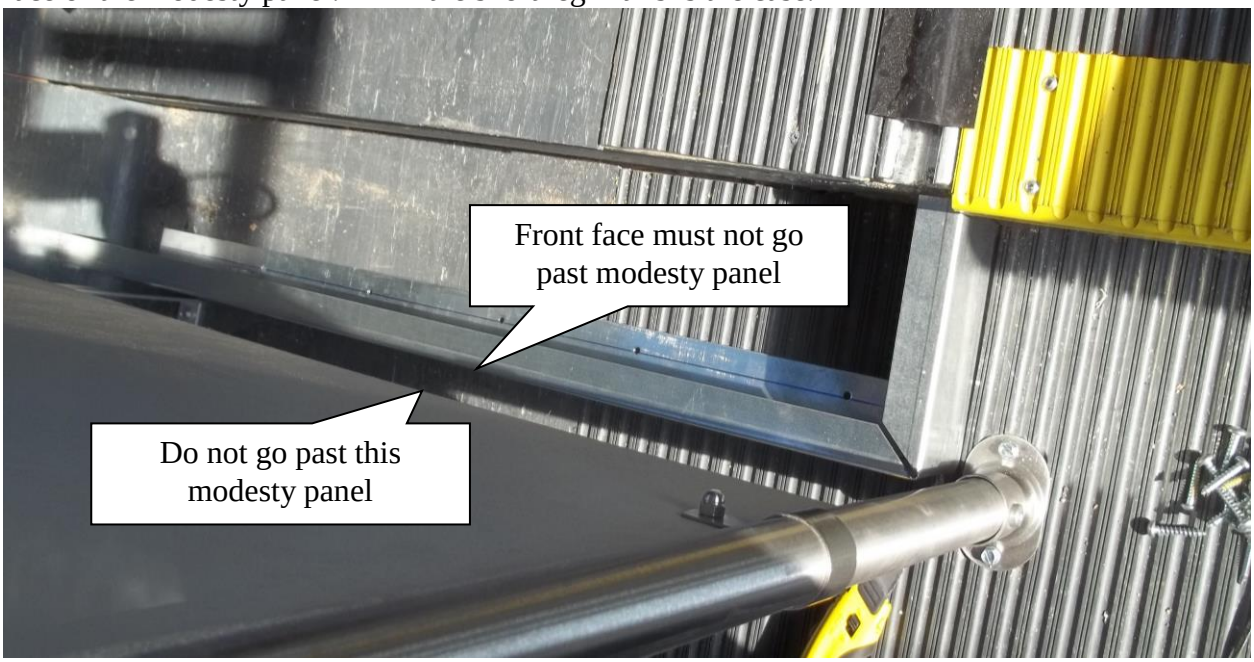
The procedures contained herein are not exclusive. General Coach America, Inc. cannot possibly know, evaluate, or advise the transportation industry of all conceivable ways in which a procedure may be undertaken or of the possible consequences of each such procedure. Other procedures may be as good, or better, depending upon the particular circumstances involved. Each carrier who uses the procedures herein must first satisfy itself thoroughly that neither the safety of its employees or agents, nor the safety of any products, will be jeopardized by any procedure selected.

PROCEDURE:

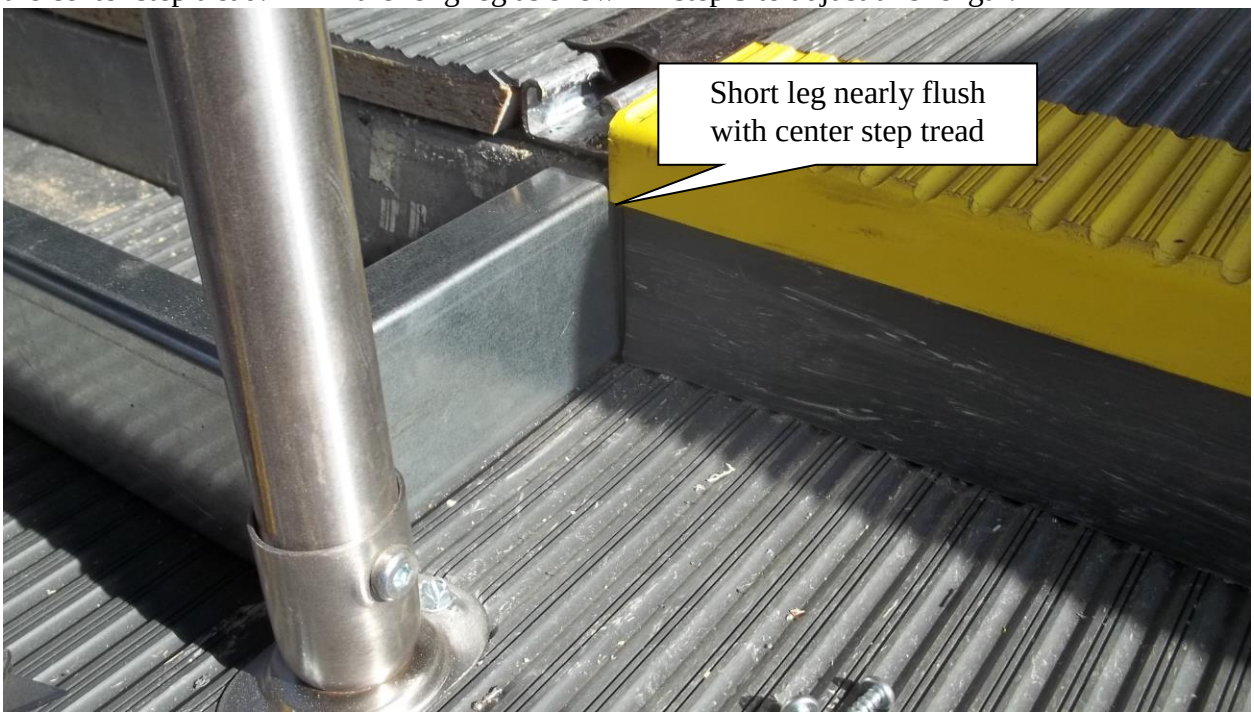
1. Remove the curbside section of aluminum angle from the step into the rear floor section. Save it for use later in this procedure.

2. Use a knife to cut the rubber that was previously capped by the aluminum angle. Remove this length of rubber. Save it for use later in this procedure.

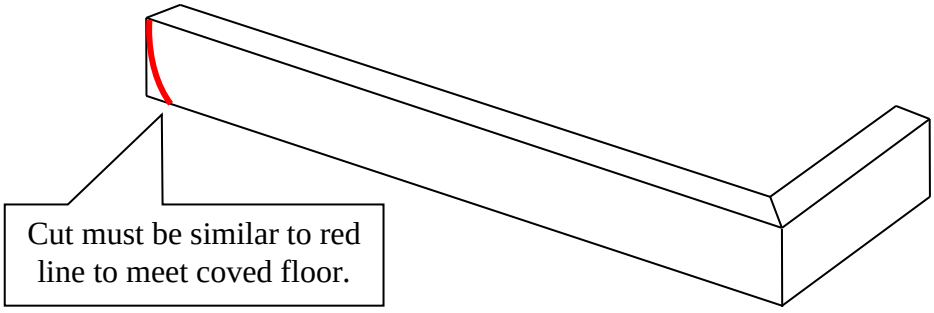
3. Place the metal frame in position to assess its sizing. Due to slight variation between buses, it may be necessary to use a saw to cut the frame to size. First, determine if it needs to be trimmed front-to-back. The front face of the frame must not go past the front face of the modesty panel. Trim the short leg if this is the case.



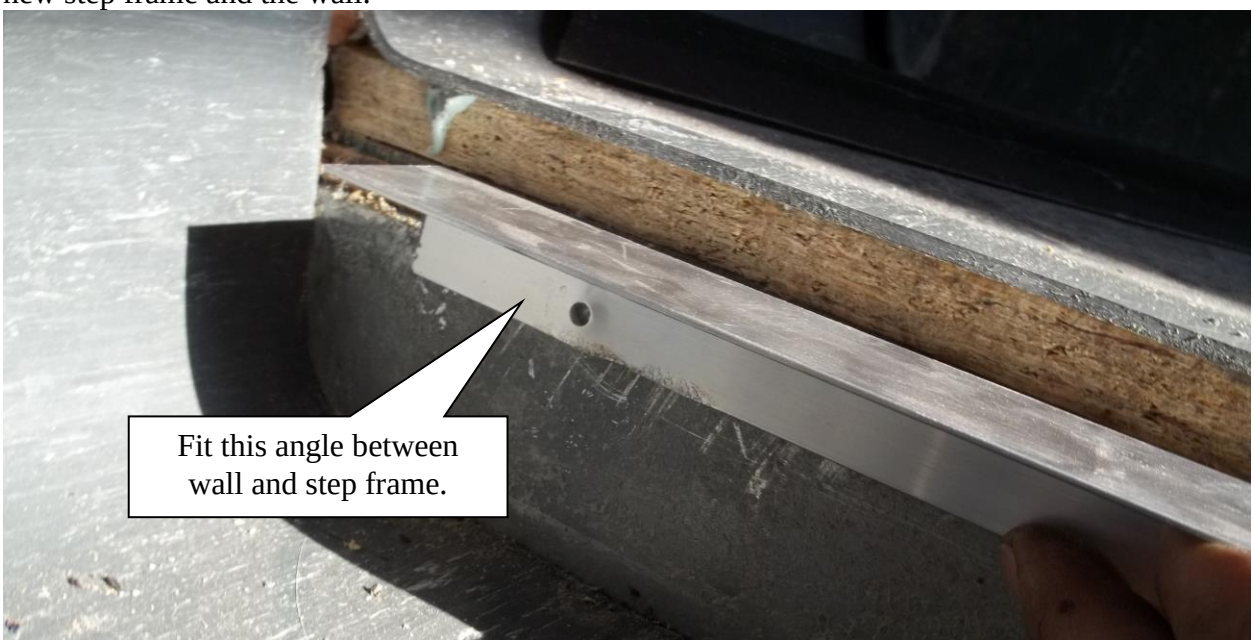
4. For side-to-side sizing, the frame must be long enough so its short leg is nearly flush with the center step tread. Trim the long leg as shown in step 5 to adjust this length.

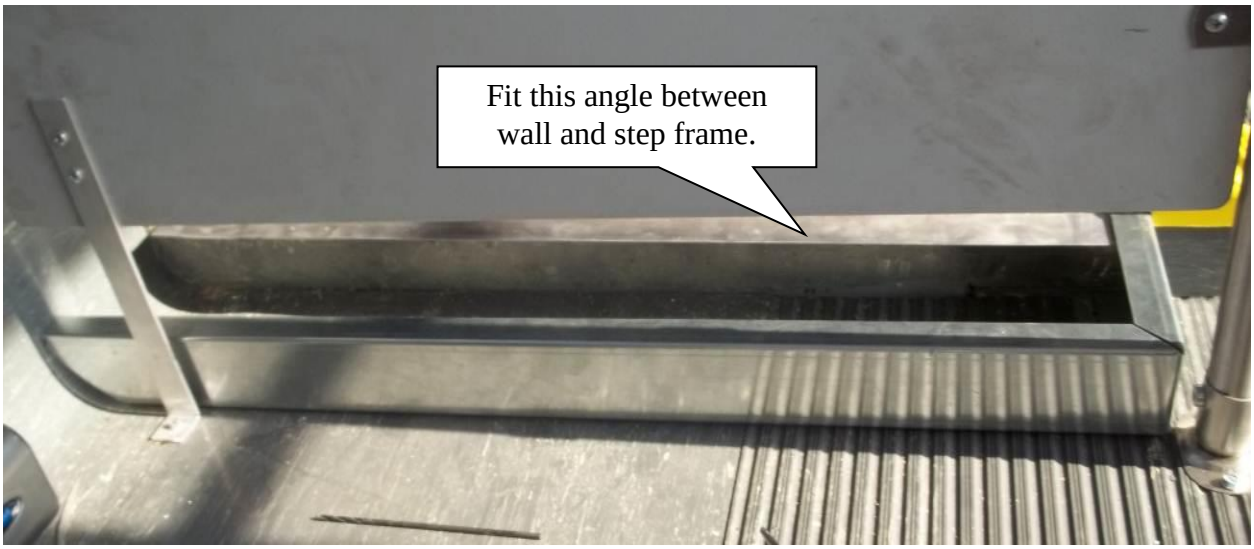


5. Because the curbside edge of the frame must interface with coved flooring, any trims made to alter its length must be cut to work with the cove.



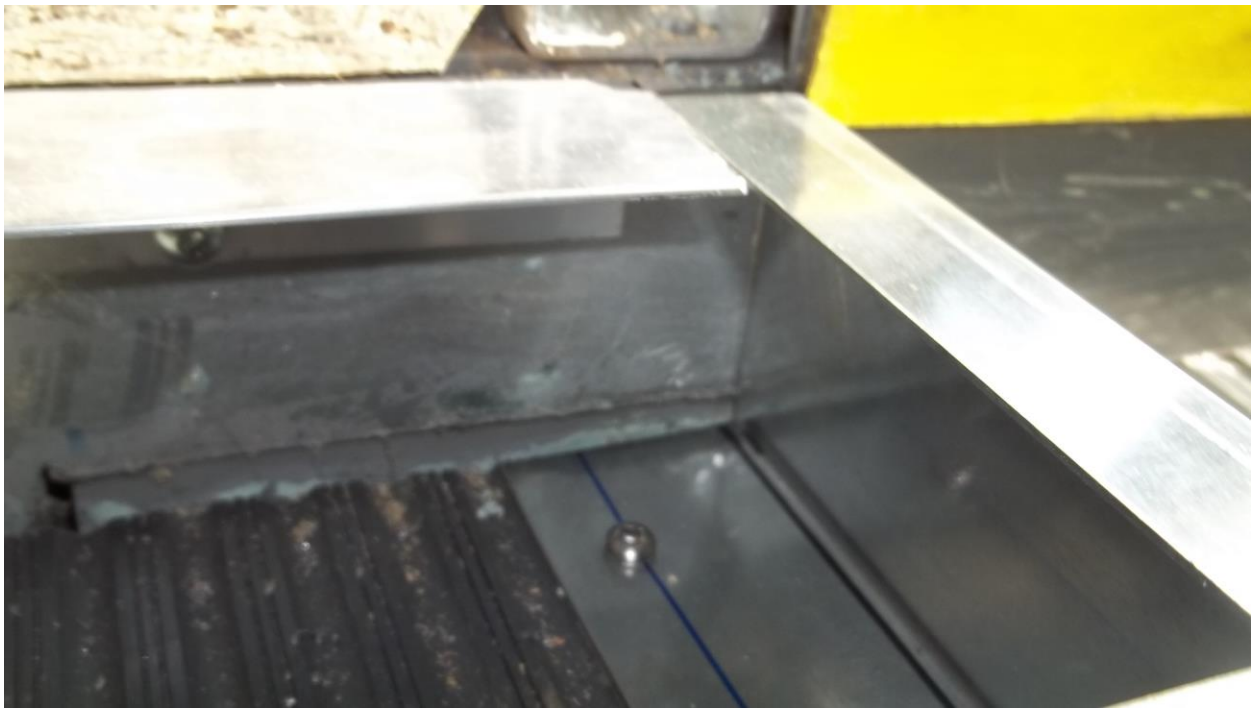
6. With the frame set in place, mark its top surface on the metal of the original step-up section. Take the 1.5”x1” aluminum angle and cut it to length so that it fits between the new step frame and the wall.



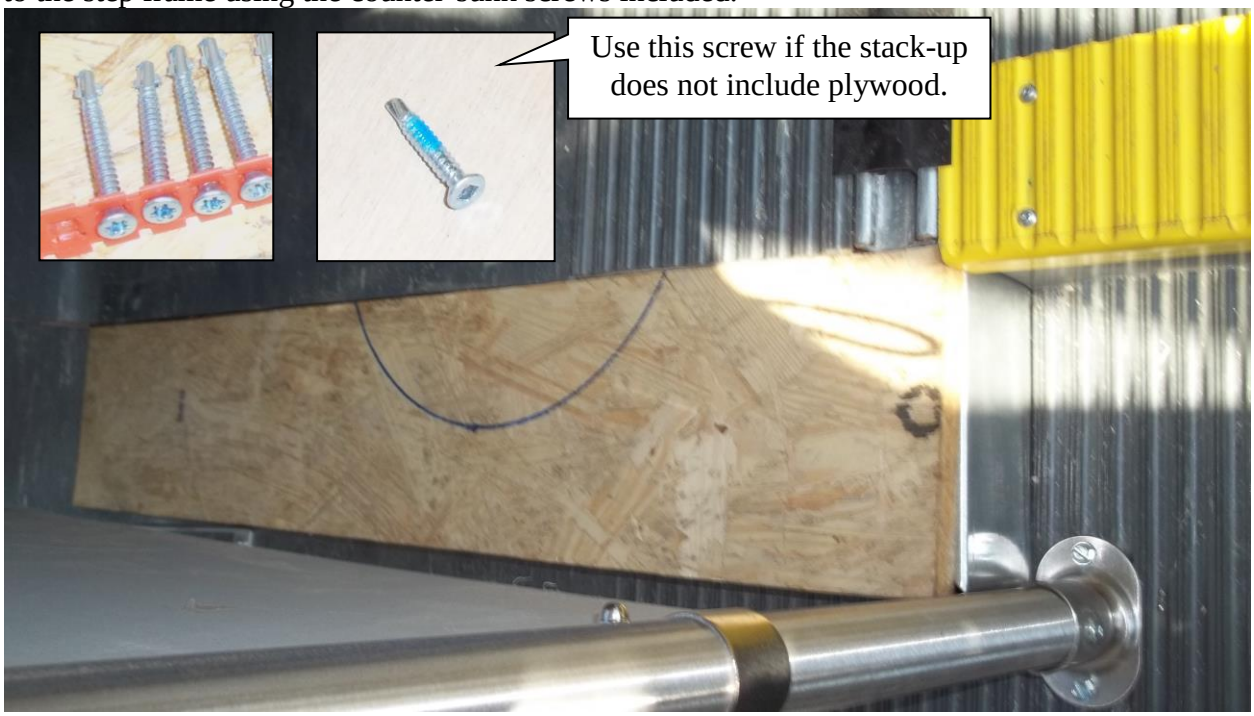


7. Use the included pan-headed screws to mount the aluminum angle so that its top surface is exactly even with the top surface of the new step frame. The 1” leg should be pointing forward, and the 1.5” leg pointing down.

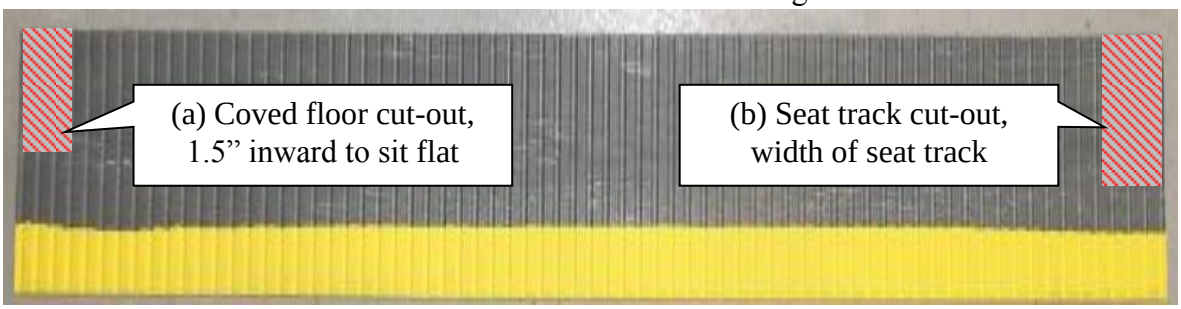
8. Secure the frame flat to the floor using pan-headed screws. Center the screws on the accessible flange.



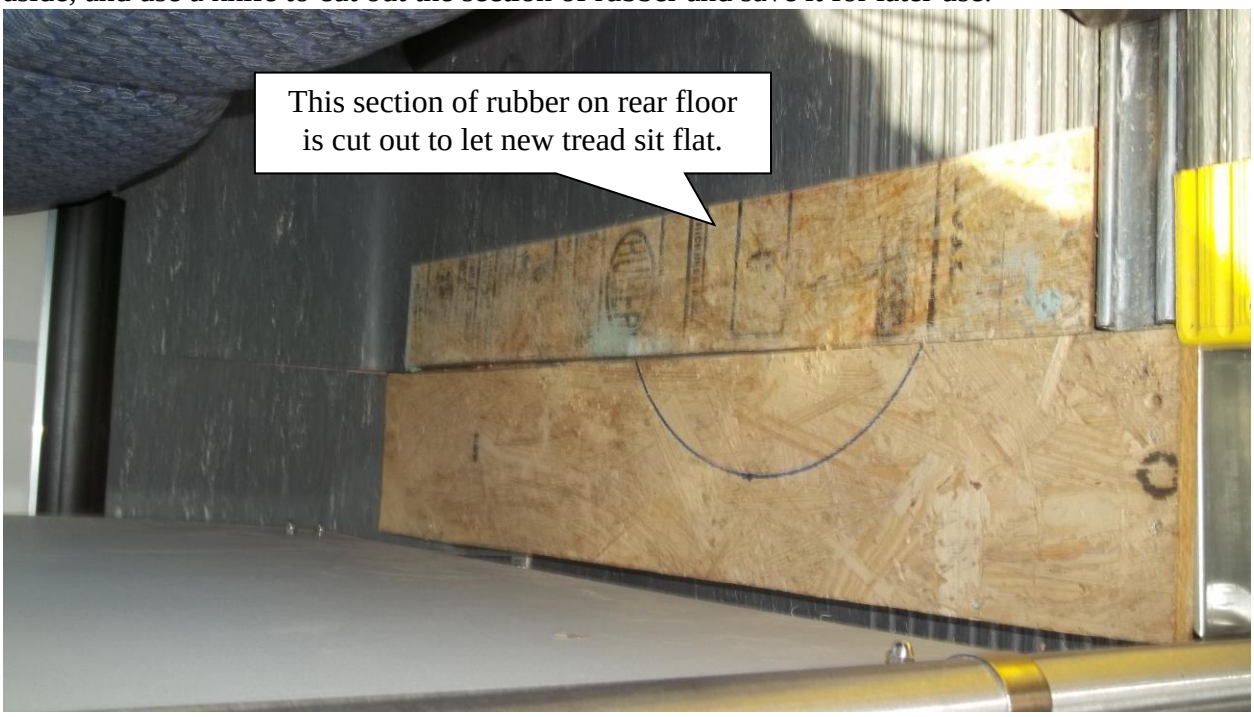
9. Due to slight variations in manufacturing, the rear floor section of the bus may be at slightly different heights. Therefore, a sheet of plywood and luan are provided to provide the subfloor for use atop the step frame. To make the subfloor of the step level with the subfloor of the rear floor section (keeping in mind rubber will be added later), it may be necessary to use luan only, plywood only, or a combination of each. Luan scraps are also useful for making shims for fine tuning. Once the subfloor stack-up is selected, secure it to the step frame using the counter-sunk screws included.



10. Next, lay the rubber step tread on top of the new step and original rear floor section. Mark on the step tread where to make cuts for (a) the coved floor and (b) the seat track. Remove the step tread and use a saw to make the cuts. Make the cut for the coved floor at least 1.5" into the tread to ensure the tread will not be sitting on a curve.

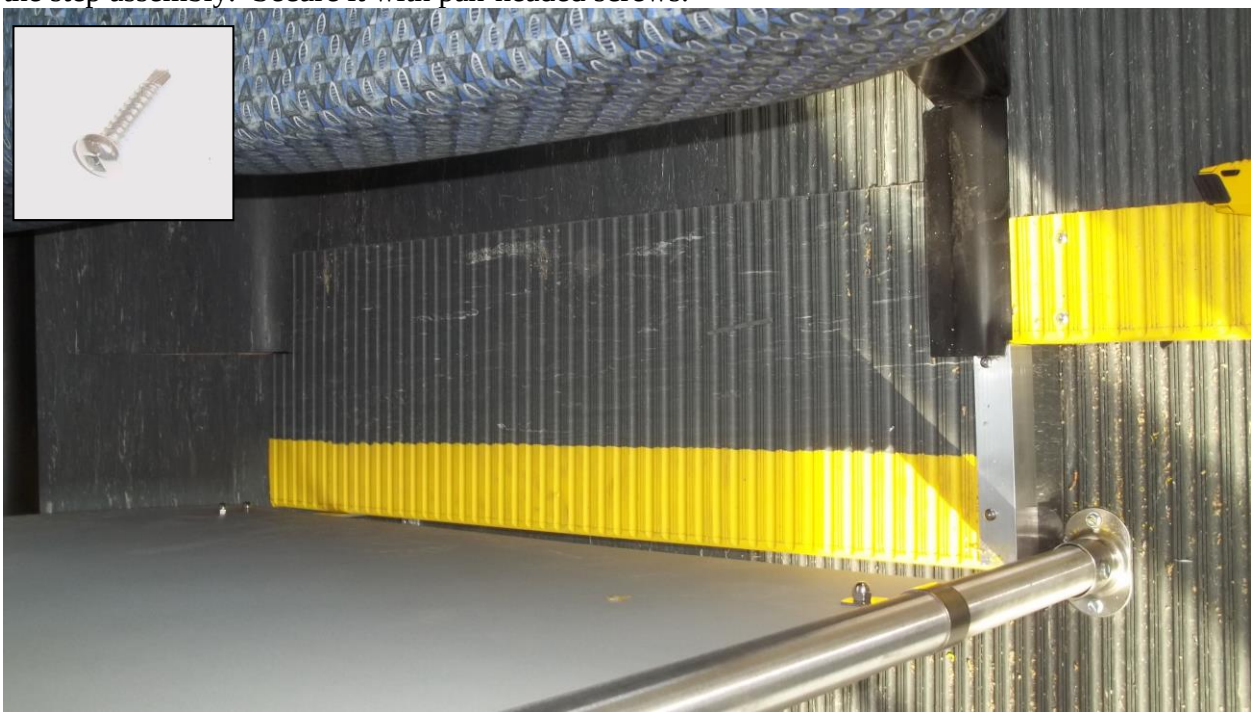


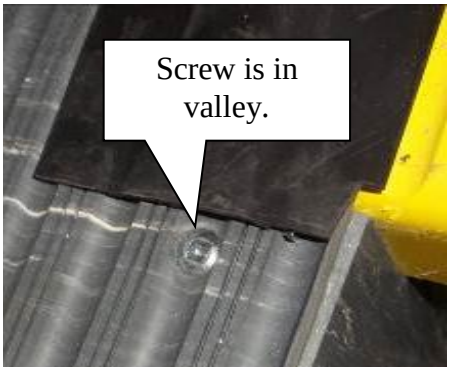
11. Lay the newly trimmed rubber on the step again. Mark the rubber on the rear floor section that needs to be cut away for the step tread to sit flat at the rear. Place the tread aside, and use a knife to cut out the section of rubber and save it for later use.



12. Using the scraps of rubber created in steps 2 and 11, trim them to fit the front and side of the new step assembly. Use 3M-90 spray adhesive to adhere the rubber to the step. Follow the instructions on the spray can for proper results.

13. Place the rubber tread on the step assembly for the final time, ensuring it sits tight and all gaps are to a minimum. Secure the tread to the step assembly using pan-headed screws. Place the screws in the valleys of the treads to minimize their protrusion. Cut a section of the aluminum angle from the piece saved in step 1, and use it to trim out the short leg of the step assembly. Secure it with pan-headed screws.





14. Seal all gaps and intersections with gray sealant. The procedure is complete.