Date 1-1-89

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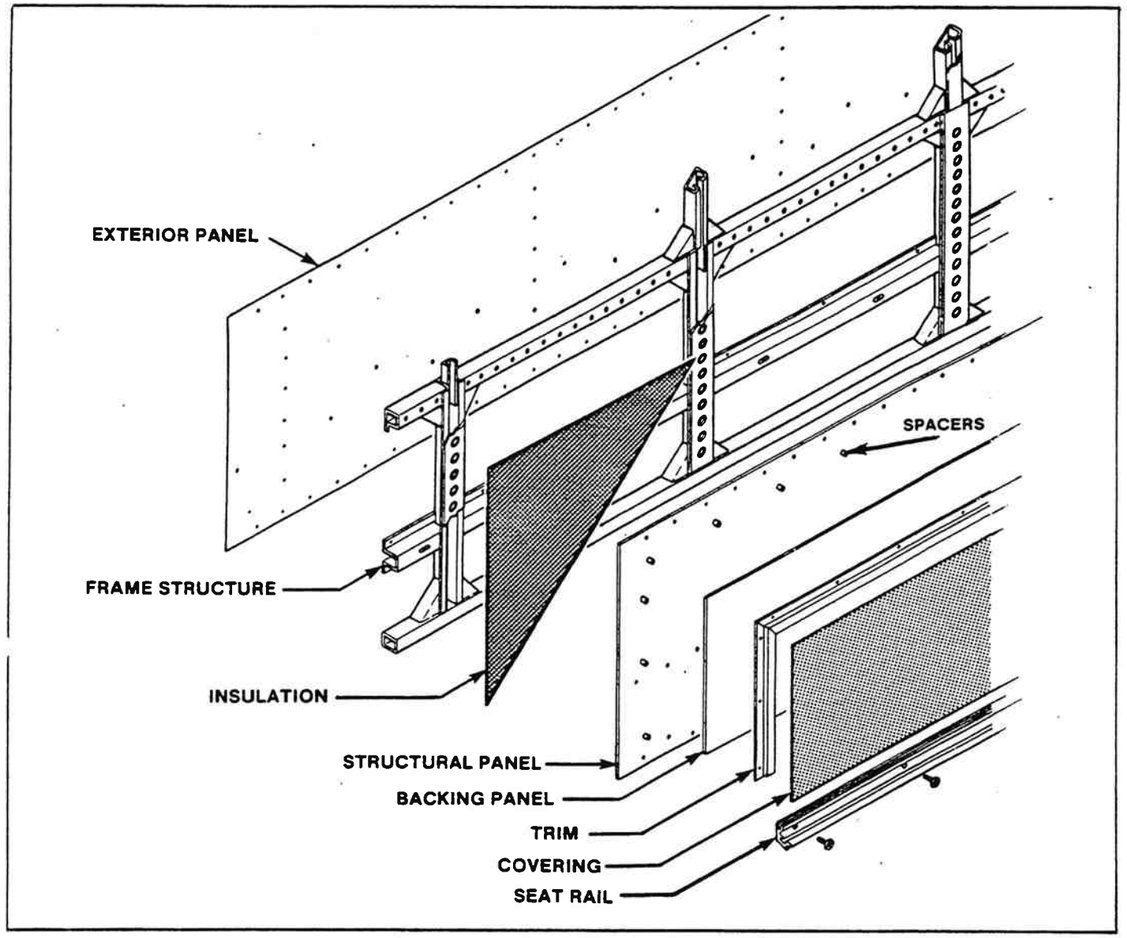

Figure 3-1. Sidewall Construction.

COACH BODY

BODY PANELS

The MC-9 coach uses a welded, single-piece monocoque frame. Below the belt rail 16 and 18 gauge stainless steel is used while the upper body is framed in high tensile, low alloy steel, primed before installation. Front body panels are 24 gauge (.6 mm) stainless steel with a 20 gauge (1 mm) stainless steel trim panel provided between the headlights. Removable stainless steel iron moldings are used under the windshields providing access to the windshield wipers and door control. All side panels below the floor line are 24 gauge (.6 mm) stainless steel fluted on 4" (102 mm) centers. See figure 3-1.

The exterior center roof and sidewall panels immediately below the passenger windows are high tensile .064" (1.6 mm) prestressed primed and painted aluminum. The interior has aluminum alloy panels riveted to the frame with one panel used to provide a continuous airway for the heated or cooled air from the main ducts. The rear panel above the floor line is 24 gauge (.6 mm) smooth stainless steel and the lower panels on the service doors are beaded 24 gauge (.6 mm) stainless steel. Condensation drain tubes are provided within the frame.

The front roof cap and the rear crown panel are ⅛" (3.17 mm) thick molded fiberglass and incorporate molded indentations for lamps. Main roof panels are .051" (1.29 mm) high tensile aluminum prestretched on installation and riveted in place.

All exterior panels are riveted securely to the frame members. Dissimilar metals are separated by mastic tape or mylar tape. Roof and sidewall panels are insulated with 2" (51 mm) medium density, fiberglass, compressed during application of interior panels, with joints sealed with aluminum pigmented mastic. Sidewall insulation is contained in waterproof envelopes. High density fiberglass with an asbestos blanket is used for insulation and sound-deadening at the rear bulkhead. A double floor construction over the axles is filled with insulating material to reduce the transfer of heat and noise to the inside of the coach.

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MOLDINGS

Extruded aluminum drip moldings extend along the sides of the coach above the window line. Exterior trim moldings are attached to the body to cover the horizontal rivet lines at both sash and belt lines while black painted aluminum moldings cover the window posts. Stainless steel screws and nylon washers are used to eliminate the contact of dissimilar metals to prevent corrosion of the moldings.

BAGGAGE COMPARTMENTS

Three full-width, underfloor compartments are provided between front and rear drive axles. Total capacity is 300 cubic feet (8.5 cubic meters), with a clear 33" x 54½" (840 mm x 1380 mm) opening provided to each compartment on both sides of the coach. All compartment doors are full sealed, Pantograph, vertical lift type, and each has a flush mounted breakaway-type latch handle with provision for padlock and customs seals. All doors are interchangeable.

BUMPERS

The standard rear bumper is made of 12" (305 mm) wide, extruded, hard alloy anodized aluminum, back-ribbed for maximum strength. An optional energy absorbing rear bumper may be installed in place of the standard rear bumper. The front bumper is hinged at the top for easy access to the spare tire compartment. The rear bumper is easily removed for access to the engine compartment. Extruded anodized aluminum corner bumperettes are mounted on rubber cushion pads at all four corners of coach and extruded aluminum rub rails extend along each side of the coach to offer maximum protection to lower body panels from baggage carts and vehicles. Molded rubber fenders are installed at front wheelhousings and the rear wheelhousings are trimmed with anodized aluminum bars. Three-piece fenders can be installed at the rear housings as optional equipment. Front and rear wheel splash aprons are optional. For coach dimensions, see figure 3-2.

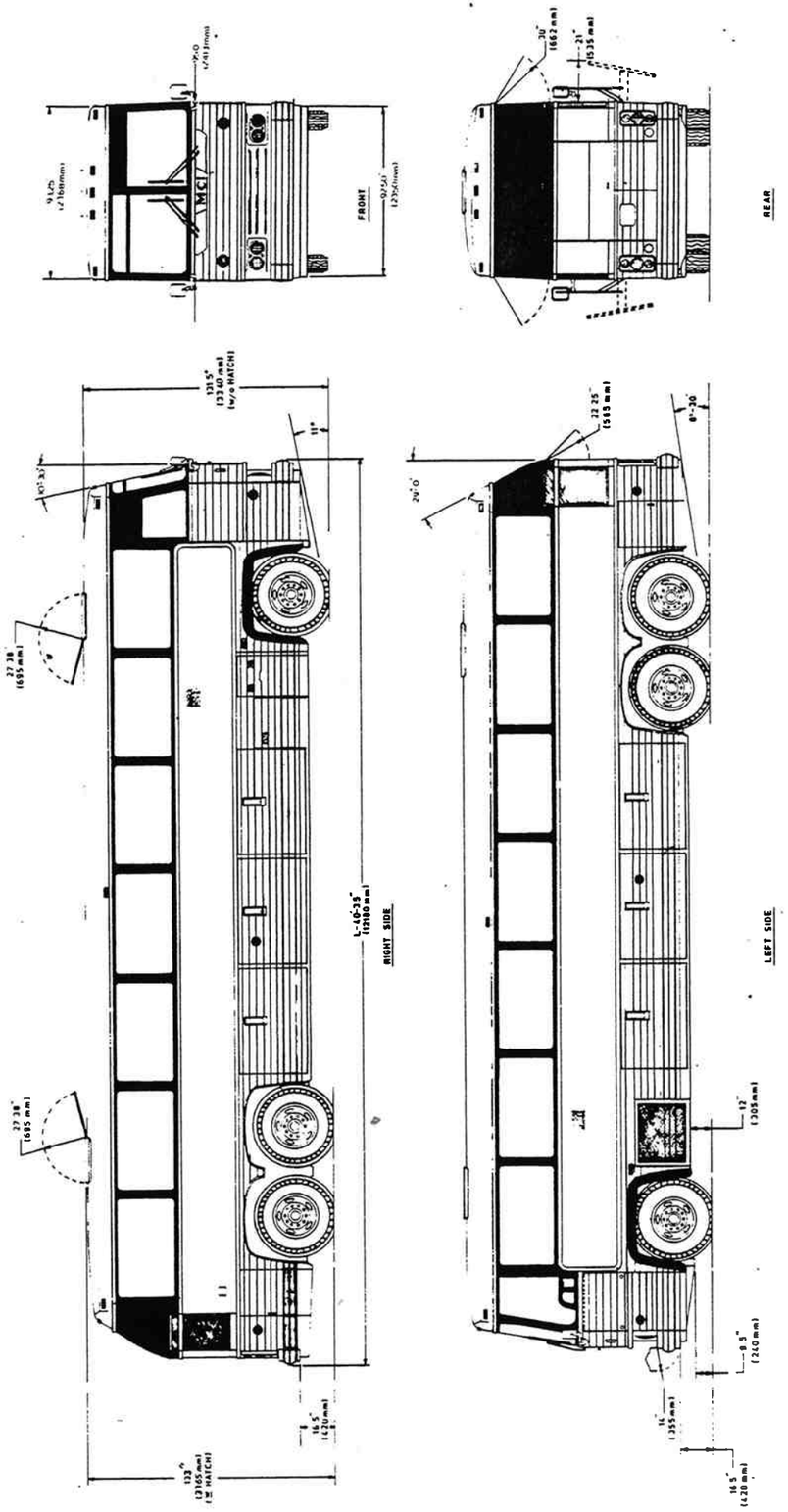

Figure 3-2. MC-9 Dimensional Chart.