

06 V-027  
(7 pgs)

Safety Defect and Noncompliance Report Guide for Vehicles  
**PART 573 Defect and Noncompliance Responsibility and Reports**<sup>1</sup>

On January 26, 2006, Girardin Minibus received a letter from NHTSA about Carrier recall for compressor mount bracket and decided that a defect which relates to motor vehicle safety exits in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: February 1, 2006

Furnish the manufacturer's identification code for this recall (if applicable): 06-012-ACU

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Girardin Minibus, Inc.  
Trans Canada Highway  
Drummondville (Quebec) Canada J2B 6V4

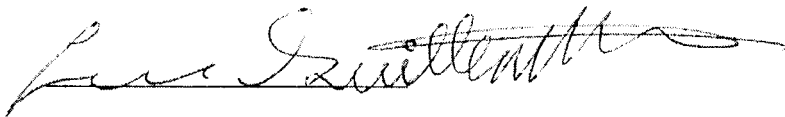
Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Luc Guillemette  
Service & Warranty Manager  
Telephone Number: 819-477-8222 ext. 455 Fax No.: 819-477-1848

Name and Title of Person who prepared this report.

Luc Guillemette  
Service & Warranty manager

Signed:



<sup>1</sup> Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. George Person at (202) 366-5210 or by FAX at (202) 366-7882.

**I. Identify the Vehicle Models Involved in the Recall**

**2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:**

**Make(s):** Girardin                      **Model Years Involved:** 2004 & 2005  
**Model(s):** MB IV School & commercial buses  
**Production Dates: Beginning:** July 6, 2004    **Ending:** February 10, 2005  
**VIN Range: Beginning:** -----            **Ending:** -----  
**Vehicle Type:** Ford E-series chassis with 6.0L diesel engine  
**Body style:** School & Commercial buses

**Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:**

Recalled vehicles are equipped with Carrier compressor mount bracket (weldment) part number 86-62400-00. (This weldment is used to mount the secondary compressor for the supplemental air conditioning system onto the engine).

**Make(s):** \_\_\_\_\_ **Model Years Involved:** \_\_\_\_\_ **Model(s):** \_\_\_\_\_  
**Production Dates: Beginning:** \_\_\_\_\_ **Ending:** \_\_\_\_\_  
**VIN Range: Beginning:** \_\_\_\_\_ **Ending:** \_\_\_\_\_  
**Vehicle Type:** \_\_\_\_\_ **Body style:** \_\_\_\_\_

**Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:**

\_\_\_\_\_  
\_\_\_\_\_

**Make(s):** \_\_\_\_\_ **Model Years Involved:** \_\_\_\_\_ **Model(s):** \_\_\_\_\_  
**Production Dates: Beginning:** \_\_\_\_\_ **Ending:** \_\_\_\_\_  
**VIN Range: Beginning:** \_\_\_\_\_ **Ending:** \_\_\_\_\_  
**Vehicle Type:** \_\_\_\_\_ **Body style:** \_\_\_\_\_

**Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:**

\_\_\_\_\_  
\_\_\_\_\_

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

100 % of the MB IV school & commercial buses equipped with Carrier max air conditioning system (i.e. an air conditioning system using a second compressor in addition to the OEM compressor) manufactured between July 6, 2004 and February 10, 2005.

## II. Identify the Recall Population

**3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.**

Model	Year	Number of Potentially Involved Vehicles
MB IV Commercial bus	2004	10
MB IV School bus	2005	3

**Total Number Potentially Affected by the recall:** 13

**4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:**

Possibly 100% of the vehicles equipped with the compressor mount bracket P/N 86-62400-00.

**Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:**

The compressor mount bracket (weldment) was designed for the 2004 Ford E-series chassis. Carrier began shipping this part on January 1, 2004. Therefore this is the first possible shipment date of this part. Carrier made revisions and improvements to this part to correct the potential defect. All products shipped by Carrier after September 1, 2004 include these improvements.

From January 1, 2004 through September 28, 2004, Girardin Minibus received 15 kits from Carrier: 1 kit P/N 72-62035-01 and 14 kits P/N 72-62035-00. All these kits have been installed: 13 on vehicles sold to USA and 2 on vehicles sold to Canada.

### **III. Describe the Defect or Noncompliance**

**5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.**

The weldment can break or fall off. (See the service information bulletin from Carrier for photos).

**Describe the cause(s) of the defect or noncompliance condition.**

Two possible conditions may cause the weldment to break or fall off. If the installer does not adequately torque the mounting hardware, the hardware can loosen and break or fall off. An inadequate or poor quality weld at the weldment's support tab may cause the weldment to break or fall off.

**Describe the consequence(s) of the defect or noncompliance condition.**

If the weldment breaks or falls off, the Carrier supplied compressor and Ford OEM vacuum pump could shift causing the misalignment and eventual loss of the drive belt. This could then lead to the belt connecting the compressor to the engine's drive mechanism to become disengaged. If this occurs, the vehicle's vacuum pump would also become disengaged, which could result in the loss of or impedance to the vehicle's primary braking system.

**Identify any warning which can (a) precede or (b) occur.**

Visual inspection of the weldment may reveal cracking at the welds or broken hardware. Noise, such as metal-to-metal vibration/contact and/or belt squeal from misalignment and loss of belt tension, may be evident. Increased brake pedal pressure may occur. A loss of auxiliary air conditioning will occur.

**If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.**

Carrier Transport Air Conditioning, Inc.

50 Grumbacher Road

York, PA 17402

**Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:**

Raymond Cole, Field Service Manager

Telephone number: 717-767-3327

Fax number: 717-764-2219

#### **IV. Provide the Chronology in Determining the Defect/Noncompliance**

*If the recall is for a defect, complete item 6, otherwise item 7.*

**6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.**

On December 20, 2004, we received an email from Mr. David Oberdorff (working for Carrier) about a compressor mount bracket. At that time he only mentioned NHTSA was doing an investigation. We did not hear about this investigation or recall until one of our dealer in Canada called us on January 9, 2006. He mentioned there was a service information bulletin from Carrier concerning the second compressor mount kit. The same day, we called Carrier about that bulletin and Mr. Terry Tome forwarded a copy to us. At that time, nobody mentioned to us there was a recall on the brackets. On January 26, 2006, we received a letter from Mr. Person (working for NHTSA). In the letter there was a request for PART 573 report on Carrier defective bracket. This was the first time, we were informed of the recall.

**7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.**

Carrier had already supplied this information to NHTSA.

#### **V. Identify the Remedy**

**8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.**

End users will be required to schedule a free inspection of potentially affected buses with an authorized Carrier dealer. If the inspection reveals a deficient weldment, the weldment will be replaced free of charge.

**9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.**

All potentially defective weldments will be inspected. If weldment has insufficient or poor quality welds, the weldment will be replaced with the new, redesigned weldment. During the inspection, the mounting hardware will also be checked for proper torque.

**Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.**

The new weldment will have sufficient welds and the hardware will have the proper amount of torque. (See the service information bulletin from Carrier for photos & details).

For reference: a sticker will be applied underneath the hood to confirm the inspection of the weldment has been done.

**Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.**

Carrier placed a hold and stopped shipping all weldments manufactured before September 1, 2004. All weldments manufactured after this date were manufactured with a new fixture and improved inspection systems to ensure quality welds. Additionally, weldments manufactured after this date are built to the revised and improved specifications.

**VI. Identify the Recall Schedule**

**10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.**

Girardin Minibus anticipates notifying its dealers no later than February 28, 2006. Notification letters will be sent to the end users by the end of February 2006.

## VII. Furnish Recall Communications

11. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.

You will find enclosed a draft copy of the notification letter.

A copy of the Carrier service information bulletin will also be sent with the notification letter. (A copy of the bulletin is enclosed).