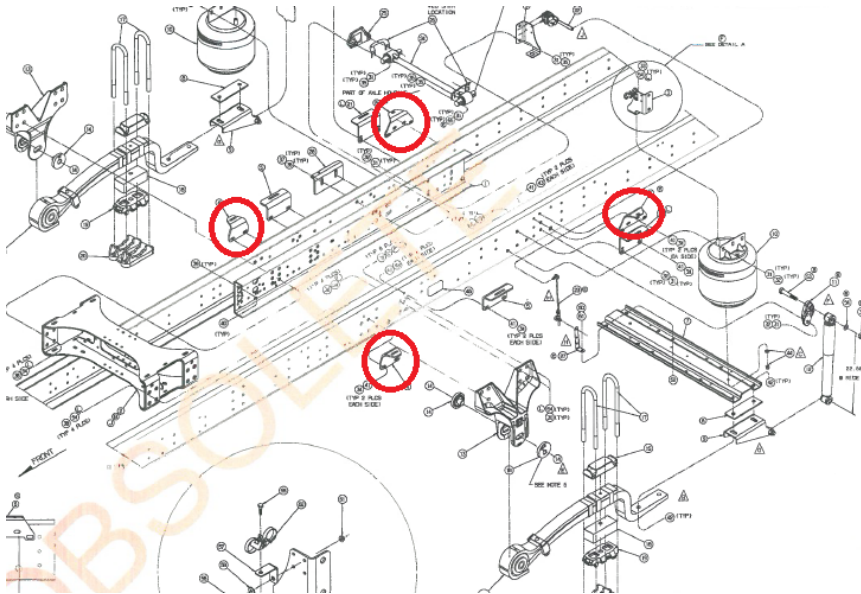


# Body Hold-Down Update

## Service Update #20-0730



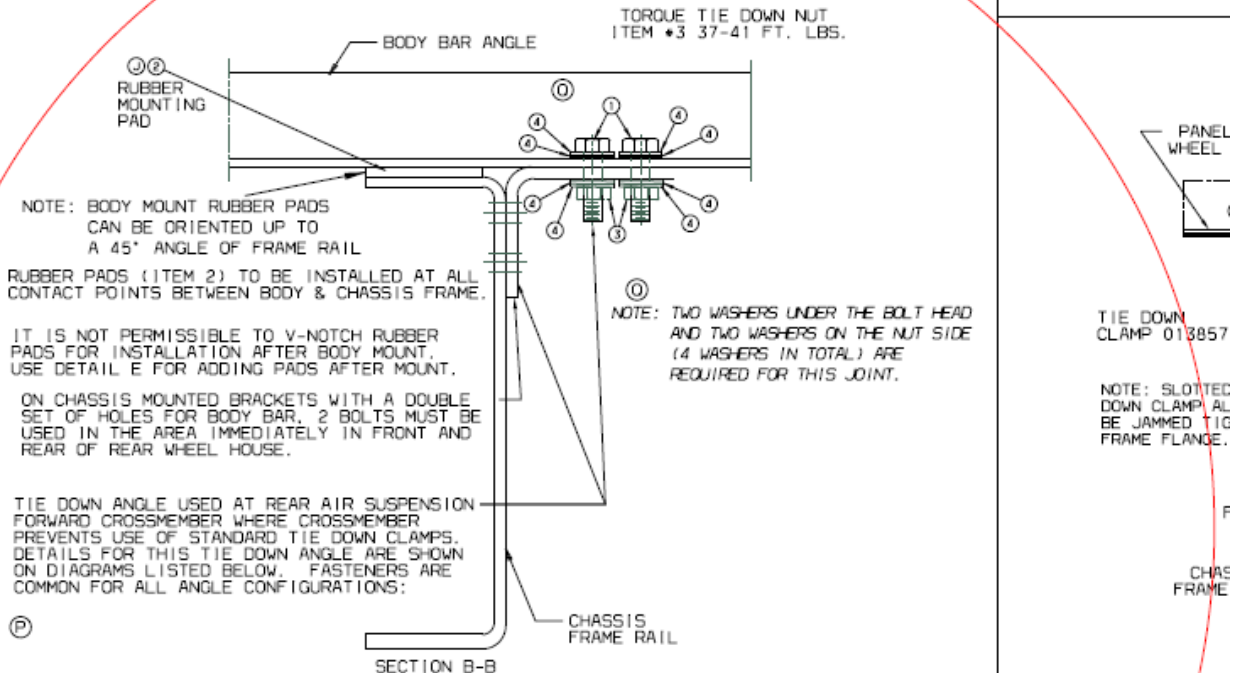
#00997072

### Change in the Mounting Hardware

We had previously provided parts update #16-05 which spoke about a change to the body hold-downs on units changing from a single bolt holding them to the body crossmember to a 2-bolt system. And the fact that they required maintenance in the form of re-torquing during PM services due to body and frame flex.

Blue Bird continued to monitor the design and through a firm specializing in “clamp force” engineering found that they could ensure better and longer clamping force by utilizing hardened flat washers and placing 2 under the head of the bolt and 2 under the nut. They implemented this in production in June of this year.

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Or at the [New York Head Mechanic website](#)



TIE DOWN ANGLE DIAGRAMS

| BODY MODEL | WHEELBASE | DRAWING # |
|------------|-----------|-----------|
| 1910       | 169       | D0025248  |
| 2311       | 189       | D0025249  |
| 2508       | 217       | D0028590  |
| 2610       | 217       | D0025224  |
| 2807       | 238       | D0025250  |
| 3011       | 252       | D0025251  |
| 3201       | 273       | D0025252  |
| 3303       | 273       | D0025253  |
| 3310       | 273       | D00025254 |
| 3310       | 280       | D0025801  |
| 3507       | 280       | D0025255  |

FIGURE #1

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Figure #1 on the previous page outlines how these washers are used, and the diagram shows the proper installation.

Please note that the excerpt below from the Blue Bird service manual below details has not changed and these guidelines on how often and what the proper torque is still needs to be followed!

**PLEASE NOTE:**

**Washer is Blue Bird Part #00997072 and is a hardened washer described as - WASHER,FLAT,15/32 X 15/16 X 5/64,HDN,YELZN**

## **Body Tie-down Clamps and Angles**

At most places where a joint between two adjacent body floor sections crosses the main frame rails, body tie-down clamps secure the body to the main frame rails. The clamps bolt to the floor joint body bar angles and, when tightened, clamp against the inboard edge of the frame rail's upper flange.

Wherever equipment mounted between the main frame rails prevents the use of a body tie-down clamp (for example, in the area of the rear mounted fuel tank), body tie-down angles are bolted to the outboard side of the frame rail and to the floor joint body bars.

### **Inspection/Adjustment**

All body tie-down clamps and angles should be checked for proper tightness after the first 1000 miles of operation and every three months thereafter. Tighten to 37–41 ft. lbs. (50–56 Nm).

**This is a product upgrade and not considered warranty.**

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