

The American Eagle. A breed apart.

In this country the eagle has always been the proudest of symbols, standing only for the highest ideals of excellence.

Its character befits our new bus.

The advanced-design American Eagle Model 10 for the 80's is like no other motorcoach to come before. It boasts 17 significant design and engineering improvements from past models, and is unquestionably the finest equipment available from the bus manufacturing industry.

A study of the remainder of this brochure will prove that claim.

To be the best—it's a lofty goal. But, we couldn't settle for less... not and call our bus the American Eagle.



American Eagle Model 10/ At-a-Glance:

Overall Dimensions	480" x 96" x 133½"
Wheelbase	285½"
Turning Radius (L.H. or R.H.)	39' ½"
Turning Radius (over the bumpers)	42' 6"
Weight (Dry)	26,540 lbs.
Underfloor Baggage Capacity	330 cu. ft.
Overhead Parcel Capacity	85 cu. ft.
Fuel Capacity	130 gallons (Additional 45 gal. tank capacity optional)
Batteries/Cold Crank Capacity at 0° Fahrenheit	3 in tandem/1,875 amps. total
Electrical System	12-Volt
Air Conditioning Capacity	3,000 CFM
Step Well	2 step/Stainless steel
Entrance Door	Double (Bifold)
Floor	Flat
Seating	46 with lavatory standard (infinite options available)
Seats	30° tilt adjust/adjustable headrest with wings/footrests (optional fabrics)
Engines	8V71 Detroit Diesel 6V92 Turbo Detroit Diesel
Transmissions	Automatic 4-speed 5-speed
Suspension	Torsilastic Independent (Guaranteed for 5 years or 500,000 miles)
Brakes	2-Shoe Air-Type/Rockwell 5" cam activation, Bendix Westinghouse Chambers
Clutch	Spicer 15½", dual plate self-adjusting
Tires	9/14-Ply "G" Rated/11 x 24.5 tubeless radials
Warranty	Total/1 year or 100,000 miles (5-year or 500,000-mile warranty on torsilastic independent suspension)

17 design improvements prepare the American Eagle for life in the 80's.

Pneumatically activated variable RPM condenser and radiator fan drive clutches establish the most efficient fan-to-engine-speed ratio based on engine cooling system demands and freon condensing temperatures, so valuable fuel is not wasted when not needed.

Two roof ventilators allow ram-type positive air displacement through the coach via 2" X 2" hatches. Also serve as simple-to-operate emergency escape hatches.

Front and rear end caps are made of rust proof, light-weight preimpregnated fiberglass for durability.

Improved vehicle aerodynamics help reduce drag and lessen vehicle weight by over 500 pounds.

Plug-in/pull-out circuit breakers and relays in the electrical panel provide easy access. Wire harness is color-coded and numbered for easy troubleshooting and maintenance.

50 parts have been converted from metal or fiberglass composition to vacuum-formed A.B.S.

Instrument panel is electro-luminescent and human engineered to exacting aircraft standards, providing maximum operator efficiency and ease of maintenance.

Spicer 15 1/2-inch dual plate clutch is standard with manual transmission. Self-adjusting with clutch brake feature for easier shifting to reverse and first gear.

Two ton air conditioning/heating system for driver is easy to maintain, and adds more cooling in the summer and more heat in the winter than ever before. Plus it provides over 600 CFM of air flow for windshield defrosting and defogging.

The American Eagle has a shorter turning radius (42'6") than other buses. You can maneuver where other buses can't.

Redesigned baggage compartment door locks incorporate ACE round key, weather resistant tumblers (optional).

More cargo space is available on the Model 10 and it's sealed to keep out dust and contaminants.

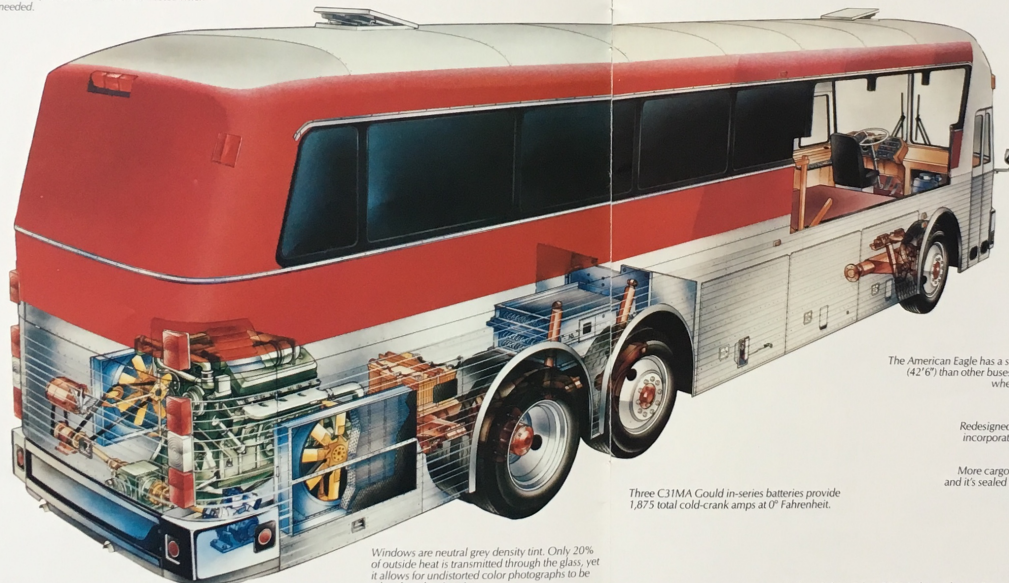
Three C31MA Gould in-series batteries provide 1,875 total cold-crank amps at 0° Fahrenheit.

Windows are neutral grey density tint. Only 20% of outside heat is transmitted through the glass, yet it allows for undistorted color photographs to be taken from bus interior.

Solid-state modulating controls regulate the temperature to the selected comfort level.

New air conditioning condenser, with high efficiency heat transfer is epoxy-dipped for long life protection from corrosion.

Graham White Salem 990 air dryer takes moisture out of all pneumatic lines.



Passenger Comfort/Ride:

Perhaps the most important consideration in selecting any motorcoach is its appeal to your passengers. Every ride should invite them back for the next ride.

The new American Eagle Model 10 was designed completely with that idea in mind.

Of course, the ride of any bus is only as good as the suspension system the bus rides on. And in the opinion of bus experts—and bus riders worldwide—the B. F. Goodrich Torsilastic system on the American Eagle is far and away the best.

First, it's an independent system, which allows the wheels to travel over bumps independently of one another, rather than transmitting the shock of the bump

to the other wheels. Non-independent systems cause the "jolt" sensation so annoying to passengers.

Second, it effectively neutralizes sway, eliminating that unpleasant "rocking" sensation so common in other coaches.

And we're not the only ones who say torsilastic is better. Mercedes-Benz puts it on every car they build, and you are no doubt well aware of their commitment to engineering excellence. General Motors has also introduced it on many of its new models.

Couple this superior torsilastic suspension to a long, stable 285½-inch wheelbase, and you've got exceptional ride characteristics that professional bus people and passengers alike can appreciate.

BOGIE HAS TRAILING ARM,
INCORPORATING ROCKWELL
STANDARD FF931 AXLES

TORSILASTIC SUSPENSION
GUARANTEED FOR 5 YEARS
OR 500,000 MILES

REAR AXLE IS HYPOID FULL-FLOATING
ROCKWELL STANDARD R162,
AVAILABLE IN THREE GEAR RATIOS

B. F. GOODRICH
TORSILASTIC SUSPENSION -
INDEPENDENT TYPE,
LEVELS THE RIDE

SUSPENSION NEEDS NO LUBRICATION
AND, UNLIKE AIR BAGS, CANNOT LEAK

SYSTEM SIMILAR TO THAT
USED BY MERCEDES-BENZ



Passenger Comfort/Size:

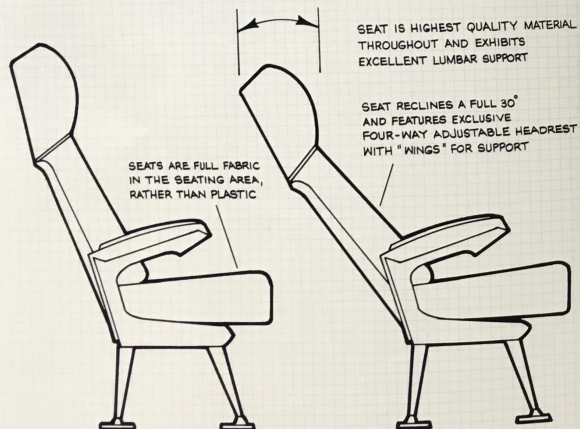
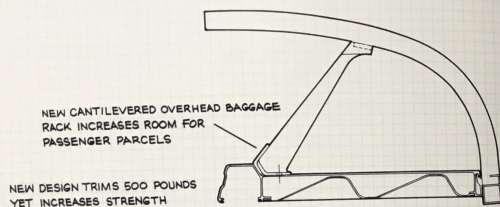
The American Eagle, by any measure, is a roomy, comfortable bus. At 133½-inches in height, it has truly exceptional headroom for the passengers riding in the coach.

In addition, baggage capacity (a huge 330 cubic feet) is maximized under the floor in the Model 10 and held to a reasonable amount overhead in the coach to give your passengers even greater room (without

sacrificing overall carrying capacity).

And we haven't forgotten considerations of legroom, either. The American Eagle's standard 46-seat configuration, complete with lavatory, gives ample room for knees even with the seat in front reclined.

Of course, you can custom design your Eagle's interior to any seating plan you desire.

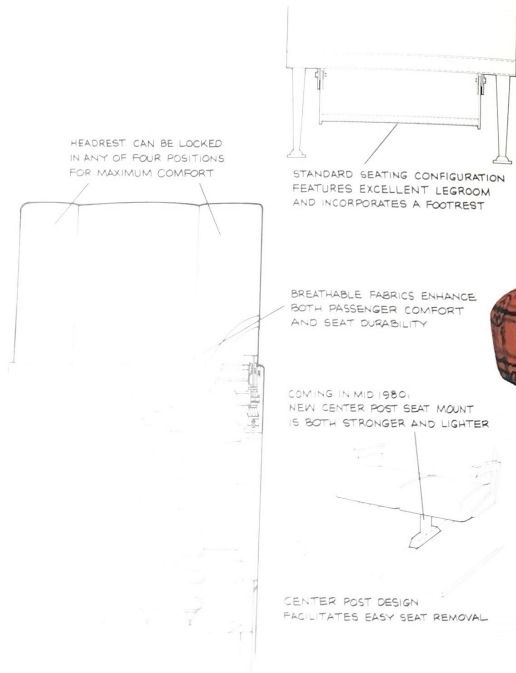


Passenger Comfort/Seats:

No matter what seating configuration you choose for your Model 10, the exclusive American Eagle seat gives you a dramatic advantage in pleasing your passengers. The Eagle's extremely comfortable seat reclines a full 30° for sleeping. It also has an exclusive four-position adjustable headrest, with wings to support the

head laterally. In addition, every Eagle seat has a footrest on the back of the Eagle seat in front of it. The seat is upholstered in extremely durable, yet attractive, fabric in your choice of a wide array of colors and designs.

Once you sit in the seat of an Eagle bus, you'll have no doubt as to its absolute superiority.



Passenger Comfort/Amenities:

In addition to the obvious comfort advantages of the American Eagle's ride, spaciousness and seats, we have taken care to meet and exceed the needs of your passengers in all the other amenities as well.

The windows are picture windows—large in size to permit maximum viewing. They are tinted grey to let in 28 percent of the light while only admitting 20 percent of the heat. For draft-free ventilation, roof hatches are provided.

The lavatory is roomy and efficient in design, and comes equipped with a standard chemical toilet.

The interior lights can be individually controlled at each seat for reading or sleeping.

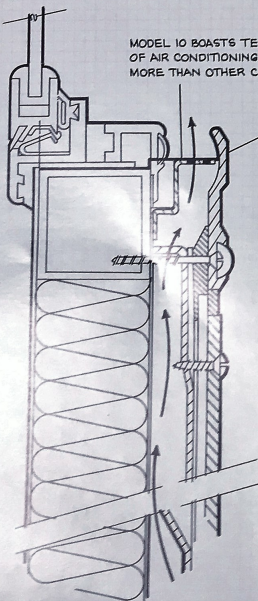
The Model 10's air conditioning system boasts a full ten tons of cooling capacity or some 3,000 cubic feet

per minute—the best of any intercity bus. It has a two-speed motor with Honeywell thermostatic controls and mixes 20 percent fresh air from outside the coach to eliminate staleness in the air.

The American Eagle also has separate cooling and heating for the driver, insuring that the needs of both passenger and driver are satisfied at all times.

The entire Model 10 coach is insulated, both for climate control and noise abatement. The walls have a full inch-and-a-half of dense padding, while the floor is made up of a thick roll of non-skid RCA rubber over fire retardant marine plywood.

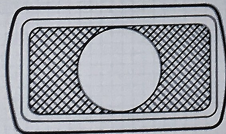
In short, the new American Eagle Model 10 has been engineered to not only take your passengers comfortably to their destination, but to bring them back to you time and time again.



MODEL 10 BOASTS TEN TONS OF AIR CONDITIONING CAPACITY--MORE THAN OTHER COACHES

AIR CONDITIONING CAPACITY IS 3,000 CFM--MORE THAN ENOUGH FOR THE HOTTEST DAY

AIR MIXTURE IS 20% FRESH AIR AND 80% RECIRCULATED TO ELIMINATE STALENESS



140,000 BTU HEATER CORE IS MOUNTED ON SLIDING TRAY IN BAGGAGE COMPARTMENT FOR EASY SERVICING



Driver Comfort/Drivability:

Next to your passengers, your drivers/operators are the most important people who will ever board your new American Eagle coach.

Strict attention to considerations for both their comfort and efficiency have been built into the Model 10 from front to back.

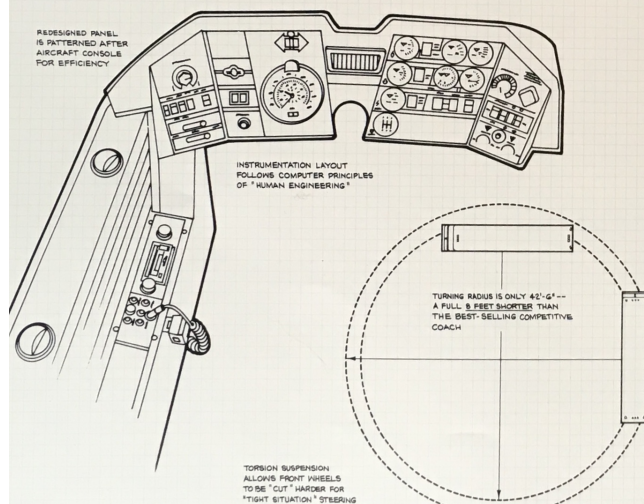
Again, a major feature and advantage of the American Eagle—its torsilastic independent suspension—plays a vital role in reducing driver fatigue. An important consideration in both passenger comfort and safety. Fatigue is also minimized by the Model 10's excitingly new and totally redesigned instrument panel shown here. It is like nothing offered on any other bus anywhere in the world. Its "human engineered" layout is visibly the best in the industry. Modeled after aircraft control panels, where efficiency is a must, the Model 10's panel meets all 1981 SAE specifications and standards.

One feature your operators will appreciate is the separate "Driver's Heating and Air Conditioning" controls located in the lower left quadrant of the panel.

In truth, the American Eagle's long wheelbase, excellent steering characteristics, sophisticated clutch, transmission and braking systems make driving the Model 10 not so much a job as a pleasure. Especially when you examine what is surely one of the biggest "drivability" advantages of all for this bus:

Its turning radius. The American Eagle turns left or right in a remarkable 40 feet! ... That's a turning radius of only 42 feet 6 inches measured over the bumpers! Other buses take up to eight full feet more.

Again it's the torsilastic suspension that makes this advantage possible. Since it's an independent system, the Model 10's front wheels can be cut much sharper. Anyone who has ever driven a bus can greatly appreciate such an incredible difference.



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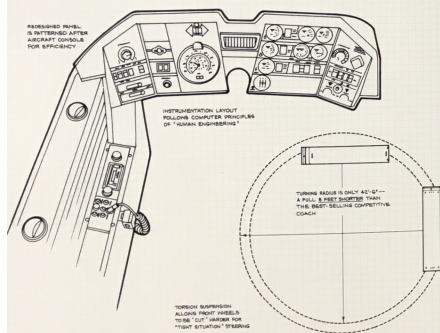
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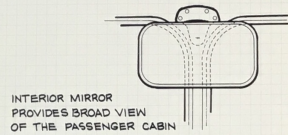
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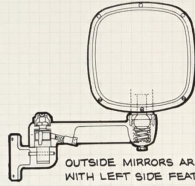
Driver Comfort/Amenities:

Driver visibility in the American Eagle Model 10 is excellent. Not only are both of the interchangeable windshields large, they are tinted green to allow only 70 percent light transmission while helping to block glare. Windshield frame and wiper blades are shaded black to eliminate glare as well.

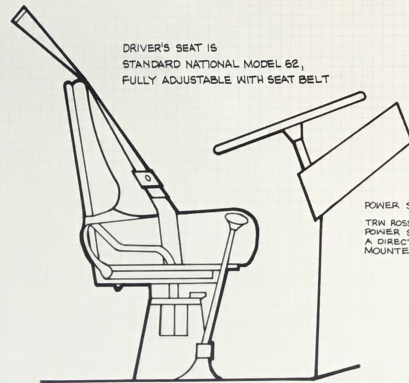
The driver's seat not only meets all D.O.T. requirements, it meets all of our requirements, which are no less strict for the seats your drivers sit in than they are for the seats your passengers sit in.



INTERIOR MIRROR PROVIDES BROAD VIEW OF THE PASSENGER CABIN



OUTSIDE MIRRORS ARE LARGE WITH LEFT SIDE FEATURING CONVEX INSET



DRIVER'S SEAT IS STANDARD NATIONAL MODEL 52, FULLY ADJUSTABLE WITH SEAT BELT

POWER STEERING: TRW ROSS VARIABLE-RATIO FULL-HYDRAULIC POWER STEERING UNIT, INCORPORATING A DIRECT DRIVEN ENGINE MOUNTED PUMP, IS OPTIONAL.

The new American Eagle also boasts over two tons of air conditioning dedicated solely to the driver, with ten percent greater venting to the driver and windshield areas than in any Eagle before. An air-mixture selector allows the driver to draw air from either inside or outside the coach.

Overall, the Model 10 is as pleasant to drive as it is to ride in. It can be a major employee benefit in your operation.



Operating Advantages/Functional:

Perhaps the most important operating advantage of the American Eagle is in the area of fuel efficiency. Every consideration has been given to maximizing the benefit you derive from your highly inflated fuel dollar.

First, we've made the bus lighter than its predecessor model by a full 500 pounds in dry weight. We've also redesigned the front and rear caps through extensive wind tunnel testing, to make them more aerodynamic and reduce drag, thereby cutting fuel consumption again.

In addition, the American Eagle comes with a high fuel-efficiency engine to go with its optional V-8. The turbo-charged and after-cooled G.M. Detroit Diesel V-Type Model 6V-92TA gives the best efficiency of any engine available on any intercity bus... up to 17 percent greater efficiency in independent tests than our very efficient optional V-8.

Of course, the American Eagle's eight cylinder engine option is also a G.M. Detroit Diesel (Model 8V-71N Series). It is retained as an alternative for

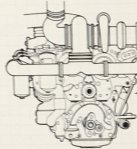
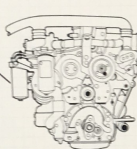
compatibility with your present fleet, if that's what you desire.

Our transmission options are also geared for maximum efficiency, depending on your particular needs and running conditions.

When outfitting your Model 10 you can specify an Allison HT1740 fully-automatic four-speed transmission or a Spicer No. 8844A constant-mesh four-speed mechanical transmission or a Fuller T905 constant-mesh five-speed mechanical transmission. The choice is strictly up to you.

Everything in the Model 10 is designed with efficiency and capability in mind. And, even though the 10 is lighter and more efficient this year, it still holds an incredible amount of baggage or packages. Its underfloor baggage capacity is a big 330 cubic feet, more than any other bus of its kind—and that's very valuable space to any charter operator or package express operation.

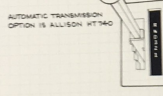
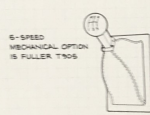
V-8 OPTION
IS 8.1L DETROIT DIESEL,
MODEL 8V-71N SERIES,
WITH 648 CUBIC-INCH
DISPLACEMENT



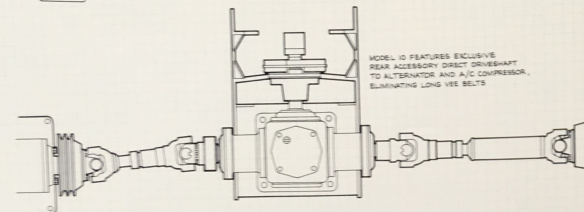
STANDARD ENGINE
IS A HIGH EFFICIENCY
G.M. DETROIT DIESEL,
TURBO V-8 MODEL 6V-92TA,
WITH 561 CUBIC-INCH
DISPLACEMENT

TURBO V-8 BRAKE HORSEPOWER
IS 270 AT 1800 RPM'S

4-SPEED
MANUAL TRANSMISSION OPTION
IS SPICER NO. 8844A



MODEL 10 FEATURES EXCLUSIVE
REAR ACCESSORY DRIVE SHAFT
TO ALTERNATOR AND A/C COMPRESSOR,
ELIMINATING LONG VEE BELTS



Operating Advantages/Maintenance:

From a maintenance standpoint, the American Eagle was engineered with two clear principles in mind:

1. Make it simple, so it needs a minimum of maintenance.
2. Make it so the maintenance it does need is simple.

Starting with its Goodrich Torsilastic suspension and working up, the Model 10 is a bus built to survive the real world. The only maintenance the torsilastic independent system requires is a simple height adjustment after 10,000 miles—then, simply check it every 75,000 to 100,000 miles.

The system absolutely cannot leak, it needs no lubrication ever and it has no "air bags" to blow out. You can say goodbye to irritating bus "listing" forever.

In fact, the American Eagle's torsilastic suspension is so incredibly reliable we guarantee it for a full 5 years or 300,000 miles! Unconditionally.

Another design advantage that simplifies maintenance on your new Eagle is its electrical system, which unlike some buses, is engineered for simple component identification and replacement.

And a powerful electrical system it is. The cold cranking capacity of the Model 10's three tandem Gould C31MA batteries is an impressive 1,875 amps at 0° Fahrenheit. And one more thing—the 10's batteries are

totally maintenance-free; you don't even add water.

Outside, the American Eagle is designed to function in the real world as well. Its paint is tough Dupont Iron, applied in three coats to keep the shell looking new. The paint is oven-baked for durability and a deep shine that will last through any kind of weather. Plus the total structure is acid etched prior to being completely primed for maximum corrosion protection.

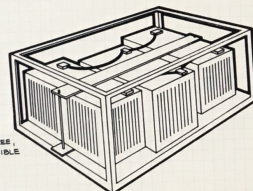
The Model 10's interior is designed to take not only use, but frankly, abuse. The fabrics, paints, metals, rubbers and plastics are the finest available and are meant to take the most vigorous cleaning schedule you can institute.

Of course, no matter how well engineered the Model 10 is, or how well treated it in use, there will be occasions where the availability of parts and service is essential.

At Eagle, we've dramatically increased our parts inventory for all our equipment, including the Model 10. Our policy is immediate shipment of the part you need. If necessary, we'll even take the part you require directly off a production bus and ship it to you on the day it's ordered.

Plus we have an excellent staff of field representatives only a call to 512-541-3111 away if you need additional help.

BATTERIES ARE MAINTENANCE-FREE,
WITH DISCONNECT SWITCH ACCESSIBLE
THROUGH REAR ENGINE DOOR

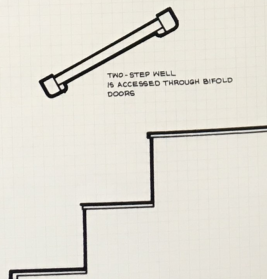


THREE GOULD C31MA 12-VOLT BATTERIES
ARE MOUNTED IN TANDEM, GIVING
1,875 AMPERE COLD CRANKING POWER
AT 0° FAHRENHEIT

STEP WELL IS STAINLESS STEEL
FOR IMPROVED MAINTENANCE



TWO-STEP WELL
IS ACCESSIBLE THROUGH BI-FOLD
DOOR



Customizing/Equipment Options:

This bus is going to be your new American Eagle, your new Model 10 motorcoach. And more than any other piece of equipment of its kind, we offer the options that allow you to custom design and outfit the Model 10 to your specific wants and needs.

And we're not just talking about cosmetics and configurations, but "functional customizing" starting with the basics of engine and transmission.

As noted before, the American Eagle gives you a real choice of power plants—a 568-cubic-inch Detroit

Diesel V-8 or a 552-cubic-inch Detroit Diesel turbo V-6. Couple that with our choice of three transmissions—an Allison automatic, a Spicer four-speed or a Fuller five-speed—and you have true flexibility in designing the Model 10 to best serve you.

Whether you run in the mountains, the prairies, the heat, the cold, the big cities, the small towns or all of the above, we can build the exact bus you need.

Better yet, the exact American Eagle.

Customizing/Configuration Options:

Basically, you can design the interior of your Model 10 to any configuration you desire—33, 50, 46, 42, 32, four-across, three-across, with lavatory, without. Whatever your operation requires, we can provide it.

Shown here is our most popular configuration ordered (46 seats, reclining, with lavatory)... but don't let that limit you. Use your imagination and the "blank" interior schematics provided in the flap on the opposite page to experiment with your own designs.

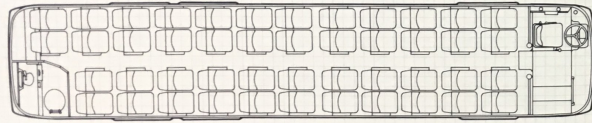
Customizing/Cosmetic Options:

The finishing touches on your American Eagle are strictly yours. We offer a wide variety of color-coordinated trims and fabrics. The exterior paint scheme, the interior paint and fabrics can be selected in virtually any color of the rainbow. If you wish, we'll

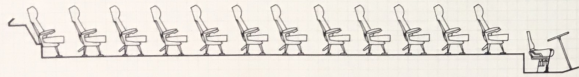
help you with the plans to style your new Eagle as well.

Again, in the flap on the page opposite, we've provided exterior schematics for you to style your American Eagle in a manner that best suits the needs of your operation.

STANDARD SEATING IS 46 PASSENGERS WITH RECLINING SEATS, PLUS RESTROOM



WITH NON-RECLINING SEATS AND NO RESTROOM, SEATING CAPACITY IS 52



SEATING OPTIONS ARE AVAILABLE FROM 32 TO 60 PASSENGERS WITH RECLINING SEATS AND RESTROOM

SEATING CAN BE ARRANGED TO SUIT YOUR NEEDS WITH MANY CONFIGURATIONS AND MANY TYPES OF SEATS





