

**PART 573 Defect and/or Noncompliance Responsibility and Reports**  
**(Safety Defect and/or Noncompliance Information Report Form – Vehicles)**

On December 21<sup>st</sup>, 2015, Micro Bird Corporation Inc. has decided that a defect which relates to motor vehicle safety exists 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.

**The date this report was prepared:** December 22<sup>st</sup>, 2015

**Manufacturer's identification code for this recall:** 15-065-AUS (School Buses)

**Description:** Weak camber caster kit bolt torque on alignment of Ford vehicles

**The vehicles being recalled are manufactured by:**

Micro Bird Corporation Inc.  
3000 Girardin  
Drummondville (Quebec)  
Canada J2A 0A1

**IDENTIFICATION OF THE VEHICLES INVOLDED IN THE RECALL**

**1. The following vehicles are recalled:**

Certain Ford, model MBII and G5, year model 2014-2016, manufactured from 2014/05/21 through 2015/11/24. Please find enclosed a list of the recalled vehicles identification numbers.

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

On the recalled vehicles, the camber caster kit bolt torque is about 50 lbs/ft but the torque required by Ford is 76 lbs/ft.

**RECALL POPULATION**

**3. The total number of vehicles recalled potentially containing the defect:**

464 buses involved in the United States.

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

40%-50%

**5. The basis for the recall population:**

We searched for all the vehicles with the wheel alignment option in their order and we compared the list with the invoices received by our supplier.

**DESCRIPTION OF THE DEFECT**

**6. The defect consists:**

Our supplier did wheel alignments on Ford vehicles but did not apply the right torque on the camber caster kit bolt. Ford specifications ask for 76 lbs/ft but the supplier torque was about 50 lbs/ft.

**7. The risk to motor vehicle safety reasonably related to the defect:**

Because the camber caster kit bolt torque is not sufficient, the bolt comes loose. If the camber caster kit bolt is not tightened correctly, the bolt might fall out and the vehicle will be misaligned. It can cause the loss of control of the vehicle.

**THE CHRONOLOGY OF ALL PRINCIPAL EVENTS THAT DETERMINE THE DEFECT**

**8. The basis for determination of the defect:**

Micro Bird's after-sale service received few claims regarding the alignment of the vehicles. Then, we checked with the supplier and we realized that the torque applied on the camber caster kit bolt was not compliant to Ford's specifications. Consequently, the supplier modified its procedure to be compliant. In fact, no accident, injury or fatality has been reported regarding this situation.

**IDENTIFICATION OF THE REMEDY**

**9. The defect will be corrected in the following manner:**

The customers must take the vehicle(s) to a specialized garage in alignment. The mechanic will verify the camber caster kit bolt torque. If it is compliant to Ford's specifications, the inspection is done and no further action is required. If the torque is not sufficient, the mechanic shall do an alignment with a camber caster kit bolt torque compliant to 76 lbs/ft.

**RECALL SCHEDULE**

**10. Estimated dates of notification:**

The dealer notification letters should be send by the end of January 2016.

The owner notification letters should be send by the end of January 2016.

No parts required to remedy the defect.

**11. Dealer and owner notification**

A draft copy of the notification documents will be submitted to NHTSA for review prior to mailing.

**Any question relating to this recall/report should be directed to:**

**Emy Lavigne, Regulations and Standards Technician**

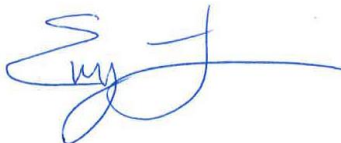
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Signature: