

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

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.

This recall supersedes recall 15V683

The date this report was prepared: April 13 2017

Manufacturer's identification code for this recall: 17-070-SUS

Description: School buses having a GVWR over 10 000lbs and a single rear wheel have been tested with a different size of plate that required in 49 CFR 571.226 section 5.2(a)

The vehicles being recalled are manufactured by:

Micro Bird Corporation Inc.
3000 Girardin
Drummondville (Quebec)
Canada J2E 0A1

IDENTIFICATION OF THE VEHICLES INVOLDED IN THE RECALL

1. The following vehicles are recalled:

Certain Ford and GM, model MBII, year models 2012-2017, manufactured from July 2012 to February 2017. 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:

Recalled vehicles have a GVWR over ten thousand (10 000) pounds and are equipped with a single rear wheel.

RECALL POPULATION

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

602 school buses involved in the United States.

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

100%

5. The basis for the recall population:

The recalled vehicles have been identified as single rear wheel (SRW) vehicles having a GVWR over ten thousand (10 000) pounds.

DESCRIPTION OF THE DEFECT

6. The defect consists:

Micro Bird Corp. has determined that certain single rear wheel (SRW) school buses with gross vehicle weight rating (GVWR) of more than ten thousand (10 000) pounds, have not been tested with the required plate size, as mentioned in FMVSS 571.220 §5.2(a).

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

Using the correct testing equipment, it was discovered that the downward vertical movement of the roof structure may be higher than permitted pursuant to the requirements of FMVSS 571.220 §5.2 (a). In the event of a school bus rollover, risk of injury would be increased.

THE CHRONOLOGY OF ALL PRINCIPAL EVENTS THAT DETERMINE THE DEFECT

8. The basis for determination of the defect:

While we reviewed the requirements for the new Ford Transit in regards with FMVSS 571.220, it was brought to our attention that the Test procedures (§5.2) described two different sizes for the application plate depending on the GVWR of the tested vehicle. Following discussions with our Private Test Laboratory, we decided to test our new Transit, single rear wheel (SRW), rated over than ten thousand (10 000) pounds GVWR. Many weeks later, we realized that the single rear wheel (SRW) MBII models, rated over ten thousand (10 000) pounds, had not been tested with the appropriate plate size.

Production of MBII models, single rear wheel buses, having a GVWR of more than ten thousand pounds, has begun in 2012.

Starting September 2015, a new construction procedure for the frontal structure was implemented to rectify the defect. While completing the process of establishing and validating the remedy procedure for the recalled vehicles, this new construction procedure was re-evaluated and it was decided to recall the vehicles that were constructed using this procedure.

Since February 10 2017, a new construction procedure, based on the knowledge acquired during the remedy procedure development, has been implemented.

IDENTIFICATION OF THE REMEDY

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

Micro Bird Corporation will provide a field modification instruction and material required to mitigate this recall at no charge. It will be the responsibility of the bus owners to execute the mitigation

RECALL SCHEDULE

10. Estimated dates of notification:

The dealer notification letters should be sent by the middle of May 2017.

The owner notification letters should be sent by June 11 2017.

Parts to remedy the defect will be provided by Micro Bird Corporation.

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:

Marie Claude Gagnon, Regulations and Standards Technician

Micro Bird Corporation Inc.

3000 Girardin

Drummondville (Quebec)

Canada J2E 0A1

(819) 477-2012 ext. 433

Signature: _____

