



When you've built as many school buses as we have, you just naturally learn how to build them better.

Building buses demands experience—the more the better.

The more you build, the better you get at it. The better you get, the more you learn what a school bus has to have to survive the strain of day-in, day-out, pick-'em-up and drop-'em-off hauling schedules.

In the process we've learned that the little things—rivets, spot welds, wiring connections and the like—can put a school bus out of service just as fast as the big things. Consequently, we've become absolute demons on detail.

Take that chassis in the picture for example. Before it reached this point, it had to pass hundreds of inspections, many of which

made certain that major components such as the engine, transmission and rear axle were all as they should be. And we might add that in performing those inspections, we used some pretty sophisticated testing equipment.

The "little stuff," too, received an equally thorough going-over. One inspector found a loose bumper bolt. It was tightened. A parking light wouldn't work. But it did when they finished with it.

School bus chassis? See your Chevrolet dealer. . . . Chevrolet Division of General Motors, Detroit, Michigan.



**THE VALUE BUY IN
SCHOOL TRANSPORTATION**