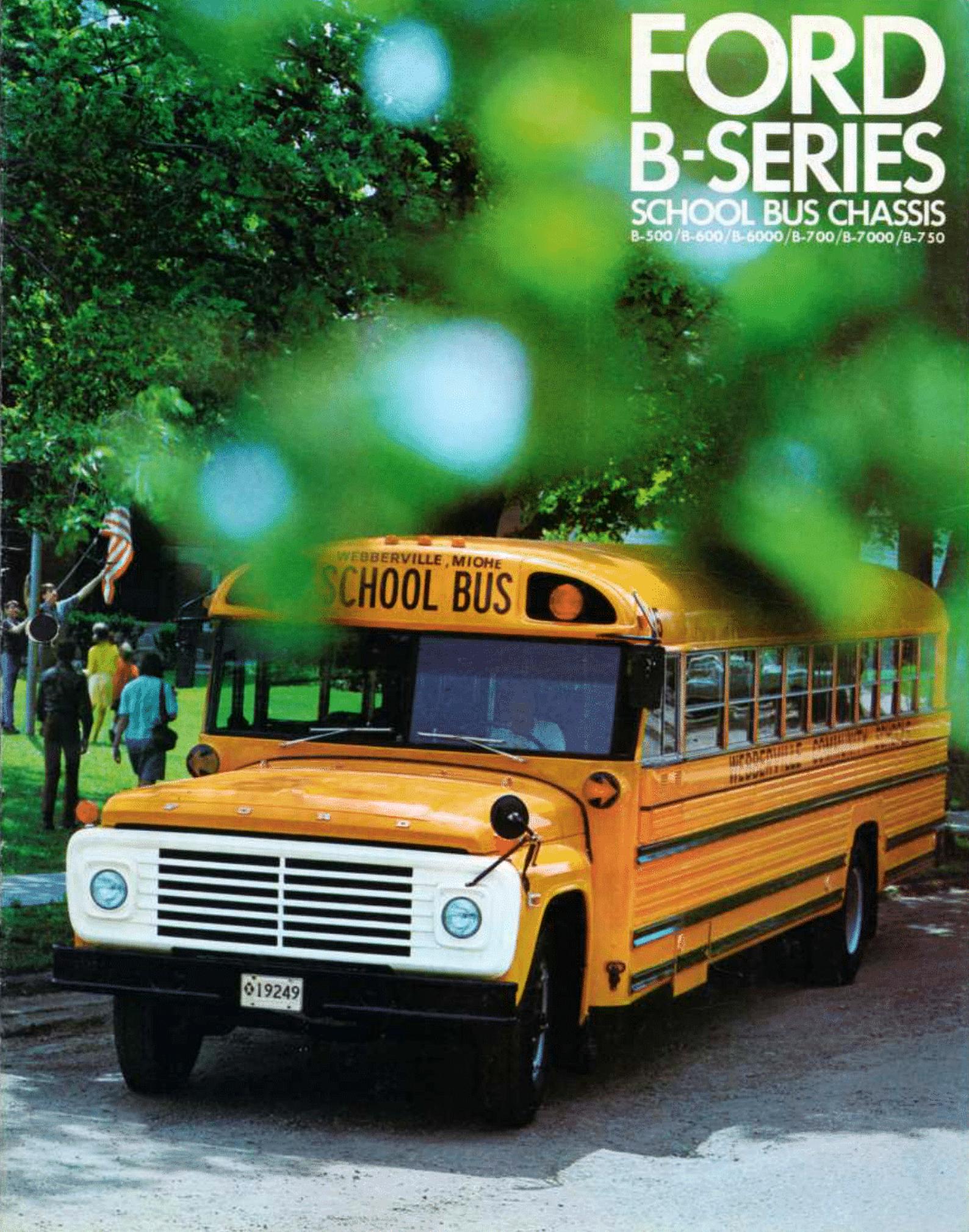


FORD

B-SERIES

SCHOOL BUS CHASSIS

B-500/B-600/B-6000/B-700/B-7000/B-750



Important points to consider before buying any school bus

Transporting your district's children safely and economically calls for careful planning and a careful choice of school bus chassis and equipment. Ford School Bus models are available with a wide choice of options designed to meet your particular needs.

To aid you in making the best selection, the important considerations that form the basis for an appraisal are itemized below:

Basic Requirements

What capacity do you need in a school bus? Consider the number of passengers that you are going to transport. How long are your routes, and is the driving rural or urban? Do you encounter steep grades along the route? How about climate? And what about your maintenance facilities? These considerations should determine the series, power, wheelbase and special equipment best suited for your specific needs.

Safety

As you know, the lives of many children depend on the safe operation of your buses. Your state establishes minimum safety standards to protect them; these are generally similar to NEA standards, and every school bus you purchase must meet your state's regulations. If you have hilly or mountainous terrain or other types of extreme operating conditions, you should consider heavy-duty components.

Cost

Initial cost is only part of the total cost picture. Although important, the initial price is generally less important than operating and maintenance expenses, reliability and resale value. A correctly specified vehicle with a larger-than-standard engine or an automatic transmission frequently will permit savings in running expenses that far exceed the higher cost at the time of purchase.

Handling

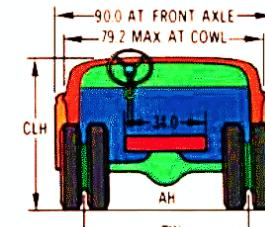
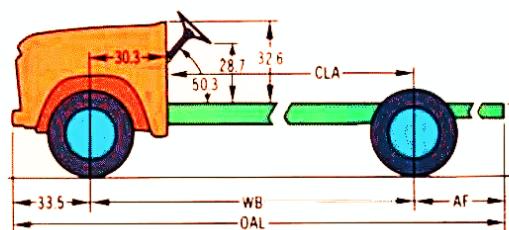
The location of driving controls in relation to the driver's seat is important to safe handling. More and more women are driving school buses and require increased handling ease to maximize safety. Power steering, automatic or fully synchronized transmissions and other convenience options should be given consideration.

Reliability and Durability

Your buses must start in all kinds of weather, run well, and keep running. They must operate economically with a minimum of downtime and maintenance. And chassis components should be of adequate capacity for their intended use. The added cost of heavier-duty components spread over the intended life of the vehicle may prove very economical.

You'll find that Ford school bus chassis not only meet or exceed National Education Association standards but also offer a broad range of gas or Diesel power and special school-bus-engineered components to better meet all your requirements. Ford School Buses have built-in maintenance advantages that permit better utilization of your vehicles, more economical operation. And you'll find that your Ford Dealer is a good man to talk to. He shares your concern for safe, sound school transportation, and the prudent use of your local taxpayers' dollars.

Ford chassis meet every school bus need

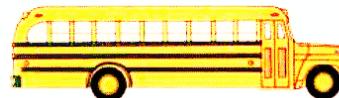


CAPACITY (PASSENGERS)	CHASSIS SERIES	DIMENSIONS (INCHES)							
		WB	CLA	AF	FH	AH	TW	CLH	OAL
36	B-500	156.0	125.75	85.0	33.0	9.9	66.6	63.8	274.5
48	B-600	198.5	168.25	100.0	34.4	9.8	69.5	64.0	332.0
54	B-6000	222.5	192.25	102.8	34.4	9.8	69.5	64.0	358.8
60	B-6000	242.5	212.25	110.0	34.4	9.8	69.5	64.0	386.0
60	B-700	242.5	212.25	110.0	35.7	10.5	69.5	64.9	386.0
66	B-7000	260.5	230.25	119.0	35.7	10.5	69.5	64.9	413.0
60	B-750	242.5	212.25	110.0	36.6	10.5	70.1	65.7	386.0
66	B-750	260.5	230.25	119.0	36.6	10.5	70.1	65.7	413.0

WHERE PASSENGER CAPACITIES OVERLAP, SELECTION SHOULD BE ON THE BASIS OF SEVERITY OF OPERATION. HIGHER SERIES NUMBERS DENOTE HEAVIER DUTY CHASSIS OR COMPONENTS.

Ford offers six chassis series in five wheelbase lengths to handle passenger loads from 36 to 66 pupils. All chassis components are engineered and built to provide an extra margin of reserve strength for greater safety. Each model in Ford's modern school bus line is available with a wide choice of equipment that is designed to meet the specifications of the most discerning school board.

All major school bus body builders install bodies on Ford chassis



School bus body manufacturers build sound, durable bodies in a variety of types and sizes to fit Ford B-Series chassis-cowl units. Ford's flat-face cowl is designed to facilitate body attachment, and flat-top frame siderails are straight throughout

their entire length to match body sills. Your Ford Dealer will be glad to recommend a school bus chassis and body that meets your needs. Names and addresses of some of the major school bus body manufacturers are listed at right.

BLUE BIRD BODY COMPANY
Fort Valley, Georgia
Mount Pleasant, Iowa
Brantford, Ontario

CARPENTER BODY WORKS, INC.
Mitchell, Indiana

SUPERIOR COACH CORPORATION
Lima and Norwalk, Ohio
Kosciusko, Mississippi

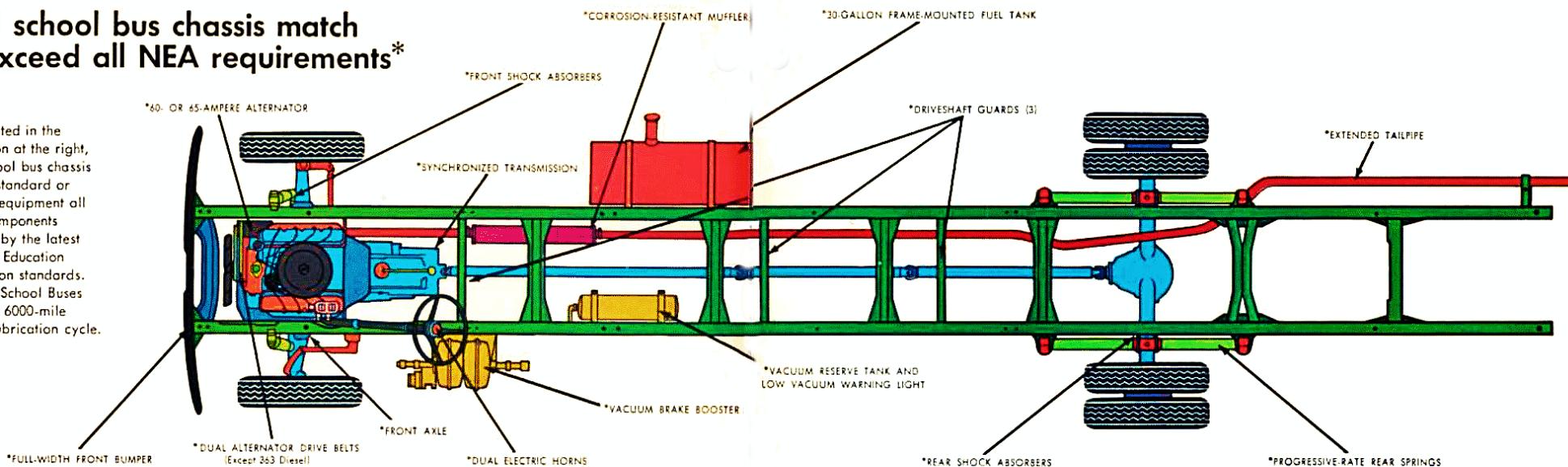
**PERLEY A. THOMAS
CAR WORKS, INC.**
High Point, North Carolina

WARD BODY WORKS, INC.
Conway, Arkansas
Austin, Texas

**WAYNE DIVISION
DIVCO-WAYNE CORPORATION**
Richmond, Indiana

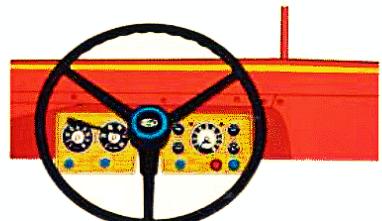
Ford school bus chassis match or exceed all NEA requirements*

As indicated in the illustration at the right, Ford school bus chassis have as standard or optional equipment all of the components required by the latest National Education Association standards. All Ford School Buses feature a 6000-mile chassis lubrication cycle.



Greater driving ease and maintenance convenience

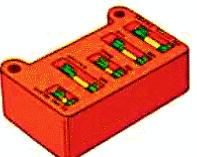
Ford engineers give great consideration to the driver in the design of Ford's school bus chassis. The steering wheel angle as well as the location of brake, clutch and accelerator pedals have been carefully determined to permit maximum flexibility of driver's seat positioning. Ford hasn't cramped on service room either; B-Series chassis have broad hoods and accessible engine compartment to give mechanics plenty of working room for all types of routine service and repairs.



Easy-to-read instruments and gauges are located directly in front of the driver to allow quick and easy checking of operating conditions. Ford's nearly vertical instrument cluster reduces the possibility of glare in the driver's eyes. A large, 20-inch-diameter steering wheel eases steering effort.



Heavy-duty clutches are built for long life and durability. Cushion-plate disc with spring vibration damper provides smooth action. Clutch sizes range from 11" to 14".



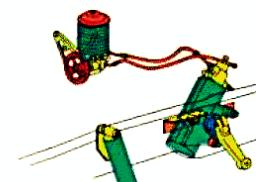
Central fuse block is conveniently located in the glove box to speed circuit checkout and fuse replacement. Saves time and money if electrical trouble develops.



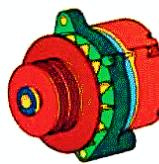
Wide-track maneuverability and outstanding vehicle stability are attained with Ford's wide-track front axles that allow wheels to turn up to 44°. This cuts the need for backing on tight turns, promotes greater safety and better schedules.



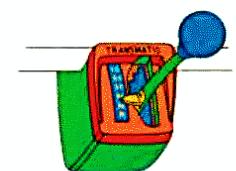
Orschein parking brake lever is standard on all series. This simple-to-adjust lever is easy to apply or release. A spring-set parking brake system for the rear wheels is available on chassis equipped with air brakes (required for NEA with air brakes).



Power steering is optional on all Ford school bus models to further reduce steering effort. Integral-type unit provides hydraulic power within the steering box.



High-capacity alternators with outputs up to 105 amperes are available to keep the battery charged even with heavy usage of lights and heater. A 100-amp. ammeter circuit, meeting NEA standards, offers extra capacity for accessory items.



Automatic transmission is available on B-600 through 750 Series when equipped with 330 or 361 HD V-8's. Other transmissions offered include 4-speed, 4-speed fully synchronized, and 5-speed with close or wide ratios or overdrive.



Engine compartment location of battery permits more frequent and better servicing. Two batteries, one on each side of engine, are supplied on most Diesel-powered buses. Optional 204 amp-hr battery is frame-mounted and connected with 36-inch slack wire.

Choose from ten proven engines... gasoline or Diesel

Three gasoline Sixes . . . The 240- and 300-cu. in. Sixes available in B-500 Series, and the standard 300-cu. in. HD Six for the B-600 provide economical, dependable performance under average conditions. All Ford Six engines have a 7-main-bearing crankshaft for stability and durability, hydraulic valve lifters for quiet operation and full-circle water jackets to dissipate combustion heat more effectively.



ENGINE SPECIFICATIONS

MODEL	GASOLINE			DIESEL				
	240 SIX	300 SIX	300 HD SIX	300 HD V-8	311 HD V-8	FORD SIX	V150 V-8	V175 V-8
MAX. CROSS HP @ RPM	180 @ 4000	185 @ 3600	180 @ 4000	210 @ 4000	235 @ 4000	128 @ 2800	150 @ 3200	175 @ 3200
MAX. NET HP @ RPM	179 @ 4000	189 @ 3600	184 @ 3800	182 @ 3800	199 @ 3800	116 @ 2800	137 @ 3200	142 @ 3200
MAX. CROSS TORQUE (lb.-ft. @ rpm)	234 @ 2200	294 @ 2000	208 @ 2000	345 @ 2000	372 @ 2000	266 @ 1400	305 @ 1800	352 @ 1800
MAX. NET TORQUE (lb.-ft. @ rpm)	218 @ 2200	274 @ 2000	208 @ 2000	322 @ 2000	342 @ 2000	254 @ 1400	283 @ 1800	331 @ 1800

Power Train Selector

Ford's broad selection of power train components is shown in the tables below and at right. Operating characteristics of each engine have been carefully matched with a wide range of transmissions and rear axles to form combinations that will permit each component to function according to its designed capabilities. Your Ford Dealer will be glad to assist you in the selection of the proper power train for your exact requirements.

B-500 SERIES

ENGINE	TRANSMISSION	REAR AXLE	AVAILABLE RATIOS
240 Six	435 T-19	Rockwell C-100	6.2, 6.8, 7.2
		Rockwell D-100	6.2, 6.8
	435 T-19	Rockwell H-170	6.8, 7.2
	Eaton 15201	5.83/8.12, 6.33/8.81	
300 Six	435 T-19	Rockwell D-100	5.83, 6.2, 6.8*
	285V, 280VO	Rockwell F-106	6.8, 7.2
	541FL, 541FO		
	Eaton 15201		5.83/8.12, 6.33/8.81
330 V-8	435 T-19	Rockwell D-100	5.83, 6.2, 6.8*
	285V, 280VO	Rockwell F-106	6.8, 7.2
	285V, 280VO	Rockwell F-106	6.8, 7.2
	541FL, 541FO		
330 V-8	435 T-19	Rockwell D-100	5.83, 6.2
	285V, 280VO	Rockwell F-106	6.2, 6.8, 7.2
	541FL, 541FO		
	Eaton 15201		5.83/8.12, 6.33/8.81

*N.A. with 5-speed transmission

B-600 SERIES

240 HD Six	435 T-19	Rockwell F-106	6.2, 6.8, 7.2
	285V, 280VO*	Rockwell F-106	6.2, 6.8, 7.2
	541FL, 541FO	Rockwell H-170	5.86, 6.14, 6.83, 7.17
330 V-8	435 T-19	Eaton 15201	5.83/8.12, 6.33/8.81
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Spacious Ford Club Wagons are tops for all kinds of "special purpose" transportation!



Now School districts all over America, where local codes permit, are finding that Ford Club Wagons make excellent, economical special-purpose school buses. Ford Club Wagons have the seating capacity, ride and carlike handling ease for feeder-line routes, small-group trips, athletic team events, general utility work, and transporting of the handicapped.

Ford Club Wagons give you the greatest carrying capacity and the biggest seating capacity of any vehicle in their class. They are offered in two body lengths with wheelbases of 105.5" and 123.5" for seating 5, 8 or 12 adults. Ford's Econoline Window Vans also are available for local conversion to school bus work. The big E-300 models can be custom-tailored to carry up to 18 pupils. Since local vehicle standards vary from state to

state, check with your local Ford Dealer for Special Order needs or locally installed equipment.

Ford's exclusive Twin-I-Beam front suspension offers a new sense of stability for this type of vehicle. This famous independent wheel suspension, thoroughly proved by over four years' usage in Ford Trucks, features two I-Beam front axles cushioned by coil springs for a smooth ride under all road and load conditions. Double-acting front and rear shock absorbers provide a continuous damping effect. Extra large main structural members and double-wall front quarter panels are but two of the reasons for the increased durability and reliability that have been built into Ford's single-unit body-frame construction. Main underbody members and rocker panels are galvanized inside and

out to minimize rust and corrosion.

Your choice of engines includes the standard 240-cubic-inch Six and the power-packed 302 V-8. SelectShift Cruise-O-Matic transmission, available with 240 Six or 302 V-8, gives you fully automatic or manual shifting. "Second hold" feature provides better control on long grades. The standard transmission is fully synchronized in all forward gears to permit clash-free shifting.

Exclusive outside front service center simplifies checking levels in radiator, battery and windshield washer reservoir. Oil dipstick and filler pipe, brake master cylinder, voltage regulator and windshield wiper motor are within easy reach through front service center opening. Ford Club Wagons and Econoline Window Vans are well worth looking into for your district's needs, too!

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FORD SCHOOL BUSES

