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Bus Conversion Magazine

September 2016
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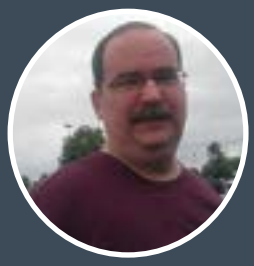
- The Las Vegas Express
- Bus Accident Investigation
- Bus Nut Review: TireTraker Tire Monitoring System

EDITOR´S NOTE

Mike Sullivan

BCM
Bus Conversion Magazine

Bus Nut Editor Returns



Hello my fellow bus nuts! For the last year and a half, several issues forced me to take a back seat and remain on with BCM only in a limited capacity. During that time a couple of substitute Editors filled in and assembled the magazines under Gary's direction. I am very happy to announce that starting with this issue I am back to full duty as Editor.

Many subscribers, particularly those who have been around the forum the last ten years, know me and my passion for all things bus conversion, especially ***Bus Conversion Magazine***. But others, especially newer subscribers, may not know. Either way, for all of you, I will do my best to let my work in the magazine over the coming months communicate that passion for buses and the bus nut community.

Over the coming months, I will implement/re-implement a few improvements to make Bus Conversion Magazine even more useful and enjoyable for you. For example, we will be continuing the "From The Ground Up" article series we had started before I was away from the Editor's chair. I will also be working with some of the most experienced bus nuts out there to bring you even more fresh knowledgeable technical and conversion articles. I will also be seeking out bus nuts willing to share the stories of their buses and experiences converting them and using them.

If you have a story about your bus conversion or use experience, we would love to hear from you. Or if you are about to undertake a conversion or repair project on your bus, take lots of pictures (at maximum size/quality of course). Then write about your experience and send it to us along with the photos, Contact Editor@BusConversions.com with any questions.

Our interest doesn't only apply to full-scale articles. We are also interested in smaller items as well. For example, if you have seen something bus related in your travels that struck you as unusual, perhaps even "weird," please send a photo in for us to share with your fellow bus nuts in the "One For the Road" feature in the Digital Bonus Content section. Likewise, we are always looking for submissions for the "Landmark BCM" photo feature.

I will do my absolute best to make each issue of BCM a high quality, interesting publication for you. With your help it will be even better!

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Magazine Contacts

Published By
Bus Conversion Magazine
9852 Katella Ave STE 361
Anaheim, CA 92804
(657) 221-0432

Publisher
Gary Hatt
Gary@BusConversions.com

Editorial
Mike Sullivan - Senior Editor
Editor@BusConversions.com
Chris Barnes - Art Director

Accounting/Subscriptions
Linda Sohn
Linda@BusConversions.com

Contributing Authors
Gary Hatt
Mike Sullivan
Paul Lawry
Jon Usle

Website
www.BusConversions.com

Webmaster
Mike Sullivan
Webmaster@BusConversions.com

Online Discussion Forum
www.BusConversions.com/bbs/

Forum Admin
Phil Lyons
ForumAdmin@BusConversions.com

Moderators
Nick Badame
Jack Conrad
K.J "Frank" Franklin
Paul Lawry
Mike Sullivan

On The Cover



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BUS ACCIDENT INVESTIGATION

PART 1 OF 2

by Jon Usle



I have investigated over 250 buses vs. other vehicles and objects during my career in bus transportation supervision and management. Back in January 1984, I took a college class titled P.C. 832. California Penal Code 832 basically meets the minimum reserve peace officer training requirements. Basically, this class is about powers of arrest and firearms training. This was a mandatory class for my employment with the Mission Inn Foundation where I worked as an in-house security officer. As with most of the law enforcement related classes I have participated in over the years, we had the privilege of getting different peace officers teaching our class. For evidence gathering, we had a sheriff's detective working in a department, which in this era is called CSI (Crime Scene Investigation). Some of the evidence collection and photographs we saw in that class ended up in several major court cases in following years.

When it came to accident investigation training, our instructor for that portion was a career motor (traffic officer on a motorcycle) cop. His job was investigating accidents, and he held our feet to the fire. We learned how to dissect an accident scene and determine the cause of the accident. Cause, not fault seemed to be his favorite phrase. Once you determined what caused the accident, then you could assign blame. The class ended in April 1984, and I received a certificate. I put the knowledge in my back pocket and continued in life.

Fast forward to early 1987, I have been a licensed and certified California school bus driver for two years. One of my fellow bus drivers had a school bus accident. A school bus accident investigation in California can be a lengthy process. When a school bus carrying children hits something, causes damage or injury, the driver must stop and notify their employer, the California Highway Patrol (CHP), and the Superintendent of the school district. I was directed to bring a spare bus for the driver involved in the accident to drive after she was released by the CHP officer. In those days, the CHP officer would take everyone's information, including information on the children (name, age, and where they were seated in the school bus), then release the driver to continue on to their destination.

After everyone left, the officer would write up an accident report, and it would be available in seven to ten working days. Well, that just doesn't work well for the insurance companies, so my company would have the driver and a supervisor fill out an accident report and send it off to our local insurance adjuster.

So there I was just hanging around with my supervisor waiting for the CHP officer to finish. I looked over her shoulder to see what she was doing, and then I opened my mouth, and the rest was history. The way she was writing her notes, she was placing blame on our driver. Just by walking around the accident scene

it was obvious to me that the car hit the school bus. I mentioned it to my supervisor; she said that I didn't know what I was talking about. I stood my ground and said those famous words "I took a class on accident investigation back in 1984 and can show you exactly what happened to cause the accident." So I asked her to follow me, and I would show her what happened. She had not even talked to the driver yet and was just filling out the forms and drawings.

We walked across the street from where the vehicles were parked. I showed her the skid marks made by the car. Typical four-way intersection, the car had a stop sign, and the school bus had the right-of-way. Based on the length and color of the skid marks you could tell the car did not stop at the stop sign. The second thing I showed her was the direction of damage on both vehicles (easier to say than explain here). The CHP officer walked over to the corner where we were standing to tell the supervisor that the bus driver and students were released, and they could continue home. The CHP officer then said something on the line of "Your driver did a great job driving the bus after the car came around the corner and hit the back corner of the bus." No, I didn't gloat or needle my supervisor, I earned respect for knowledge. Later in October of 1987, I was promoted to the position of Field Supervisor/Transit Trainer for our yard in Upland, CA. From that point forward I was sent on every bus (school, charter, and transit) accident that happened between the I-15 freeway on the east and Rosemead Blvd, El Monte on the west.

The companies I worked for the in the past no longer exist by name due to mergers over the years and I don't want to tarnish the names of the new companies they have become a part of. Names changed to protect the innocent sort of stuff. 99% of the photos I took for the accidents are attached to the accident reports, with negatives in their files. I did not keep them.

Some of the accidents that I went out on over the years were as minor as a school bus driver used someone's driveway to turn around their bus and destroyed mailboxes, sprinklers, and garden gnomes (very expensive to replace). Others were moderate accidents such as a fender bender. A couple were fatality accidents. The largest accident I ever responded to and had to investigate would be called a catastrophic mass casualty event by today's standards. Two transit buses and over 120 passengers with varying injuries.

By responding to all the accidents in my area, I was able to build up a pretty good report with local law enforcement officers and CHP. One particular accident almost ended that relationship.

Let me set the scene for you: We had a very minor damage school bus accident that ended up being part of a major multi-injury traffic collision. Huh? Yes that statement does not make sense, but I will try to explain it best I can. I pull up behind a minibus full of kids. The driver was instructed to park and wait for CHP and a supervisor. I look toward the intersection about 20 feet away. I see a major traffic accident investigation scene in front of me. The local police department has their bright yellow 'police line do not cross' tape everywhere. It's wrapped around all the traffic signals and road signs. Road closed signs are redirecting the traffic. Lots of paint marks on the ground with four motor officers taking measurements here and there. At the center of the intersection is a Honda Prelude facing west. A Datsun four-door is facing north. Our school bus is parked

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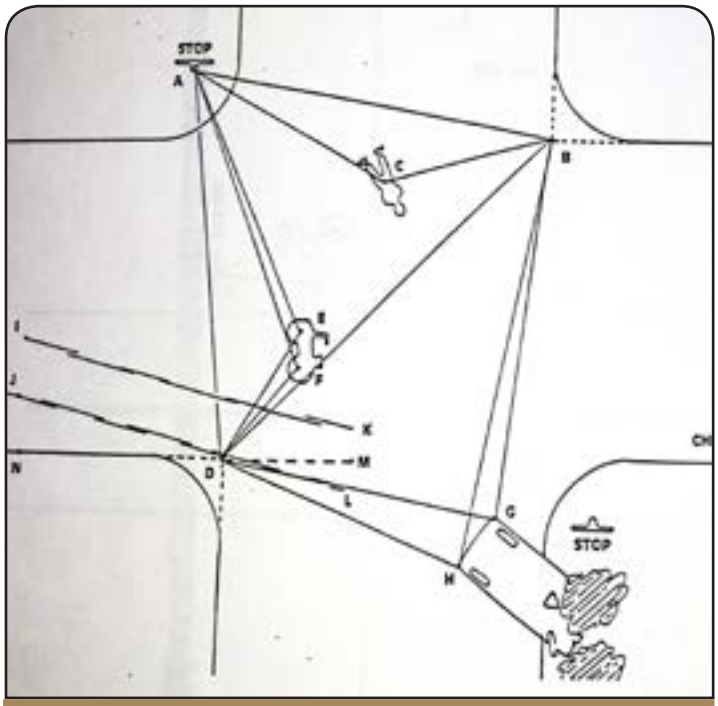
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just east of the crosswalk 20 feet from the police tape. The windshield of the school bus has what looks like a large spider web crack in front of the driver.

I ask the school bus driver what happened. "The Honda was in front of me and pushed the red light. The Datsun T-boned the Honda and a part flew through the air and cracked the windshield of my bus." Makes it a school bus accident.

[The Honda Prelude had the passive seatbelt system where the shoulder harness restrained you when you closed the door. The driver did not attach his lap belt. Datsun T-boned Honda; door cracked open, shoulder harness released and the driver hit the windshield. Lesson learned: always use a lap belt.]

The fire department and ambulances are already gone. CHP has been called; I've got four police officers working on what seems to be the biggest accident investigation of their careers. I walked up to the closest officer without touching the tape and told



Example of an accident scene diagram.

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Dan McMurphy's Eagle after his accident.

him that CHP is on their way, they may not want the vehicles towed just yet (just being helpful in my mind). He yells at me like I have walked past his yellow tape. Now I have three more officers walking up to me saying un-nice words. I tell them that a piece of steel came off one of the vehicles and hit the school bus on the other side of their crime scene/accident. This is a school bus accident, so CHP has to do the accident report. "You mean the bus with the cracked windshield is involved?" Yup. "Ok, we will need your driver's information for our report." Repeating what I said the first time but changing the wording. Excuse me officer, but since a school bus is involved, it will be CHP's investigation, not yours. I just wanted to give you a heads up before they got here. I was then asked to return to my vehicle and wait until I was called. I even had an officer assigned to keep me safe while I waited for CHP.

I was so happy when CHP arrived; the CHP officer knew me and inquired why I had an escort watching over me. I shared with him what I told the local PD and the accident details our driver shared with me.

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Things changed quickly; I was asked to assist the CHP officer. He sent my escort away. A second CHP officer responded and then with teamwork the accident scene was cleared up and we got the kids to school in another bus. The second CHP officer was a sergeant and he educated the motor officers on the differences between accidents and school bus accidents. The sergeant also explained to the officers that I did them (the local guys) a big favor by telling them early it was CHP's accident to investigate. A good professional relationship grew from that minor incident.

Whenever a class came around that I could use to expand accident investigation skills, I signed up and learned more or different skills to put to use.

Fortunately for me, I only had to investigate two accidents that were fatalities. Luckily, the coroner got to both accidents before me, and I only had the chalk outline (yes, it's done in real life) to take the measurements off of. I will share details of one; this could happen to any of us in our cars or buses. First, the driver was not charged because it was truly an accident. A transit bus operator was following his route. As he came to an intersection where the bus turns right, he checked for traffic and pedestrians, etc. As he was completing his turn a jogger running in the opposite direction of his bus on the adjacent sidewalk, slipped and fell off the sidewalk into the street and was crushed by the right rear duals of the bus.

On a lighter tone, I will list inanimate objects that have been struck by all buses over the years and resulted in an accident report. When I say accident report, measurements and photos are made a specific way. The reason for this is because it may be required in the future to do a re-enactment of the accident showing cause.

- Street sign too close to the street
- Overgrown tree
- Fire hydrants
- Stop signs
- Tree branches
- Illegally parked cars or trucks
- Pallet in street

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- Unsecured automobile on an auto-carrier semi-truck
- Concrete block
- Camper shell that fell off of the truck into the roadway
- Fell into a manhole in the street (manhole cover was stolen)
- Automobile tire dropped from a street over-pass into a bus's right-of-way (those East LA kids are a hoot)
- A malfunctioning railroad crossing arm is hitting the bus

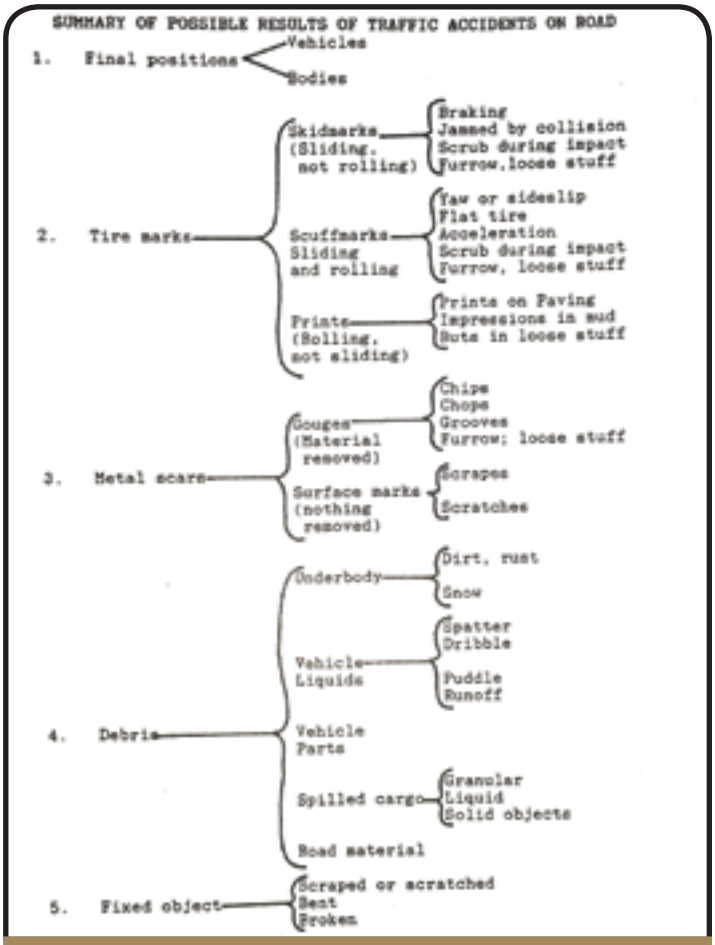
Then there was the driver that turned into a parking lot with a sign that read Do Not Enter, Severe Tire Damage. Then punctured and flattened six brand new tires resulting in a large tow bill to move the rear of the bus off the spikes.

Or the driver that drove a mini-bus across a dirt field so he wouldn't have to turn his bus around on the dead-end street. Two large commercial tows and 600 feet of cable later we got him out. Fortunately, his bus was empty.

One of my favorite non-injury accidents was a one in a million accident. Setting the scene, transit bus is in rush hour traffic on the interstate. About 30 people on board the bus. He has been sitting in his lane for about three minutes, and traffic doesn't look like it will be moving too soon. He sets his parking brake, (on this bus, when you set the parking brake the brake lights stay activated), and places his feet flat on the floor in a resting position. Then he hears brakes squeal but no impact like in a rear end accident. His bus starts vibrating like there is an earthquake. The vibration then feels like it is traveling forward from the back of the bus to the front of the bus. A couple of seconds later a small import car rolls off the top of his bus into the bed of the pickup truck in front of him. Luckily, the car in front was a full-size pickup truck, not an import.

A semi-truck car-carrier was inattentive to traffic in front of him (about 1992 not a lot of cell phones then) and stopped his truck short of hitting the transit bus in front of him. This in turn launched the small import car that was sitting on the top of the truck; running, in neutral and not tied down to the carrier. The car jumped the 2 feet between truck and bus and then rolled across the top of the bus and down the front





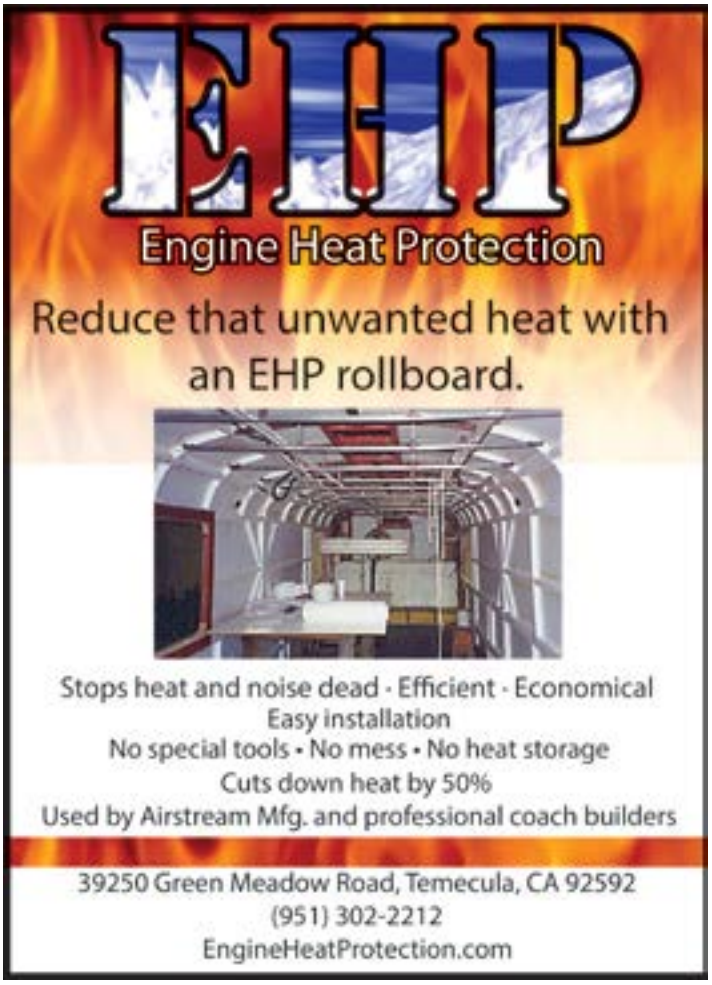
Accident scene evaluation guide
(click to open an enlarged view)

of the bus shearing off a windshield wiper blade and motor. Bus bumper got red paint on it but no damage. No injuries inside the bus.

Another unique traffic collision that happened on the freeway with a transit bus. The bus, a three axle Neoplan commuter bus, was traveling west in the number three lane of a four lane interstate. The bus hit some metal debris in the roadway which caused all the left side tires to go flat in blow-out fashion. The bus operator maintained control of his bus during the incident. Then the fun began. In a 30-60 second event, a left outside dual wheel sheared off the axle, while the lug nuts remained in place. The wheel left the bus to join traffic at highway speed. This wheel struck 15 automobiles in various places, then bounced over a 6' chain link freeway fence and rolled into the middle of a grape vineyard. A second wheel was never recovered; I have no idea where it ended up. When we went to retrieve the tire, it took two of us to pry it out of the soft ground and roll it to my supervisor's van. Due to the accident taking place between two freeway off-ramps, it took ten minutes to get to the tire's final resting point; then ten minutes to get back to our bus, after retrieving the tire. When we got back to the bus, a second bus had picked up the passengers and a flatbed tow truck was lining up in front of the bus.

The bus operator volunteered to steer the bus up on the flatbed as it was being winched up. As the bus was moving forward up the ramp, I got one of those feelings that something bad was going to happen. I asked the tow operator to stop. He did. I looked at the front of the bus to make sure it was going straight.





Everything looked okay. The mechanic that was standing at the back of the bus also came forward. He said something about this set up felt wrong. We are all looking around the front of the bus and then heard a pop and rumbling sound. A right inside dual tire popped, and an outside dual became airborne and hit the chain link highway fence, bending a pole before going over it. We waited another ten minutes listening to the bus moaning and got it loaded and back to its shop in Riverside. Then we went for another ten-minute drive to recover the wheel in our favorite soft dirt vineyard.

To Be Continued ...
See October Issue for Part 2.

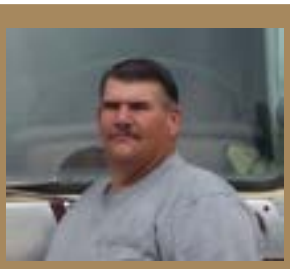
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WHEEL MOTION	Slide, no roll	Roll and sideslip	Roll, no slip	Spin and slip	Roll, no slip
SHAPE	Straight, up to 400 ft	Curved, spiral	Steered, up to miles	Steered, up to 500 ft or	Straight or steered
NUMBER	4, 2, 3, 1	2, 1, 3, 4	1, rarely 2	1, 2	1, 2, 3, 4
RIGHT & LEFT	Equally strong	Outside strong	Usually one only	Equal, if two	Equal usually
FRONT & REAR	Front strong	Equal usually	Usually one only	Rear only	Equal usually
WIDTH	Tire tread	Varies from inch to foot	Tire tread or some more	Tire tread	Tire tread
BEGIN	Quick	Gradual, faint	Very gradual and faint	Strong or gradual	Strong
END	Quick, strong	Strong	Strong	Very gradual	Gradual
DETAIL	Rib marks parallel. Outer edges often stronger	Side rib marks and striations crosswise at start. Marks cross.	Outside edges only. Sometimes scalloped	Rib marks parallel. Outer edges often stronger	Tread pattern shows. No striations. Often interrupted

The descriptions above are generalities for four-tired vehicles on paving. There may be exceptions to these under many varied circumstances.

Guidelines for interpretting accident scene tire marks on the road surface.
(click to open an enlarged view)



Jon Usle is 57 years old. At the age of 26, he purchased an old school bus to convert into a camper. Three months later, he and his wife became school bus drivers. Jon immersed himself in everything bus related he could get his hands on, becoming a genuine bus nut. His knowledge of buses and bus operations opened many doors of opportunity and advancement. Jon worked his way up the ladder from bus driver to supervisor/trainer to general manager, through it all maintaining his Class B and school bus certificate.

In 2001, Jon stepped away from management to have more free time. He went back to driving school buses with his wife. When not "playing with buses," Jon is an avid rail fan. He also volunteers his time between rescuing and transporting Siberian Huskies and volunteering for his local search and rescue team.

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The Las Vegas Express



Interview & Photos by Gary Hatt
Written by Mike Sullivan

Gary Hatt, Publisher of Bus Conversion Magazine, had the pleasure of visiting with Cliff and Charlotte Moon and of course talked buses. He got the grand tour of their 1964 GM PD-4106 bus conversion. They have worked on perfecting their bus for the last 35 years. They are true to-the-bone bus nuts, doing nearly all of the work themselves. Gary learned a lot just listening to them tell their bus story.

Cliff and Charlotte started out, like many bus nuts do, with a factory built RV. It was a Dodge "Frank" Motorhome. They traded it in for a Holiday Rambler trailer but then later decided they wanted a bus conversion after seeing one a friend converted.

In 1979 they bought their bus, a seated coach at the time, and spent the next 15 months working on the initial conversion. They started by stripping out the interior and removing the seats. The seats were in very good condition, and they found a buyer for them right away. The fellow picked them up with a horse trailer and paid them $2,000 for the seats.

Cliff framed the interior walls with one-inch steel tubing sheathed on both sides with half-inch plywood and finished with Formica wood veneer. In the back, Cliff wanted to ensure a quiet bedroom for a good night's sleep wherever they might be. To help with that, he used Berry foil acoustic insulation and lead panels. The result is a very peaceful sleep experience.

Like all conversions, the process was never really "over." In the 35 years since they initially converted it, they have continued refining their bus conversion. For example, in 2000 they remodeled the living room and kitchen areas. Cliff did a very professional-looking job of applying Formica to the cabinets and replaced the Formica ceiling to freshen the look and brighten the interior.

Any good bus starts with a dependable engine and drivetrain. This one is powered by a Detroit Diesel 8V71 (a.k.a. "318", a nickname drawn from the 8V71's horsepower rating). Eight years after purchasing the bus and converting the interior, Cliff, a professional auto mechanic, did a full out-of-frame rebuild of the engine himself. He did a complete rebuild including new cylinder sleeves, rods, cross-head pistons, bearings, and even all new Brown Tag 65 injectors. What wasn't replaced was rebuilt, including the heads and water pump.

While doing the rebuild, he advanced the cams, replaced the oil sump air cleaner with a Donaldson air filter with a seven-inch outlet, enlarged the exhaust to a five-inch system, and installed a deeper oil sump



Cliff did an out-of-frame rebuild of the Detroit Diesel 8V71 and has since put approximately 200,000 miles on it. You may notice a certain lack of the oil and soot that usually adorns a DD 2-stroke engine. Cliff believes in keeping it clean. This is made easier by the use of a "slobber tube" runoff collection bottle to capture the waste fuel and oil residues from the airbox drains. This also helps keep the toad, being pulled behind the bus, much cleaner looking and prevents oil/soot buildup on the radiator.

Interesting History Of The Dodge "Frank" Motorhome



The Dodge "Frank" Motorhome was the predecessor to the Travco Motorhome. It was designed by Ray Frank, known as "the father of the motorhome," and credited as the originator of the term "motorhome."

Travco fought an important battle with the government that played an important role in the RV industry and even bus conversions today. For taxation purposes, the newly created "motorhomes" were being taxed as commercial vehicles because of the chassis they used. Travco won their litigation, resulting in a lower vehicle tax and non-commercial status for privately owned motorhomes, including bus conversions. After selling his Travco company in the early 60's, Ray Frank went on to start a new company, Xplorer Motor Homes.





With the larger radiator, water misting system, 9-blade fan, and increased oil sump capacity, the Las Vegas Express can handle climbing steep grades with grace and speed.



The original gear-drive alternator was removed and replaced with this belt-driven, air-cooled model to elimnate the risk of major engine damage if the alternator drive gear shattered.

to increase oil capacity to 10 gallons for increased cooling. He also replaced the gear-driven alternator with a belt-driven truck alternator to eliminate the risk of a failing alternator drive gear disintegrating and tearing up the rest of the gear train of the engine. That can do a lot of very expensive damage.

Over the years, Cliff has also rebuilt the transmission, upgraded to Shepherd power steering, installed an air throttle, King cruise control, and Jake brakes. To improve engine cooling, he installed a larger radiator, 9-blade fan, and a misting system. These enhancements combined with the increased oil capacity has helped a lot. Cliff's bus can climb notorious grades, like "The Grapevine" on I-5 in California, in low-gear lock-up at 2,300 RPM, maintaining 37 MPH on the steepest parts and 50 MPH on the rest, with the coolant temperature never going over 180 degrees.

Cliff takes pride in fabricating custom components when needed. For example, he made a custom shroud to go with the larger radiator and 9-bladed fan. He also built the tow hitch he uses for pulling their "toad." A hitch that has proven itself in the test of time, reliably pulling their Montero for over 30 years.

In all these years, Cliff has never slacked off on doing the work himself. Two years ago he rebuilt the suspension and brakes all around. The brakes got new drums, shoes, cams, air pots, lines, etc. The suspension got all new ceramic leveling valves, air bags, stainless steel air lines, Koni shock absorbers, and urethane bushings throughout. All this helps make for a silky smooth ride, and it doesn't leak down at all when parked. Cliff is proud of its ability to stay aired up for well over a month since the rebuild.



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Cliff rebuilt the suspension all around. Lots of new parts , including air bags, air lines, leveling valves, bushings, shocks, brake pads, brake cans, etc. And, as you can see, it was done with Cliff's usual flair for complete neat and clean restoration.

Another important element of any bus conversion is the house power systems. Originally they had installed a Kohler generator but didn't like it. So Cliff installed an 8-KW Wrico Generator he got from Dick Wright to recharge his house batteries. The two 8D size AGM batteries feed a 2800-watt inverter to provide adequate power all day, running the generator for an hour in the morning and an hour in the evening to recharge. Cliff wanted the most vibration free generator installation possible, so he used oil-filled engine mounts from a Ford Taurus. To minimize generator noise, the generator enclosure is lined with Berry foil insulation and a lead plate. To keep the generator head and engine well cooled, he custom built an air box around the generator head, then ducted the air flow across the engine, through the generator's radiator and then out the vent on the other side of the bay. This keeps the heated air well away from the intake air flow. He even took the voltage regulator out of its usual location and placed it in the air passage to keep it well cooled. It is an adjustable regulator, so he positioned it for easy access.

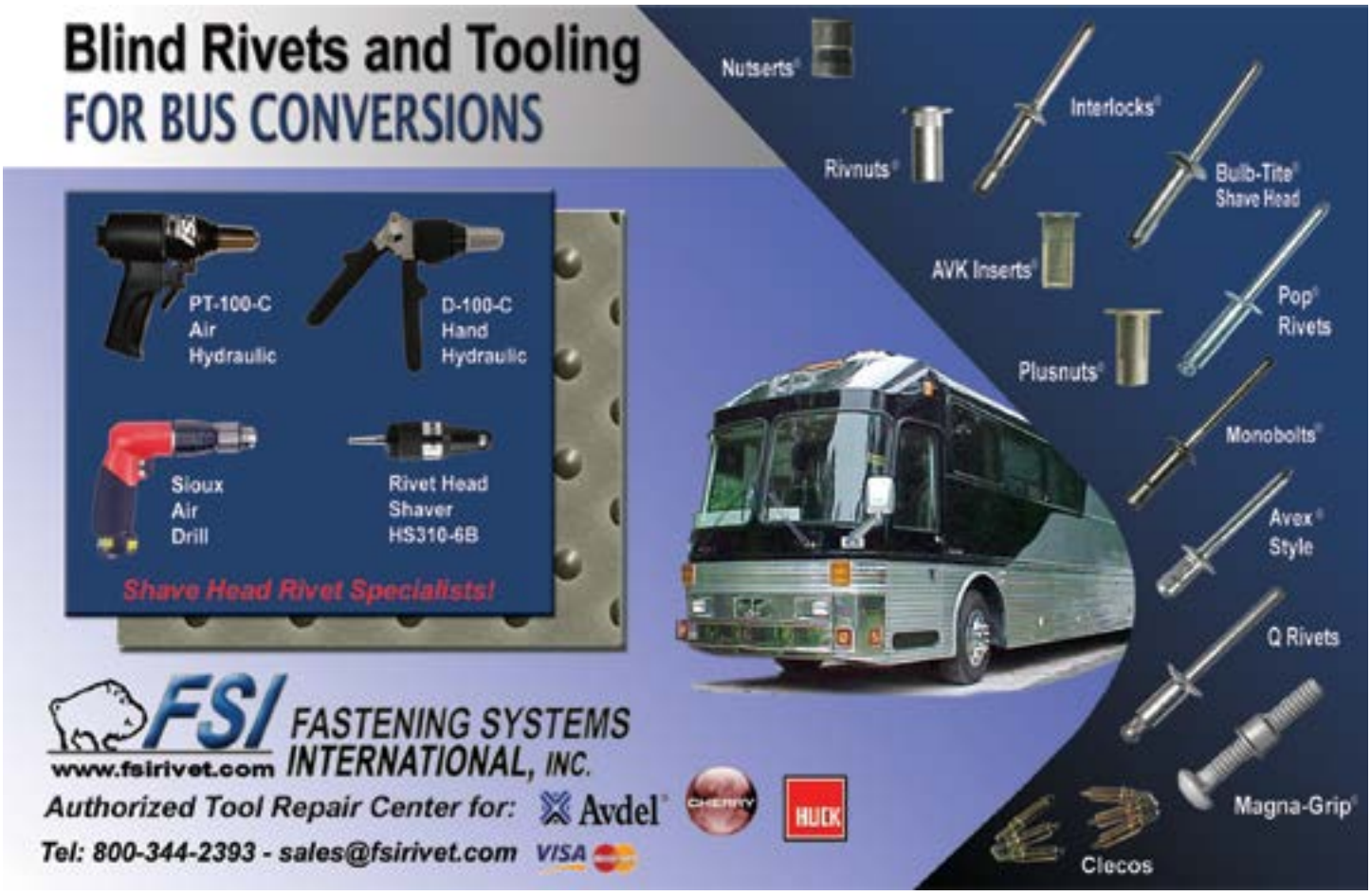


Generator compartment features lead and other acoustic insulation and fluid filled engine mounts to minimize noise and vibration.



The three-piece chromed bumpers are one of the most noticed custom features of this bus.

One of the unique exterior features that Cliff gets asked about often are the three-piece chrome bumpers. He got the bumpers from a company in Florida,



BCM

Bus Conversion Magazine





1964 GM PD-4106

September 2016



As with most bus nuts, Cliff, likes to carry his tools with him. So he built a heavy duty slide out for his tool box.



The plumbing bay with the high flow rate water filter, in the upper middle. The water pump is easily accessible.

then got a friend to chrome them. While he strove to maintain an all original exterior appearance, the chromed bumpers add a distinctive and eye-catching element to the classic lines of the 4106.

Another custom fabrication that Cliff built into the bus is a heavy duty tool box in the front bay (because a hands-on bus nut always wants his tools handy no matter where he goes). It is mounted on slides that allow it to extend completely out of the bay for easy access. It slides easily even though it weighs over a thousand pounds when fully loaded with his tools.

The plumbing bay is another example of Cliff's resourcefulness and careful planning. He used a high-quality marine water pump, along with a large expansion tank, to deliver a reliable 50 pounds of water pressure at all times with no pulsing. This system is fed by a 100-gallon fresh water tank. To ensure high-quality water, he installed a large full-house type water filter. The bay also features a 100-gallon black and gray single waste tank.

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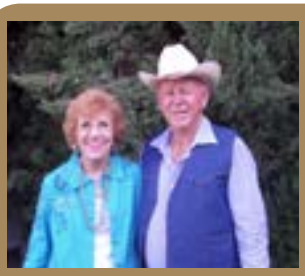
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Living room, looking forward from kitchen.



Cliff and Charlotte Moon are lifelong bus nuts and RV enthusiasts, racking up hundreds of thousands of trip miles. Cliff is an auto mechanic by trade. He had his own repair shop in Tuscon, AZ for several decades before retiring. Even in retirement, he still maintains a shop at home. When they aren't travelling in their bus, he stays pretty busy repairing cars, and even buses, that people hire him to work on.

You can contact Cliff and Charlotte by email at:

busnutaz@msn.com





Gary Hatt, Publisher of BCM, and Mike Sullivan, Editor of BCM, collaborated from their home bases on opposite sides of the country to publish Cliff and Charlotte's story. Gary and Mike are both long time bus nuts and have spent years living full time in their buses. Gary has an Eagle and an MCI. Until recently, Mike had a GM RTS that he converted in 2006. You can contact them at:

Gary - **Gary@BusConversions.com**

Mike - **Editor@BusConversions.com**



Looking rearward from living room.



The bedroom features side and rear facing windows.

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Bus Nut Review: TireTraker Tire Monitoring System

by Paul Lawry

I have been wanting to purchase a tire pressure monitoring system (TPMS) for a few years to help monitor the tire pressures on our Silver Eagle and toad. We like to stop every hour or two to stretch our legs, and I always check the tires and temps the old fashion way. Even though we have a back-up camera, I felt it couldn't hurt to install a system to alert us of any potential problems during the trip. I talked with Gary Hatt, he told me about one that he had but never used. Our conversation turned into him offering to let me use his on our upcoming trip. We had been staying in Murrieta, CA for the winter and had made plans to travel up to Oregon to spend the summer workamping at Crane Prairie Resort near Bend. This trip would be approximately 1,350 miles with plans to stop along the way to visit several bus nut friends.



The TPMS that Gary had was the Tire Traker TT-500. It came with eight sensors and all of the necessary parts for the installation. I read the manual to insure that my installation would be done correctly, (us guys always do that right LOL!) I checked all of the tire pressures with my trucker's gauge, so I would have a correct baseline to start with. I would recommend getting an accurate digital tire gauge to make sure the readings are where they need to be, and also a method of double checking accuracy. It was pretty straightforward to install the sensors; I did not install the locking rings that are included. I decided that was not necessary because it would be difficult to make any adjustments to the tire pressures during the trip if I needed to. It was pretty easy to get them all installed by using the wireless monitor that comes in the kit. I did not install the power booster initially because I wanted to see how accurate the signal was without it. Our coach is 40' long with an additional 20' for the toad. During the first leg of our trip from Murrieta to Indio, I did have a high-pressure warning on one of the outside duals. It was not high enough to pull over and check the tire pressure, so we continued on our trip. I also noticed that one of the toad sensors was not being monitored, so the power booster was a definite need for our installation.

After our arrival in Indio to visit with a long-time bus nut couple, I checked the suspect tire and found nothing to be alarmed about. We spent the evening visiting and sharing stories about our love of Silver Eagles. They have a gorgeous Silver Eagle M15 Marathon Coach; we went inside it to see all of the interior work they had been doing. I won't go into detail on what changes they had made, but the work they were doing was first class. It was around dinner time, so they asked us to stay the night and enjoy some food and drink. They had just finished installing a new grill, sink and under counter refrigerator in their new patio, so we decided to help them break in their new grill.

I decided to install the power booster in the engine bay the next morning before we continued our trip. After finding out where I could get the 12-volt power needed to power the booster, I wired it up. We said our "Until we meet again" to our friends and started our journey to our next stop, Parker, AZ. During this leg of the trip, we experienced no alarms, and all sensors seemed to be working properly.

We enjoyed our stay at La Paz County Park for a couple of days visiting with another bus nut couple. They showed us around the waterfront and even took us on a wild journey to The Desert Bar. If you have never been, be prepared for a bumpy, dusty, and gravel road into the desert, but it was worth the trip.

We made several more stops along the way to visit some of our bus nut friends, Pahrump NV, Gold Hill, NV and Crater Lake RV Park. Nothing to report about the TT-500 during this section of our trip.

Back to the story about using our Tire Traker. On day 7 I had a NoS appear so I followed the instructions to do the Auto Update Mode and it solved the problem. I also compared the psi readout with my digital tire gauge and found about a 2-3 +/- difference in readings. The TT was a little higher. I checked my two front steers, and the digital said they were at 115# cold. So I took them down to 100 psi then read the numbers on the TT-500 monitor. That is a good reason to make sure you get an accurate tire gauge to make comparisons. I know I've already said that but it bears repeating.

I monitored the system for the remainder of the trip and did not have any further alarms. That does not mean that one should not check your tires by a visual inspection. The Tire Traker is just another tool to help monitor your vehicle's tires during a trip. You could run over something that could cause a puncture, which could possibly result in a slow leak. It will notify you when a problem occurs. I mounted our monitor up on the driver's windshield next to my phone so I could easily see it.

Each sensor has its own battery, and can be replaced as needed. When not traveling it's a good idea to remove the sensors and batteries if you are going to be parked for long periods of time. Mark each sensor with the tire location so when you need to make another trip, they will be in the correct location. If they get mixed up, you just have to reset the complete system and start over, which is really no big deal as it's fairly easy to do.

The kit comes with everything needed, four tire sensors, monitor with window mount, and manual. Depending on how many tires you have, you might need to purchase more sensors. There is also an optional signal power booster is available for purchase. Follow the directions on setup and read the manual completely. If you do have any problems, contact Daryl. His contact information is included. He will respond quickly, as he did with me on a few occasions.



Paul and Becky Lawry are retired full-timers and have lived in their 1968 Silver Eagle for seven years. They built their bus conversion to fit their lifestyle. Inky, their two year old Mini--Schnoodle, is their furry companion. You can learn more in Paul's blogs; one is about the bus build and the other is about their travels.

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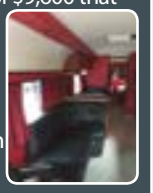
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1982 MODEL 10 EAGLE BUS CONVERSION WITH SLIDE OUT



425 CAT (mechanical), Allison 740 AT, 22KW Onan generator 1200 hours, over $500,000 was spent on this high end conversion. The roof has been raised 7" and the sides widened to 8-1/2'. People who are familiar with Eagle bus conversions say that this is one of (if not the best) conversion they have ever seen. The man who did this conversion had very deep pockets. This coach has been driven less than 52,000 miles since being converted. Following is a partial list of equipment and accessories: 425HP CAT mechanical, Allison 740 Auto Transmission, Onan 22KW Generator, 14' X 36' Slide Out, Corian Counter Tops throughout, Corian Dash, Color Back up Camera, Bose Stereo, Leather Sofa with Queen Bed, Washer/Dryer, Slide out Pantry, Amana Side by Side Refrigerator-Freezer, Sharp Convection Microwave, Creda Convention/Convection Oven, Gaggenau Stove Top, Trash Compactor, 2-Central A/C, Dash A/C, Leather Pilot/Copilot Seats, Central Vacuum, Awnings, Select Comfort Mattress in Master, Beautiful Woodwork throughout, Recent Paint on roof, This Eagle is not perfect but it is very nice. It is a pleasure to drive and you will be proud to own it. Would take a Bus conversion of lesser value on trade.







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120,000 miles, 3 Roof Air Conditioning Units, Built on a factory-made bus conversion chassis, 8V-92 Detroit Diesel, Allison 5-Speed Automatic Transmission, 40' x 102" wide, 12KW diesel generator on slide-out, 225 gallon fuel tank, Aluminum wheels, 10,000 lb. capacity tow hitch, New brake pads and drums all the way around, New turbo and air compressor on Detroit Diesel, Queen Bed, Spray foam insulation throughout entire coach, New power steering unit, Silver-gray and blue.

$64,900
Call Jeff at (512) 468-3850
or email at Jeff@PlanetEarth-Mail.com

To see more info and photos of this bus, click here.
https://goo.gl/uytgxT

35´- 1966 MCI MC-5A CONVERSION



8V71 with Out-of-frame rebuild with approx. 40K miles. New brakes approx 6K miles, new rims and tires, approx. 150 miles. New tie rod ends and drag link. 10KW diesel generator, 2,500W Heart Interface inverter, 100-Gal. fresh tank, 110-Gal. waste tank, electric/gas water heater, 3-way refer, Flexsteel furniture, cabinets w/stained glass doors, 2 large propane tanks, 2 roof A/C, hardwood floor and wine colored carpet, Corian counter tops, full stove w/oven, microwave, washer/dryer, full size walk thru bath, full size neo-angle shower, center queen bed w/storage underneath, Prevost mirrors, Zip Dee awnings w/screens.

$19,995 O.B.O.
Call Roger at (231) 838-8628
or email RStump6@gmail.com
Located in Charlevoix, MI

To see more info and photos of this bus, click here.
https://goo.gl/z5hPY3

1990 – 45 FOOT EAGLE BUS – CUSTOM UNFINISHED COACH





Series 60 – 550 HP Detroit engine with World 6 speed automatic transmission.
14 foot slide, Air Step, Custom Windows still in the crates ($7,000 Value). Coach is professionally skinned with window holes already cut in. New radiator, re-conditioned differential. This coach has too many parts to list and would be an excellent project for someone looking to build their dream home on wheels! Close to $100,000 invested. Must sell, owner has passed away.

$25,000.00 Canadian dollars or $19,500 US dollars OBO
Call Ken or Sonya at (604) 807-0446
or (403) 993-1846
or email KenJarthur@gmail.com
Located in Abbotsford, BC





1972 40ft Silver Eagle WITH 18FT MATCHING TRAILER

Ground-up restoration adding 10" cap, converted to RV 1995. New 2000 thru 2004: 6V92 Silver Detroit, HTB748HD Allison Automatic Transmission, Power Tech 20KW Generator, and complete front suspension redo. Interior removed and replaced with insulated ceiling, walls, carpet, and kitchen/dining area Parquet flooring. Bus now has 29,900 miles since redo. Matching 18ft 2001 Trailer has storage cabinets, rear legs, 2 flood lights, power tongue lift and reinforced rooftop for viewing with ladder and safety rail.







$85,000
Call Jerry at (850) 233-6444
Or Email JBoyett@mfic.com
Located in Panama City, FL

To advertise in the Classified Ads: Please call (657) 221-0432 or email Gary@BusConversions.com

1964 - SILVER EAGLE



435 horse 92 series Detroit turns the 750 Allison transmission in this coach. Two roof top air conditioners. Three catalytic heaters. The bus has always been stored indoors. The fridge is 110 volt only and the stove is a four burner with an oven which has never been used. The stack washer and dryer is new. Jacuzzi tub with built in shower. All systems work and this is a nice bus to travel in. Read more about this bus at **http://BusConversions.com/bcmclassifieds/index.php**





$35,000
Call Dan at (308) 765-1020
Email **DanFlower@Yahoo.com**
Located in Gering, NE

To see more info and photos of this bus, click here.
https://goo.gl/51YWha

1970 EAGLE – A DREAM CUT SHORT

This bus was recently gone through and everything checked out and replaced if necessary to travel and live in full time just before my husband passed away. So this bus is ready to go. Bus has new Start Batteries







My husband is no longer with us and I must sell this bus quickly. I will take asking price O.B.O. Engine 8V71 rebuilt in 1996, Transmission rebuilt by Haygood in 1996. Model 10 caps, New: clutch pack, air compressor, brakes, shocks, all brake chambers, all belts & hoses, alternator and bracket, air dryer, converter, charger, house and coach batteries, generator. Electric driver's seat, Auxiliary heat and air in dash, New windshields, and backup camera to be installed, Training Manuals (parts and trouble shooting), Spare furnace, Oak cabinets, Tires in good shape, and much more.

$38,500
Call Marilyn at (469) 486-1045 or email: **RunningEagle@Att.net**
Located in The Colony, TX

To see more info and photos of this bus, click here.
https://goo.gl/ZAYXka

1962 GM PD 4106, 35' BUS CONVERSION









Bus converted in 1999, DD8V71 with V730 auto trans, 140 gal fuel cap, 7.0 KW Onan gas generator with 20 gal gas tank, air throttle, King cruise control, Jake brake, Shepard power steering, Coach Services Air Leveling System, electric wipers, RMC fiberglass caps on front and rear of bus, RMC headlight update kit, RMC fiberglass tailgate, LED tail lights, rear camera, Aluminum wheels, Peninsula double pane RV windows with screens, air ride driver seat. Roof AC, bath with shower, Norcold gas or electric refrigerator, four burner propane stove with oven, microwave, tile counters, 20 gallon propane tank, 100 gal fresh water, 100 gal combined black/grey water tank with electric waste valve, new start batteries (April 2016), two AGM house batteries with 50 amp smart converter, Queen bed.

Bus runs good, approx. 25,000 miles on rebuilt transmission. Bus located near Sacramento, CA.

$15,250 FIRM
Call Ernest at (707) 738-6566
EwerSkine@gmail.com

To advertise in the Classified Ads: Please call (657) 221-0432 or email Gary@BusConversions.com

2009 BLUE BIRD





This 2009 Blue Bird Wanderlodge is a fully air-conditioned and heated 45ft home on wheels! The Wanderlodge is in excellent condition with top-of-the-line features in luxury, mechanics, and safety. Some of its great luxury features include: stone tiled flooring, 40" Sony HD LCD, 700 watts 7.1 digital surround system, 3 additional slide out rooms, cruise control, 10 disc CD changer, built in lavatory and shower, high end textile decor, exotic wood cabinetry, and stone tiled floor. This spacious and beautifully designed motorcoach was not only built for comfort but also with your safety in mind. The Wanderlodge is equipped with CO detectors, smoke detectors, 2 fire extinguishers, a drop safe, a security system with key fob, 6 channel antilock brakes, air leveling system, electric front windshield visors, and a rear vision system with a 10" monitor. You will also experience great power and smooth ride in the Wanderlodge with its Cummins ISX 600 horse power engine and Allison MH 4000 6 speed transmission. The Wanderlodge is also equipped with a 200-gallon fuel tank, which makes this motorcoach ready for the road! To get the full list of impressive features or a price inquiry please contact us at





~~$229,000~~ **$219,000** New Low Price!

Call Brad at: (951) 836-6528

Bradley@CompleteCoach.com

Located in Riverside, CA

To see more info and photos of this bus, click here.

https://goo.gl/EiASgY

1972 MCI MC-7 CHALLENGER





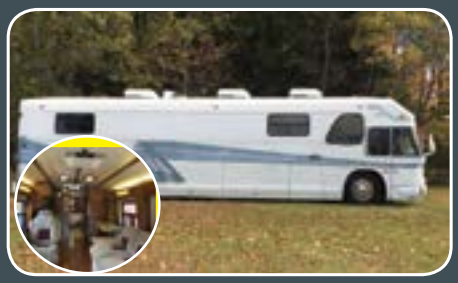
For Sale: 1972 MCI 7, Challenger, converted in 2002 from Air Force Satellite Tracking bus by using 1999 Airstream trailer cabinets and appliances. 8V71 Detroit Diesel with retarder, Allison 6 speed automatic transmission. Alcoa aluminum wheels. Trailer hitch. Propane furnace, stove top, refrigerator (also electric). Microwave/ convection oven. 10KW generator.

$12,500

Call Rick at (505) 379-7796

Located in Bosque Farms, New Mexico

1970 GMC 4905 40ft 1993



Recent conversion. 8v71 Detroit. v730. 74,000 miles on rebuilt motor. Sam Caylor supply conversion. New tires. 15KW 4 Cycle Kubota generator. Freedom 2500 inverter. 50A hookup. Webasto diesel furnace. Body needs TLC. Full size bed. Ceiling fan. Shower Porcelain toilet. Washer hookups, Central vacuum. Walnut cabinets. Newmar electric panel. All LED lights. Matching furniture . New cook top and fridge. Ice maker. Convection oven. New dash with Isspro gages. Center console. Air suspension. Electric wipers, 2 drivers fans, LED dash lights, 2 fuel gages. Ramco mirrors.

Brand new sinks, battery's, power steering.

$20,000 O.B.O.

Call John at (603) 327-6931

JohnJem84@Gmail.com

Located in Brentwood, NH

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Sterling Classified Ads Large (1/3 page) Up to 200 words and three photos. $120 for three months.

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Attn: Classified Ads
661 E Main St # 200-3131
Midlothian TX 76065.

You can also call us at (657) 221-0432.

To advertise in the Classified Ads: Please call (657) 221-0432 or email Gary@BusConversions.com

1948 GMC 3751



Strong running engine, just had rack run and injectors cleaned, air filters have been serviced and cleaned, trans shifts good, new oil and filter in eng, trans oil has been changed, radiator system has been flushed. 5-core radiator has been rodded out and cleaned, no leaks, all new hoses, clamps, fittings in cooling system. Both fuel tanks have been flushed and cleaned, new fuel. Air tanks have been converted to Quick discharge valves. New start batteries. 6.5 Onan gen runs like new, new oil and air filter. Central A/C in basement works fine, refrigerator works. Have a good low profile roof A/C. All new wheel seals, bearings have been cleaned and packed, good brakes, 22.5 Budd wheels. Bus needs new wiring, gauges don't work, lights don't work.start batteries. 6.5 Onan gen runs like new, new oil and air filter. Central A/C in basement works fine, refrigerator works. Have a good low profile roof A/C. All new wheel seals, bearings have been cleaned and packed, good brakes, 22.5 Budd wheels. Bus needs new wiring, gauges don't work, lights don't work.

$7,000
Call Pete at (334) 470-1829
Or Email peter0534@yahoo.com
Located in Troy, AL

Click on this link for more info:
https://goo.gl/wO7VUv

New Eagle 10 parts

- **Will sell all as a single lot – Price Negotiable**
- Mirror siding: 28 @ 12 feet $1,680, 29 @ 8 feet $1,160
- 1" upper drip edge trim - 2 @ 24 feet $120
- 1" upper edge trim curves – 2 @ $40
- 3/4" drip edge trim - 8 @ 12 feet $190
- 1-1/8" Belt line trim - 10 @ 20 feet $400
- Left front bumper corner $200
- 3 air tanks $150
- 4 aluminum fenders $900
- 2 left windshields - upper tint $200

1982 Prevost Le Mirage parts

- **Will sell all as a single lot – Price Negotiable**
- New CIP full dash, panels, instruments, camera, etc. $1,300
- New 8V92 factory radiator $1,300
- New 8V92 fan, shroud & gearbox $450
- 24 volt cam drive alternator: 2 rebuilt $950, 1 core $200

Chandler Coach, Grants Pass, OR 97526
www.chanbus.com
Call Dick @ 541-761-0892
Email for photos rgpr4@icloud.com

1975 GMC 4108



8V71 Detroit and 4-speed manual transmission. It does need a muffler, but runs well. This bus was purchased new by Jack Rabbit Bus Lines in South Dakota[illegible] purchased by the company I worked for, in 1982. I drove that [illegible] ugh 2008 when it was retired from service. I have stored it inside since my purchase in 2010. I did sell the seats out of it so it's ready for conversion or ?? Drive it home or wherever.

SOLD!
ANOTHER ITEM LISTED IN BCM HAS SOLD

[illegible]ot, ND

1998 MCI EL-3 FOR RESTORATION

Series 60, Allison B-500 Tranny, Titled as Motorhome





Bus had just completed full rebuild on engine (under 50 mi) when driver fell asleep with cigarette in back of bus. Unit needs rear cap and wiring harness for engine and battery box, front and rear bumper, engine door. Extra parts plus full manuals. Nearly all airbags new before we purchased. Interior stripped and ready to remodel. Driver side windows all new replaced with 9200 flat glass. Bus has been covered. Brakes are staged. We have too many projects and she needs a good home.

$12,500
Call Marilyn at (904) 514-0798
MinneSotaRabit@gmail.com
Located in Central FL

To advertise in the Classified Ads: Please call (657) 221-0432 or email Gary@BusConversions.com

1957 GM 4104





1957 GM PD-4104 Coach originally purchased by Southeastern Stages, Inc. Engine has been upgraded to a 6v92 Turbo. Note the modified Tail-gate. Automatic Transmission, Onan Marquis 7000KW Generator. It has 2 Air Conditioners, Satellite TV Antenna, 2 Air Horns, Various Vents between AC Units; Front License Plate Holder option (can hold extra License Plates). A lot of Bay Space.The Coach needs the Air Throttle repaired/replaced.

For video walk-through click this link:

https://goo.gl/oH70Vi

$2,500
Call Gary at (702) 592-6746
Located in Las Vegas

1966 MCI-5A PASSENGER BUS



This bus was in service until the mid-2000's. It has been stored inside and is equipped with an 8V71 Detroit and 4-speed manual transmission. This is a fully seated bus with a restroom. It's pretty much an original bus although I think most of them came with the 6V71 Detroit. This was the first motor coach style bus I drove for the company that employed me for 29 years. Drive it home, or to wherever you would like to go.

To see more info and photos of this bus, click here.

https://goo.gl/NfSHZy

$4,500
Call Carter at (701) 721-6090
clmatson@srt.com
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$199,000



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RECLINER SEATS


LOUNGE


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GALLEY AREA


RACE DECK

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- **Optional roof removal for outdoor lounge**

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- **Amenities**
- **Lounge Area**
- **Captains Chairs**

CREW COACH

- **With bunks and separate driver lounge area with galley and bunk**

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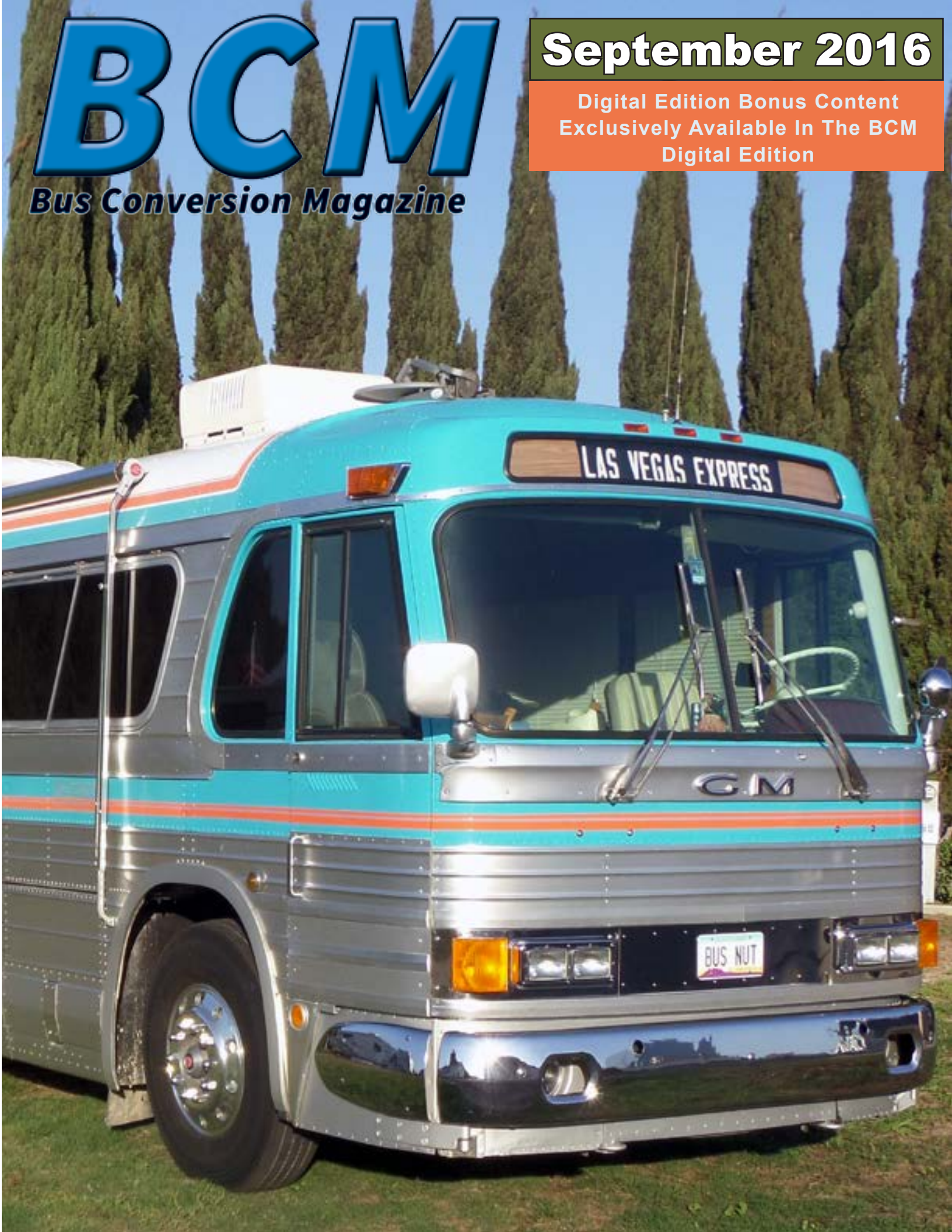


BCM

Bus Conversion Magazine

September 2016

Digital Edition Bonus Content Exclusively Available In The BCM Digital Edition



Bonus Photos!

The Las Vegas Express



Parked and satellite dish deployed, ready to relax.



Front view, wonderfully accented by that beautiful chrome!



Rear quarter view, love all the well kept chrome!



Cliff custom built the hitch structure, no small feat on a GM.



The LV Express's trusty toad since 1984.



Could there possibly be a more perfect license plate?

Bonus Photos!

The Las Vegas Express



Entry area with copilot foot support



Driver area, including original driver seat.



Nicely done front cap headliner. Satellite dish deployment crank in foreground.



Co-pilot seat/living room chair



Living room credenza, folds out ...



... into a table ...



... or a handy large table.

Bonus Photos!

The Las Vegas Express



Comfy sofa with extendable legrests



Foldable chair is versatile and easily stowed.



Valence interior lighting for comfortable indirect luminence.



Living room desk and storage cupboard.



Kitchen



Propane stove and oven



Microwave hutch and countertop

Bonus Photos!

The Las Vegas Express



Hallway, neatly finished storage and bath facilities



Lavatory with all the amenities.



Shower stall, including stainless steel floor.



Convenient drawers are built into hall space adjacent to bedroom.

Bonus Photos!

The Las Vegas Express







Bedroom has overhead storage to make the most use of space. The 4106's rear window has been preserved to give the nice benefit of windows on all three sides for maximum viewing enjoyment at scenic campsites and natural lighting during the day.



Radiator misting system activated for demonstration. As you you can see, they are also great for making rainbows.



A squirrel cage blower is used to create the air flow through the generator engine's radiator, across the generator head, through the generator engine compartment, and then out through the airflow exit ports. This design resulted in reliable operation even in the hottest climates.



The AGM house batteries are at the end of the generator compartment.



After the airflow has done its job cooling the generator system, it exits here, well away from the cool air intake.

Bonus Photos!

The Las Vegas Express



New brake shoes



New air brake cans



New air lines



All new bushings



Cliff rebuilt the suspension systems with many new components.



New Koni shock absorbers



New brake drums



New leveling valves



All new rolling lobe airbags

Detroit Diesel: Series 71, Series 92 and Series 60

by James Redfern

Including its germination period with Jim Allison, the Allison Experimental Company and General Motors (G.M.), Detroit Diesel has been in the business of diesel horsepower for eight decades. Detroit Diesel has been intertwined with Allison and G.M. from the beginning, and it was the increased need for diesel engines spurred on by the industrial growth of W.W.II that fused them together in a G.M. division that would grow into the Detroit Diesel-Allison Division. In 1929 the Allison Engineering Company was acquired by G.M.; and in 1937 the G.M. Diesel division was founded. In 1957 G.M. Diesel introduced the V-71 models; in 1974 Detroit Diesel Allison began production of Series 92 engines; in 1985 DDA announces production of Detroit Diesel Electronic Control (DDEC); and in 1987 the Series 60, a new, four-cycle, heavy-duty diesel engine was introduced. It wasn't until 1988 that the Detroit Diesel Corporation was formed when the Penske acquired 80% the assets from G.M.

Today, with over eighty years of mechanical equestrian experience, harnessing stallions in heavy-duty diesel engines, Detroit Diesel Corporation (DDC) is leading the market in electronic applications, fuel economy, alternative-fuel engines, and good, old fashioned reliability and durability. The Company offers a complete line of diesel engines from five to 10,000 horsepower powering the following: on-highway trucks; fire and emergency vehicles; coaches and buses; automobiles; construction, mining and industrial vehicles; power generators; marine vessels; and applications in military markets. In addition to manufacturing engines, DDC is an active innovator in cutting-edge technological applications. These include Detroit Diesel Electronically Controls system (DDEC) and the Data Hub family of products.

First introduced 1985, the Detroit Diesel Electronic Controls (DDEC) is the electronic unit fuel injection system and engine management control system. Originally, the DDEC was made available on the Series 92 engines. Today, DDEC is available on the Series 92, as well as some Series 71 models, and the Series 40; it comes standard on Series 50, Series 55, and Series 60 engines.

The major components of the DDEC are the Electronic Controls Module (ECM), the Electronic Unit Injectors (EUI), and the engine sensors. The engine sensors monitor

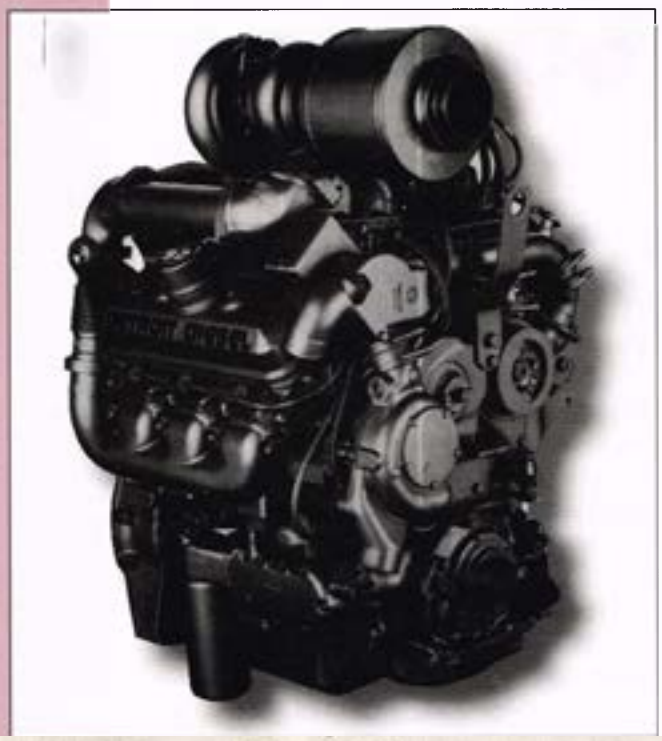
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Right: Detroit 6V92 TA



coolant, oil and air temperature; oil and fuel pressure; coolant level; throttle position; speed, timing; turbo boost; and vehicle speed. This information, together with driver inputs, is relayed to the ECM, the engine computer that takes on a role analogous to the brain. The ECM monitors this information and determines the quantity of fuel to be injected and the appropriate injection timing. With the simple addition of an electronically controlled solenoid valve that meters fuel input, the electronic unit injector works on the same basic principle as a mechanical unit injector.

In the ECM is the Electronically Erasable Programmable Read Only Memory (EEPROM) chip. The EEPROM chip contains operating software that controls the horsepower, torque and maximum engine speed. There is additional software programmed into the EEPROM that controls the engine protection devices, vehicle speed limiting and cruise control. This allows for a total of four horsepower settings to be stored in one engine, giving the engine the versatility of actually changing horsepower range and torque range.

Information monitored and stored by the DDEC ECM is made immediately available to both the driver and fleet manager through a series of software products,

One For The Road



Side Door MCI MC-8 Complete With Smoke Stacks!

This photo was taken of a bus once owned by Bill Hansen which appears to have smoke stacks on top when in actuality, it's the Queen Mary in Long Beach, that's in the background.

known as the Data Hub Family of Products. These products include the following: TRAC software; ECM Data Pages (stores 14 days worth of trip data; helps schedule service intervals and minimize downtime for repairs); Data Logger (stores up to three months of trip data; clock/calendar affords precise event documentation); ProManager Software (provides summary management reports on engine operating history, driver performance and maintenance activities); ProDriver (dashboard mounted display provides real-time operating data so driver can make immediate adjustments to improve performance); RDI (allows easy and convenient data exchange between the vehicle-based Data Hub products and the fleet's host person computer).

"Detroit Diesel Series 71, Series 92 and Series 60 engines mark three major stages of development in coach power."

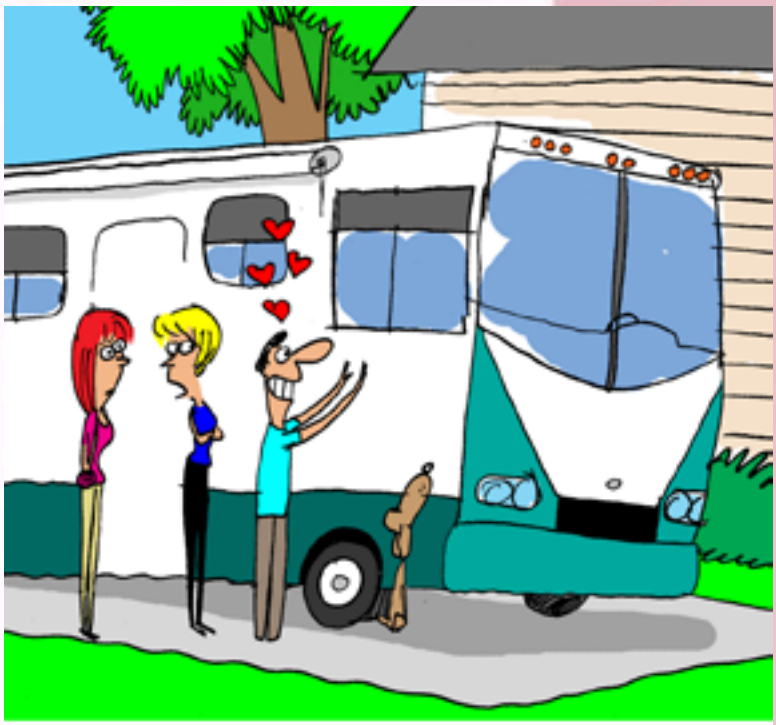
Detroit Diesel Series 71, Series 92 and Series 60 engines mark three major stages of development in coach power.

The Series 71 was first introduced in 1957, and by the mid-late 70s and early 80s, 71 models had inundated the bus conversion markets. DDEC is available on the 6-71TA. The 6V71N (Naturally Aspirated) and 6V71TA (Turbo Aftercooled), however, offer only mechanical unit injectors.

In 1974 Detroit Diesel Allison (DDA) began production of the Series 92 engines. DDEC is available on all Series 92 engines—in fact, DDEC was first made available in 1985 on selected Series 92 engines. The combining of increased size of the 92s with turbo aftercooling and DDEC ushered in a new era of performance in heavy-duty diesel engines. The 6V92TA soon became the Bus Nut's engine of choice.

With each step up, the increase in quality performance is not only noticeable, but blatantly obvious to any thinking motorist behind the wheel. The Series 60, introduced in 1987, is now the "hot ticket" for motorcoaches and, in fact, now powers 90% of highway coaches in North America. An essential characteristic of the Series 60 is its four-cycle configuration. The first production engine in the world to come equipped with a standard integral electronic engine control system, Series 60 engines use one basic engine configuration and two displacements (11.1 and 12.7 liters). The Series 60 engine models range from 250 to 400 horsepower.

Another revolutionary characteristic of the Series 60 engine is its fuel efficient performance. Reaching a milestone in heavy-duty diesel engine technology, the Series 60 engine is the first in the world to brake the 0.300 brake specific fuel consumption (BSFC) barrier. Hauling a heavy load, this performance will translate into an incredible 6.3 mpg. Because efficient fuel consumption is directly linked to engine longevity, the Series 60 engine will not only save at the pump, but also down the line. ■



"He just stares at his bus in some love trance. Maybe one day he'll actually drive it."

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1974: First Brownsville Eagles.



Model 05 seen in front of Sacramento, California Trailways station. Ed Stauss photo.

Eagle International, Inc. was established and a new plant opened at Brownsville, Texas in 1974. A factory in America meant parts would be easier and quicker for operators to get, something that was more important as Eagles were increasingly sold outside the National Trailways system. Other considerations were ocean shipping rates, import duties, the decline in value of the dollar overseas, and the ever-increasing wage rates in Belgium.

The first Eagles rolled out from the Brownsville plant in September, 1974, but, because production continued at Bus and Car, 1975 and some of the 1976 model year were produced at both plants.

The first buses built in Texas suffered from quality problems because the new workers did not have the experience that the Belgians had, but these problems were resolved in time and the Brownsville products came to achieve the quality of the European coaches.

A specially-styled Eagle demonstrator built in 1975 featured a revised front end with no upper windshield and different marker lamps. It looked somewhat like an MC-8, except for the rectangular headlights mounted in bumper ends, but none of these ideas ever made it into production.

The large Silver Eagle insignia on the coach sides was changed from a raised assembly to a decal in 1975. Decals were also used for the first time in 1975 to replace the die-cut lettering on the sides to identify the bus line.

The Silver Eagle decals only lasted one year, being deleted from Brownsville production in 1976. From this time on, all Texas buses were referred to as "Eagles" rather than "Silver Eagles." In the same year, the side-mounted turn signals were changed to a pair of small, square lenses at each of four positions. In 1977, the side-mounted turn signals at the rear were eliminated. The front signals were changed to round lenses in the following year.

The plant in Belgium exported 20 Model 05 coaches to South Africa and about 24 to Australia and the Texas plant made deliveries to Chile. Special modifications were made as necessary such as switching the sides of the driver's seat and the passenger door for left-hand driving in Australia and South Africa. These sales, along with the 04 and M15 models in Europe have truly made the Eagle an internationally-accepted bus.

There was a decline in commercial bus transportation during the middle 1970's after the oil embargo was lifted which nearly put a premature end to this story. Bus companies, including Trailways, Inc., whose name was shorted from Continental Trailways in 1976 by then-owner Holiday Inns, were not ordering new buses in any great quantities.

Because of this market condition, Eagle International had experienced rather poor sales ever since the Brownsville factory had opened and they were heavily in debt by 1977. Trailways became understandably concerned because Eagle International was their sole supplier of new buses and approached Overseas Inns with an offer to bail out the bus factory. Trailways offered to pay off Eagle International's debts in exchange for an option to buy 100 percent of Eagle's stock at a future time.

Eagles for 1979 received a large number of technical refinements, but the only visible change at the start of the model run was the addition of an oval reflector located just below the upper edge of the silver siding and under the side marker lamp, a feature that has been added to many earlier Eagles. Coach improvements included a new air dryer, fan clutches, and a fiberglass crown. Added to the list of options were a five-speed manual and a four-speed automatic transmission.

Later in the 1979 year, some Model 10 features began to appear on what was



The 1974 Silver Eagle was the last model with raised lettering and Silver Eagle logos. Operated by Tamiami Trailways, it was seen in Beaumont, Texas in 1975. J.C. Simpson photo.



Houston Metro's fleet of 55 Park-and-Ride Eagles were built in 1979 without lavatories but with V-8 engines, automatic transmissions, power steering, 53 seats, and fareboxes. It has "Model 10" side windows without the upper ventilators. Courtesy of Houston Metro.



The first Trailways Model 10 had the Detroit Diesel V8 engine. Externally, this bus can be identified as an early model because the top of the door and the driver's window are lower than the top of the windshield. Courtesy of Trailways, Inc.



Michaud Trailways coach looks like a Model 10, but its upper windshield is larger than a production 10. Model 05 vented passenger windows and turn signal lights also identify it as an impostor. Redden Archives photo.



Wilson Tours modified several 1978 Eagles with the newer unvented windows and roof hatches, then added Silver Eagle emblems from their older buses. Redden Archives photo.



This one-of-a-kind Eagle demonstrator was built in 1975. Fred Rayman photo.

actually the Model 05. One-piece side windows did away with the small vent windows that had been on every Eagle up to that time. Roof hatches were installed as emergency exits and the rear window emergency exit was eliminated. These last changes were included in the buses which went into Park-and-Ride service for Houston Metro.

About 150 of the second type of the 05 were rebuilt at Brownsville and at least that many by Trailways, Inc. shops. Trailways had discovered that a rebuild is much less expensive than a new bus. They strip the coach to the frame members, replacing all worn and "soft" parts, so that the end product is virtually the same as a new bus. All, but two, of the second series Golden Eagles were eventually rebuilt as Silver Eagles or just plain Eagles as part of this program.

The Dallas Trailways shops converted about 100 first and second type 05 Eagles, including Golden Eagles, into combination freight/passenger vehicles, often known as "combos." Two different styles were produced and there were even variations within these two basic types as to the number of seats left in and amount of cargo space.

The original style had one or two doors on either or both sides and all side windows were eliminated along the freight compartment. Door location and compartment size depended on where the bus would operate — some terminals could only load from either the right or left side and the ratio of passenger-to-parcel traffic varied from one route to another. The later style retained all side windows except where the door was cut.

A turbocharged Detroit Diesel 8V-71T engine of about 400 horsepower was tried for a while in a single Trailways 05, but excessive fuel consumption forced its conversion back to a normal 8V-71N series engine.

The third and final type of 05 was produced for a very short time, about 30 buses, at the start of 1980. These buses were the first to employ the revised fiberglass front cap and closed-in rear which usually identify the Model 10. They all had the Detroit Diesel V8 engine and four-speed transmissions, either automatic or manual, and some even had power steering. The only visible difference between these buses and the early Model 10 was that they retained the instrument panel introduced in 1969.





This combo has cargo doors on both sides and, unusual for an Eagle, rubber wheel arch inserts. Fred Rayman photo.

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15-Jan	Quartzsite, AZ	RV'ing Women
January 16-24	Quartzsite, AZ	Quartzsite RV Show
February 26-28	Bakersfield, CA	CA Sportsmen Boat & RV Show
12-Mar	Hoboken, GA	Safari Pre-Rally
14-Mar	Perry, GA	Newmar Chapter - FMCA Pre-Rally
March 17-20	Perry, GA	FMCA International Convention - Spring
Mar 30 - Apr 2	Waco, TX	Texas Good Sam Samboree
Mar 31 - Apr 1	Yuma, AZ	Fleetwood Western Area Rally
April 3-7	Yuma, AZ	Holiday Rambler Western Rally
April 6-10	Yuma, AZ	Freightliner Rally
April 8-15	Canton, TX	Tiffin Rally
April 11-15	Casa Grande, AZ	Tiffin Rally
April 17-21	Rayne, LA	Cruisin' Cajun Rally
April 19-23	Bakersfield, CA	Newmar Region 1 Rally
Apr 28 - May 4	Goshen, In	Holiday Rambler Pusher Rally
May 15-22	Goshen, In	NAARVA Central Area Rally
May 25-30	Greentown, In	Indiana Good Sam Samboree
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June 8-12	Decatur, In	Fleetwood National Rally
Jun 23-26	Albany, OR	FMCA Northwest Area Rally
July 24-29	Essex Junction, VT	Escapade Rally
Jul 30 - Aug 2	Monson, MA	Newmar Chapter - FMCA Pre-Rally
August 3-6	Springfield, MA	FMCA International Convention - Summer
August 14-20	Goshen, IN	FROG International Rally
August 23-27	Elkhart, IN	Grand Design National Rally
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September 26-30	Pueblo, CO	Newmar International Rally
October 9-15	Hutchinson, KS	Heavy Duty Truck National Rally
October 25-30	Mesa, AZ	V'ing Women National Rally

DDEC II ECM Life Expectancy



Post by: Sam 4106

We have been sitting in Bismarck, ND at Interstate Detroit Diesel since Friday afternoon waiting for an ECM for our 8V92 DDEC II. It's supposed to be here tomorrow morning. When we arrived here by being towed, the engine was only running on one bank with barely enough power to move the bus. The tech hooked up the diagnostic computer and thinks the injector driver is faulty, but won't know for sure until he changes the ECM. If it turns out to be the ECM, that will be the second failure in about 20,000 miles. I think they should last much longer. The engine has 111,932 miles since new. Opinions?

Post by: luvrbus

As long as the cooler plate is not plugged and the heat shield is in place, it should outlast the engine. I service a generator with an 8v92 DDEC ll. It has been running since 1990 10,481 hours never a miscue yet.

Post by: belfert

Are you sure the fuse to the other injector bank isn't just blown? I remember reading about several buses here having that issue.

Post by: Sam 4106

Cliff [luvrbus], would a plugged cooler plate cause the engine to starve for fuel? And, where is the heat shield you refer to?

Brian [belfert], power to the injectors was one of the first things I checked before calling for a tow. It is also the first thing the tech checked. He also checked power at the injector harness and homed all of the injectors thinking it could be injectors. His conclusion was a faulty ECM. Hopefully, we will know tomorrow and be on our way again.

Since the bus will barely move under its own power, Interstate let us stay in the bus in their parking lot and provided a 20 amp outlet for us to plug into. Temp in low 90s today so we are running the gen for A/C.

Post by: luvrbus

Sam, it should be on top if you have one. If it is your ECM again I would check my electrical supply if it is off a center tap. The DDEC ll is 12V, and they do not like spikes. They will handle a few spikes @ 14V, but not many - then they are toast. Battery chargers are their worst enemy. You might need to look at upgrading the harness and going to a DDEC IV using straight 24volt for your MCI.

Post by: ArtGill

The injectors on each side connect to the DDEC using different plugs. In Florida, a number of years

ago we were stuck for four days, replaced three injectors and then found the plug was loose on the DDEC. Double check that plug on the DDEC.

Post by: Sam 4106

While we were waiting for a tow, I checked the voltage to the injectors at 12.76 VDC. I also removed all of the connectors on the ECM and cleaned them with electrical contact cleaner. There was no corrosion on any of them. The first thing the Interstate tech did was to check the injector voltage and then removed the connectors from the ECM to look for corrosion and test the harnesses. His conclusion was to replace the ECM.

Cliff, I looked for a heat shield, and there was an indication in the paint on top of the cooler plate that there was once a shield attached. I will fabricate a new one when I get home. The power source is off a center tap, so I may have to check the voltage regulator and possibly adjust it. I mentioned to the tech that if I needed an ECM maybe I should switch to DDEC III and he responded that he didn't think I could. Now you are suggesting going to DDEC IV. Is that really possible? If so what is involved?

Post by: luvrbus

Sam, if your engine serial number is a very, very early DDEC, then you cannot do the upgrade. All he needs to do is find the service kit number, and it comes with everything including the ECM, sensors, harness and heat shield. Lots of DDEC IV in the 6v92 and 8v92 running around. There is a service kit number for the 60 series DDEC II to the IV. Look it up; it tells you what is involved. I helped a friend a couple of weeks ago upgrade his 11.1 DDEC II to the IV so he could use the Eaton auto shift.

Post by: Scott Bennett

What else might someone with an 8v92 TA gain by going to DDEC 4? Better shifting? Response?

Post by: luvrbus

Yep, faster response, they run cooler, more monitoring, less problems, a wider range of HP settings, not voltage sensitive, and you can use any type electronic-controlled transmission. It's just a better system by far.

Post by: Oonrahnjay

> ***Quoted Post by: luvrbus***
> *Sam, it should be on top if you have one. If it is your ECM again, I would check my electrical supply if it is off a center tap. The DDEC II is 12V, and they do not like spikes.*

Yes. The first thought that popped into my head was "you don't have ECMs that are dying, you much more probably have something that is killing them".

Post by: Boomer

When I tried to upgrade my 6L71TA DDEC II to III or IV I got nowhere with Detroit Diesel, they said it could not be done. I could not find any kit at the parts counter. Put on a reman II ECM and it's working great and gives me all the info I need for my Silverleaf. However, it was for a RH engine and the firing order for a lefty is different. I simply had to rewire the injector harnesses for LH firing order.

Post by: luvrbus

DD changed the firing order on the 8V92 about the middle run of the DDEC II when they changed suppliers for the DDEC control, if you have the right cams it is not a problem to upgrade to the DDEC IV on an 8V92 or 6V92. They never allowed, or furnish parts for the DDEC V upgrade on a two stroke that I can find anyways.

Post by: robertglines1

11.6 V Dc minimum requirement for DDEC to function. Just a point. FWIW

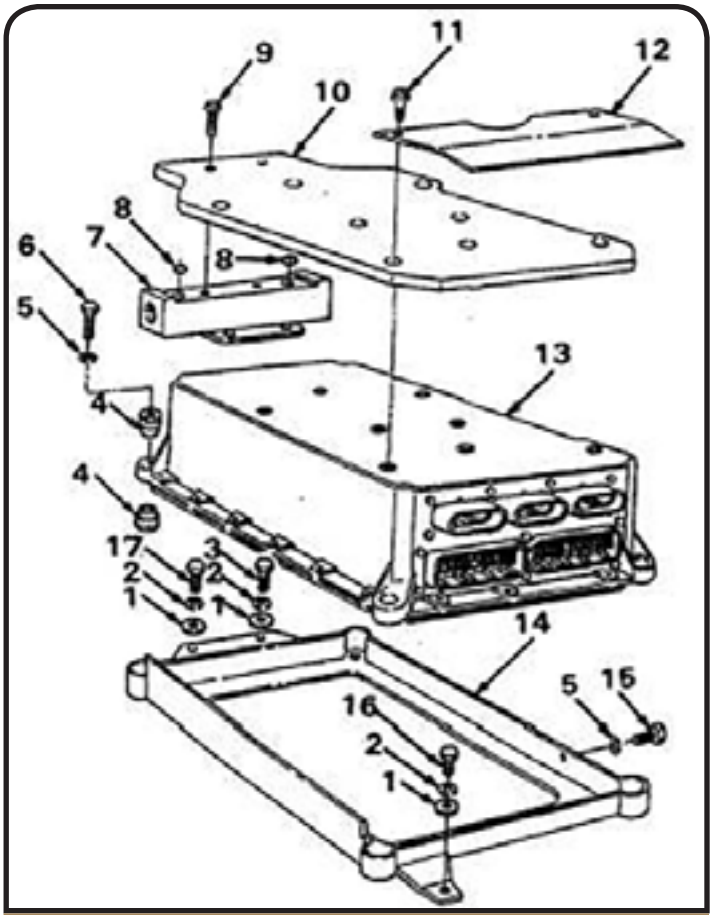
Post by: Iceni John

Does anyone here with DDEC II have a picture of their heatshield? I have only a small shield over the five connector plugs on the right side, and there's no sign there was any shield larger than that over the rest of the ECM. I can easily(ish) make a shield from two layers of polished stainless sheet, but how to best attach it is not obvious to me right now! I don't want to bolt it directly to the ECM because that will conduct heat straight onto the cooler plate.

Why did Detroit put their ECM right under the hot exhaust? Surely they could have found somewhere else cooler to put it?

Post by: eagle19952

Not exactly what you asked for, but an illustration none the less.



Exploded view of DDEC II assembly - #12 is the heat shield

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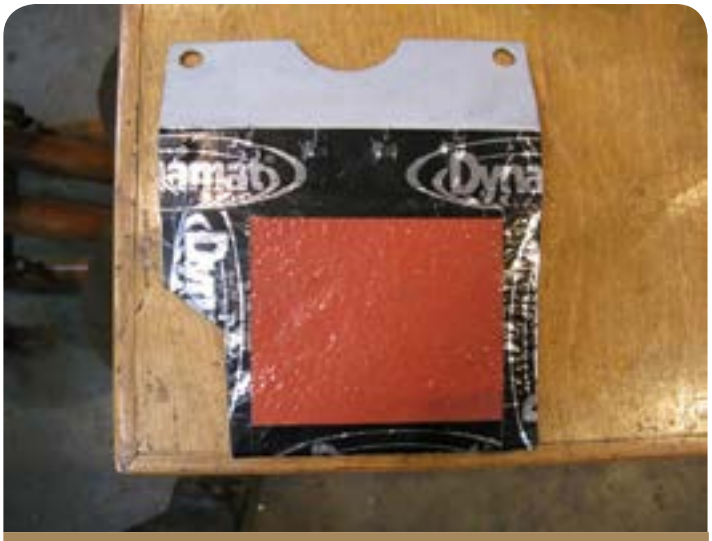
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Post by: eagle19952

A home made/altered one:



Home made wiring heat shield



Installed home made wiring heat shield

Post by: Iceni John

That's it? I thought it was something to cover the whole top, not just the connectors. I already have one of these mini-heatshields. I still think I'll make something to reflect heat away from the coolant plate itself and to cover the whole ECM. I know it would be best to wrap the exhaust with some insulation, but that's another

project-to-be. I could attach my uber-plate using the four existing bolts that secure the ECM's tray to the thermostat housings; then nothing would touch the top of the ECM.

Post by: Sam 4106

Hi guys,

Monday the ECM arrived, was programmed, installed, tested, road tested, and we were on our way home. I have to compliment the team at Interstate in Bismarck on the way we were treated. They let us park in their lot, provided 20 amp outlet, and we're very nice. The tech was sharp, efficient, and very pleasant. They also gave us a break on the cost of the ECM and labor. Hopefully, this ECM will last.

I asked about converting to DDEC IV, but the kit was $3700 plus the labor to install. Both the tech and service manager advised against it because the DDEC IV isn't sealed as well as the DDEC II and, due to the location, is exposed to water and winter salt on the roads. Corrosion can kill an ECM.

Thanks for all the advice and opinions, Sam

Post by: Oonrahnjay

I'm glad it all worked out OK for you. Safe travels. BH

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ROAD FIX

THE INJECTOR


Mary and Nine Fingers

Text by Nine Fingers and photos by Mary Webster

This opportunity to excel occurred in 1997 on a trip from Cody, WY to Fort Bridger in our GM T8H 5307A to attend the annual rendezvous.

The bus was operating just fine except for the road fix I had installed on the transmission governor the morning we left Yellowstone, but that's another story.

We were just about to the Dam on Wind River when things started to go sour. The engine would not respond to the accelerator. It wanted to run just 1200 RPM, and it would not idle. I had just rebuilt the engine a couple of months prior, therefore my mind began to race like the engine. The only way I could think to shut it down was the emergency shut down.

Then I began trouble shooting. I disconnected the throttle cable and it checked correctly. Next, I took the lid off the governor—not much movement there. So I disconnected the rackrods. The right (fwd) head rod was not moving. Since this was a GM T8H 5307A we had to raise the bed and move all the stored goods to get to the access panel for that head.

When I took the valve cover off I found that the No. 2 Injector Rack was locked-up. We had installed this set of injectors in Texas the year before, so I did not replace them when we rebuilt the engine. Some time during the rebuild stage something must have gotten into the injector rack assembly.

Time was short for us to get to the fort and not lose our vendor space. I loosened the screws on the No. 2 rack control lever, moved it back away from the rack and locked it down. Next, I checked the operation for clearance and buttoned it up.

We motored on down the road and into the next town where we bought another injector, but we did not have any time to install it. When we went onto the Interstate Hwy I had trouble keeping it under 75 MPH—even on seven cylinders. We arrived at our destination on time, and had a great time. Finally, I installed the injector before we got back onto the road.



T8H 5307A at Fort Bridger

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BM30NT	30 Amp - Stainless Steel Inlet w/ SS Cover Assembly	11 Lbs.	15"x10"x12"	6	2 Lbs.	9"x3.5"x7"	614458746054	$132.00
BM30PW	30 Amp - Non-Metallic Inlet w/ White Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746023	$98.00
BM30PG	30 Amp - Non-Metallic Inlet w/ Gray Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746030	$98.00
BM30PB	30 Amp - Non-Metallic Inlet w/ Black Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746047	$98.00
PRODUCT GROUP 30 AMP CONNECTORS / FEMALE CONNECTOR / SPLICED INTO POWER CORD								
BF30	30 Amp - Female Connector Assembly	8 Lbs.	15"x10"x12"	6	1 Lbs.	9"x4"x7"	94922987631	$77.00
PRODUCT GROUP 30 AMP COMBO KIT INCLUDES BOTH / "FEMALE CONNECTOR & MALE INLET CONNECTOR"								
B30ASSYNT	30 Amp - Female Connector & Stainless Steel Inlet	17 Lbs.	20"x12"x10.5"	6	3.0 Lbs	11"x3"x9"	614458746153	$227.00
B30ASSYPW	30 Amp - Female Connector & Non-Metallic Inlet / White	14 Lbs.	20"x12"x10.5"	6	2.0 Lbs	11"x3"x9"	614458746122	$165.00
B30ASSYPG	30 Amp - Female Connector & Non-Metallic Inlet / Gray	14 Lbs.	20"x12"x10.5"	6	2.0 Lbs	11"x3"x9"	614458746139	$165.00
B30ASSYPB	30 Amp - Female Connector & Non-Metallic Inlet / Black	14 Lbs.	20"x12"x10.5"	6	2.0 Lbs	11"x3"x9"	614458746146	$165.00
PRODUCT GROUP 30 AMP CORD SETS								
C30303	30 Amp - 30' Dual Config SmartPlug x Park Power Cordset - Black	56 Lbs.	30"x15"x13"	6	9.0 Lbs.	11"x11"x4"	94922987617	$189.00
C30303 BM30NT	30 Amp - 30' Dual Config SmartPlug x Park Power Black Cordset & Stainless Steel Inlet	46 Lbs.	30"x15"x13"	4	11.0 Lbs.	13"x13"x6"	682500440052	$342.00
C30303 BM30PW	30 Amp - 30' Dual Config SmartPlug x Park Power Black Cordset & Non-Metallic Inlet / White	41 Lbs.	30"x15"x13"	4	10.0 Lbs.	13"x13"x6"	614458746115	$276.00
C30303 BM30PG	30 Amp - 30' Dual Config SmartPlug x Park Power Black Cordset & Non-Metallic Inlet / Gray	41 Lbs.	30"x15"x13"	4	10.0 Lbs.	13"x13"x6"	614458746108	$276.00
C30303 BM30PB	30 Amp - 30' Dual Config SmartPlug x Park Power Black Cordset & Non-Metallic Inlet / Black	41 Lbs.	30"x15"x13"	4	10.0 Lbs.	13"x13"x6"	614458746092	$276.00
C30253	30 Amp - 25' Dual Config SmartPlug x L5-30 Cordset / Orange	50 Lbs.	30"x15"x13"	6	8 Lbs	11"x11"x4"	798304074284	$200.00
C30503	30 Amp - 50' Dual Config SmartPlug x L5-30 Cordset / Orange	50 Lbs.	30"x15"x13"	3	16 Lbs	13"x13"x6"	798304074277	$255.00
C30753	30 Amp - 75' Dual Config SmartPlug x L5-30 Cordset / Orange	50 Lbs.	30"15"x13"	2	24 Lbs	13"x13"x8"	614458746283	$335.00
C30503BM30NT	30 Amp - 50' Dual Config SmartPlug x L5-30 Cordset / Orange & Stainless Steel Inlet	53 Lbs.	30"x15"x13"	3	17 Lbs	13"x13"x6"	682500440021	$410.00
C30503BM30PW	30 Amp - 50' Dual Config SmartPlug x L5-30 Cordset / Orange & Non-Metallic Inlet / White	44 Lbs.	30"x15"x13"	3	14 Lbs.	13"x13"x6"	614458746214	$360.00
C30503BM30PG	30 Amp - 50' Dual Config SmartPlug x L5-30 Cordset / Orange & Non-Metallic Inlet / Gray	44 Lbs.	30"x15"x13"	3	14 Lbs.	13"x13"x6"	614458746207	$360.00
C30503BM30PB	30 Amp - 50' Dual Config SmartPlug x L5-30 Cordset / Orange & Non-Metallic Inlet / Black	44 Lbs.	30"x15"x13"	3	14 Lbs.	13"x13"x6"	614458746191	$360.00
PRODUCT GROUP 50 AMP INLETS / MALE CONNECTOR / MOUNTED ON COACH / RV SIDE								
BM50S	50 Amp - Stainless Steel Inlet w/ SS Cover Assembly	11 Lbs	15"x10"x12"	6	1.5 Lbs.	9"x4"x7"	94922987686	$205.00
BM50PW	50 Amp - Non-Metallic Inlet w/ White Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746061	$138.00
BM50PG	50 Amp - Non-Metallic Inlet w/ Gray Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746078	$138.00
BM50PB	50 Amp - Non-Metallic Inlet w/ Black Cover Assembly	5 Lbs.	15"x10"x12"	6	12 ozs.	9"x3.5"x7"	614458746085	$138.00
PRODUCT GROUP 50 AMP CONNECTORS / FEMALE CONNECTOR / SPLICED INTO POWER CORD								
BF50	50 Amp - Female Connector Assembly	17 Lbs.	15"x10"x12"	6	2.5 Lbs.	9"x4"x7"	94922987693	$109.00

SmartPlug
Innovations In Power Delivery

2016 RV MSRP PRICING

EFFECTIVE JANUARY 1ST, 2016

Part Number	Description	Standard Carton	Carton Dimensions (L x W x D)	Packaged Unit Qty.	Packaged Unit	Packaged Unit Dimensions (L x W x D)	UPC Code	Unit Price
PRODUCT GROUP 50 AMP COMBO KIT INCLUDES BOTH / "FEMALE CONNECTOR & MALE INLET CONNECTOR"								
B50ASSY	50 Amp - Female Connector & Stainless Steel Inlet	26 Lbs	20"x12"x10.5"	6	4.0 Lbs.	11"x3"x9"	94922987655	$285.00
B50ASSYPW	50 Amp - Female Connector & Non-Metallic Inlet / White	17 Lbs.	20"x12"x10.5"	6	2.5 Lbs.	11"x3"x9"	614458746160	$237.00
B50ASSYPG	50 Amp - Female Connector & Non-Metallic Inlet / Gray	17 Lbs.	20"x12"x10.5"	6	2.5 Lbs.	11"x3"x9"	614458746177	$237.00
B50ASSYPB	50 Amp - Female Connector & Non-Metallic Inlet / Black	17 Lbs.	20"x12"x10.5"	6	2.5 Lbs.	11"x3"x9"	614458746184	$237.00
PRODUCT GROUP MISC ACCESSORIES								
A1001	Weatherproof Cover for 30A & 50A	13 Lbs.	12"x12"x12"	12	1.0 Lbs.	8"x2"x4"	798304120196	$19.50

Prices and Payment terms are subject to change without notice

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