

Saint-Nicolas, November 3, 2006

Mr. Daniel Smith,
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400, Seventh Street S.W.
Washington, DC 20590 USA
Fax. (202) 366-7882

SUBJECT: SAFETY RECALL NOTIFICATION

Dear Mr. Smith,

As a coach manufacturer, Prevost Car Inc. advises you in accordance with your safety law, Part 573.6, that we have found a defect on some of our vehicles that does not meet the US Federal Motor Vehicle Standards and Regulations part 573.5.

The vehicles potentially affected by the defect are as follows:

MAKE: **PRÉVOST**

Model	VIN's		Manufacturing Dates
H3-45 VIP equipped with ISS MODEL YEAR : 2004 - 2005	From <u>2PCV3349641014793</u>	TO <u>2PCV3349851010116</u>	Between May 2003 and October 2004
XLII Vehicles equipped with ISS MODEL YEAR : 2004 - 2005	From <u>2PCY3349741028215</u>	To <u>2PCY3349951028539</u>	Between May 2003 and October 2004

The total number of vehicles potentially affected by the defect is estimated to be 423 in the U.S. and 35 In Canada, and the total number of the potentially affected vehicles in North America manufactured between May 2003 and October 2004 is 458.

The estimated percentage of the potentially affected vehicles that contain the defect is 2 % of the total manufactured quantity.

THE DEFECT MAY BE DESCRIBED AS FOLLOWS:

It has come to the attention of Prevost Car Inc. that on the above-mentioned vehicles, material that does not meet Prevost Car requirements may have been installed on the independent front suspension. Overheating of the bell crank and idler arm mounting spindles during the forging process has significantly weakened the material, therefore, requiring replacement. In certain heavy loading conditions these defective parts could break. resulting in a loss of steering control which could result in a crash.

For more information on this recall or technical assistance on how to perform this safety recall, please contact your service manager or the nearest service center.

THE EVENTS THAT WERE THE BASIS FOR THE DETERMINATION OF THE EXISTENCE OF A SAFETY DEFECT ARE:

Since February 2006, we have experienced 2 spindle shaft failures. The affected vehicles are equipped with independent front suspension. Along with the supplier, our engineers have investigated the possible causes of the problem. The affected part has been produced by the same supplier for over 10 years and no failures had happened before. The supplier has revised each step of the shaft fabrication and determined that the first failure was due to human error in the fabrication process. A month after a second part failed in very similar circumstances. With this additional information, the root cause of the problem was identified as over heating of the raw material before the forging process. This had negatively changed the molecular structure of the parts and 4 to 5 other parts in the chain of fabrication have been determined critical also. Quickly the decision has been made to create a safety recall. The batch containing those possible defective shafts has been identified and the related coach list has been prepared.

MEASURES TO BE TAKEN TO REPAIR THE DEFECT:

Safety recall no. 06-07A will explain the complete procedure required.

As requested in paragraph 573.2 (8), **three (3) copies** of the letter that our customers (Defect Notification) will receive on that matter, and three (3) copies of Safety recall no. 06-07A are enclosed for your perusal.

If you require any information on that campaign, do not hesitate to contact us.

Truly yours,

A handwritten signature in black ink, appearing to read "Josyane Côté, Eng." with a stylized flourish at the end.

Josyane Côté, Eng.

Technical Publications Manager

November 3.2006

DEFECTNOTIFICATION

Dear Customer:

This notice is ~~sent~~ to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of U.S.A.

Prévost Car Inc. has decided that a defect which **relates** to motor vehicle safety exists in certain **2004-2005 H3-45 VIP** equipped with ISS and in certain **2004-2005 XLII Vehicles** equipped with ISS. **Prévost Car Inc.**, as coach manufacturer. has recently noticed that:

On the above-mentioned vehicles, **material** that does not meet **Prevost Car** requirements may have been installed on **the** independent front suspension. Overheating of the bell crank and idler arm mounting spindles during the forging **process** has significantly weakened the material. therefore, requiring replacement. In certain heavy loading conditions **these defective parts** could break, resulting in a loss of steering control which could result in a crash.

For **more** information on this recall or technical assistance on how to perform this safety recall, please contact your service manager or the nearest service center.

Model	Serial Numbers
H3-45 VIP equipped with ISS Model Year : 2004 - 2005	From 2PCV3349641014793 up to 2PCV3349851010116 incl.
XLII Vehicles equipped with ISS Model Year : 2004 - 2005	From 2PCY3349741028215 up to 2PCY3349951028539 incl.

CORRECTIVE ACTIONS:

You **must** refer to the enclosed Safety Recall no. 06-07A and perform the stated **procedure**. Federal regulation requires that any vehicle lessor receiving this recall **notice** must forward a copy **of** this notice **to** the lessee within ten days.

REPORTING REQUIREMENT:

In **order** to verify and document the corrective action taken on your **vehicle(s)** pursuant to the requirements of the Federal Motor Vehicle Safety Regulations, we are **enclosing** a "SAFETY RECALL CERTIFICATION" **sheet**. When the **vehicle(s)** is (are) repaired, this (these) **sheet(s)** must be completed and returned **to PRÉVOST CAR INC.** head office.

LABOR & PARTS REIMBURSEMENT:

Prévost Car Inc. will reimburse you **parts** and labor incurred.

Federal laws require that you be informed of your right to notify the Department of Transportation if you are unable to have the defect **remedied** without charge. The address for this purpose is:

National Highway Traffic Safety Administration

Washington. DC 20590

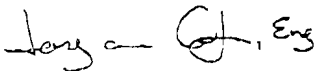
USA

Auto Safety Hotline: 1-888-327-4236.

If any assistance is required, please **contact** your local distributor or **the PRÉVOST CAR INC.** after sales service department.

We regret any inconvenience which this situation **may** cause you. **However**, we are concerned about your safety; rest assured that **PRÉVOST CAR INC.** is making all efforts to remedy the defect as quickly as possible in the interest of motor vehicle safety.

Truly yours,



Josyane Côté, Eng.
Technical Publications Manager.



PREVOST

ENREGISTRÉ - REGISTERED
ISO 9001 & ISO 14001

**SAFETY
RECALL**

Sr06-07A



DATE : NOVEMBER 2006	SECTION : 14
SUBJECT: REPLACING BELL CRANK AND IDLER ARM MOUNTING SPINDLE	

REVISION : A

ADDITION OF TWO PARTS AND PROCEDURE UPDATE

APPLICATION

Model	VIN
H3-45 VIP equipped with ISS Model Year : 2004 - 2005	From 2PCV3349641014793 up to 2PCV3349851010116 incl.
XLII Vehicles equipped with ISS Model Year : 2004 - 2005	From 2PCY3349741028215 up to 2PCY3349951028539 incl.

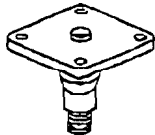
This Safety Recall does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery. The owners of the vehicles affected by this recall will be advised by a letter indicating the Vehicle Identification Number (VIN) of each vehicle concerned.





DESCRIPTION

On the above-mentioned vehicles, material that does not meet PrevoSt Car requirements may have been installed on the independent front suspension. Overheating of the bell crank and idler arm mounting spindles during the forging process has significantly weakened the material, therefore, requiring replacement. In certain heavy loading conditions these defective parts could break, resulting in a loss of steering control which could result in a crash.

For more information on this recall or technical assistance on how to perform this safety recall, please contact your service manager or the nearest service center.

MATERIAL

Part No.	Description	Identification	Qty
160983	Spindle. Mounting, Bell Crank and Idler Arm		2

5001476	Bolt, Hex Head ZP M14X45 G8.8		8
507351	Boot, Dust		2
507350	Retainer, Grease		2
977939	Nut, Hex Flange Nylon Insert CP M14-2		8

NOTE

Material can be obtained through regular channels.

PROCEDURE

⚠ DANGER

Raise vehicle or park vehicle over a repair pit. apply **parking brake**, stop **engine** and set battery master switch(es) to the OFF position prior to working on the vehicle. Prior to working under an air-suspended vehicle, it is strongly recommended to securely support the body at the recommended jacking points.

Bell Crank and Idler Arm Removal

1. Remove cotter pin from bell crank ends **and** from tie rod end (Refer to figures 1 and 2).
2. Remove cotter pin from idler arm ends **and** from tie rod end (Refer to figures 1 and 2).

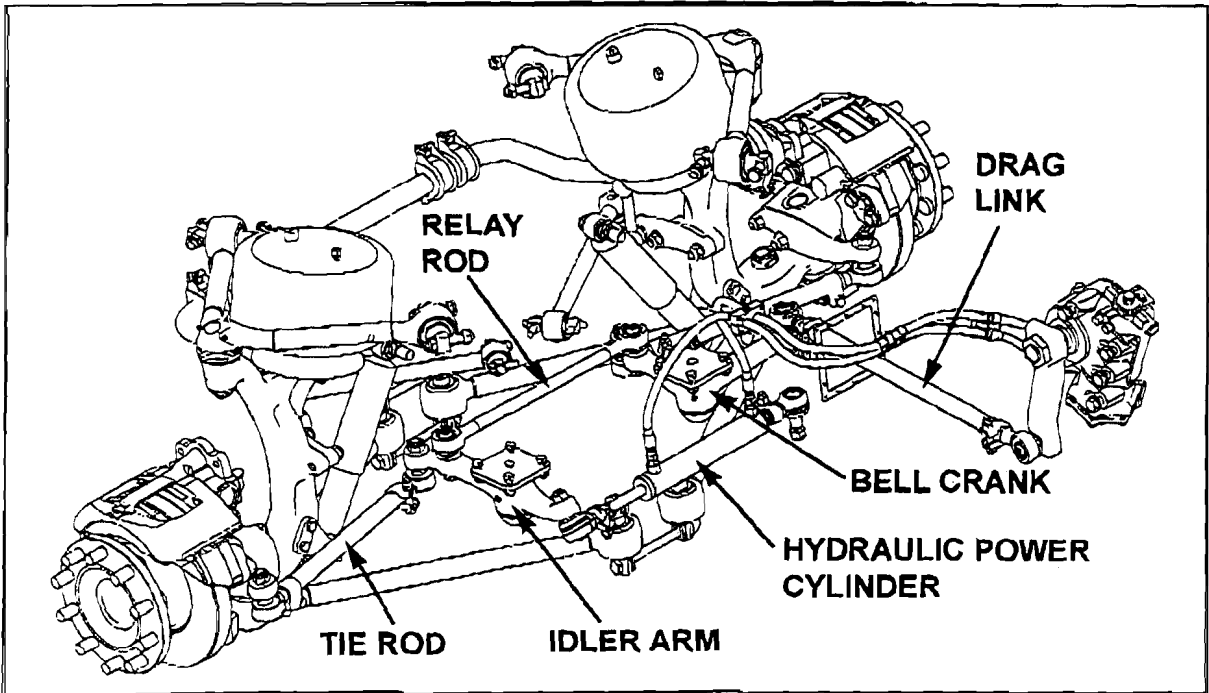


FIGURE 1: IFS

3. Unscrew fixing nut from drag link end, from relay rod end and from tie rod end. Separate socket assemblies from bell crank.

NOTE

Use a piece of wire to anchor loosen end of relay rod and tie rod in order to prevent placing an excessive load on opposite socket end.

4. Unscrew fixing nut from hydraulic power cylinder end, from relay rod end and from tie rod end. Separate socket assemblies from idler arm.
5. Remove relay rod and set aside.

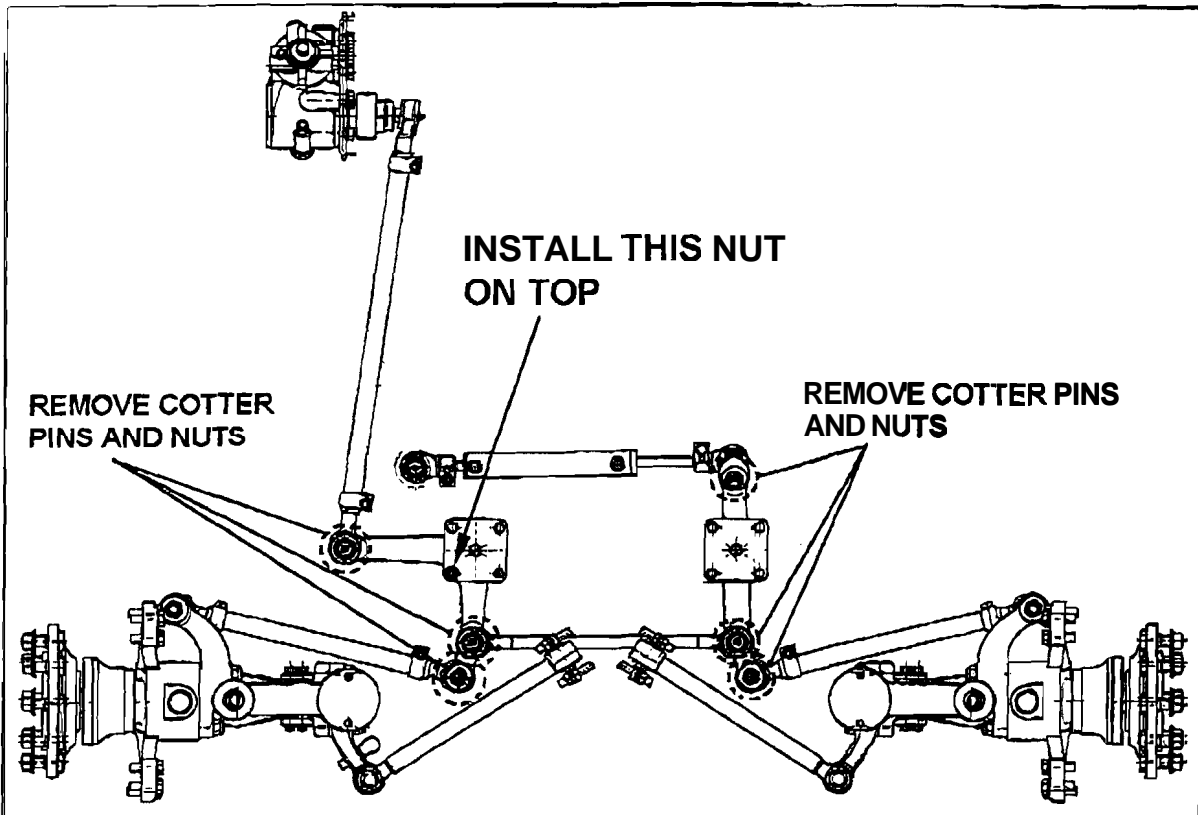


FIGURE 2: LOCATION OF COTTER PINS AND NUTS

6. Move tie rods and drag link out of the way.
7. Remove bell crank and idler arm cap.
8. Remove cotter pin then unscrew bell crank and idler arm fixing nut.



CAUTION

Be careful when removing fixing nut. bearing assembly may fall.

9. Remove bell crank and idler arm from their respective mounting spindle.
10. Unscrew four nuts fixing bell crank mounting spindle to suspension subframe.
11. Unscrew four nuts fixing idler arm mounting spindle to suspension subframe.
12. Remove bell crank and idler arm mounting spindles from suspension subframe.
13. Separate backup ring from former bell crank and idler arm mounting spindles.

NOTE

Heating up the backup ring using a blow torch may be necessary to separate from mounting spindle.

14. Clean up backup rings.
15. Remove old grease and clean up the inside of bell crank and idler arm.

Bell Crank and Idler Arm Installation

1. Install backup ring onto new bell crank and idler arm mounting spindles (160983).
2. Remove rust if necessary and using alcohol, clean up the bearing surface between bell crank mounting spindle and suspension subframe and also between idler arm mounting spindle and suspension subframe.
3. Install the bell crank and idler arm mounting spindles onto the vehicle suspension subframe and secure using new bolts (5001476) and new nuts (977939). Torque to 90-105 Lbs-ft dry (122-142 Nm).

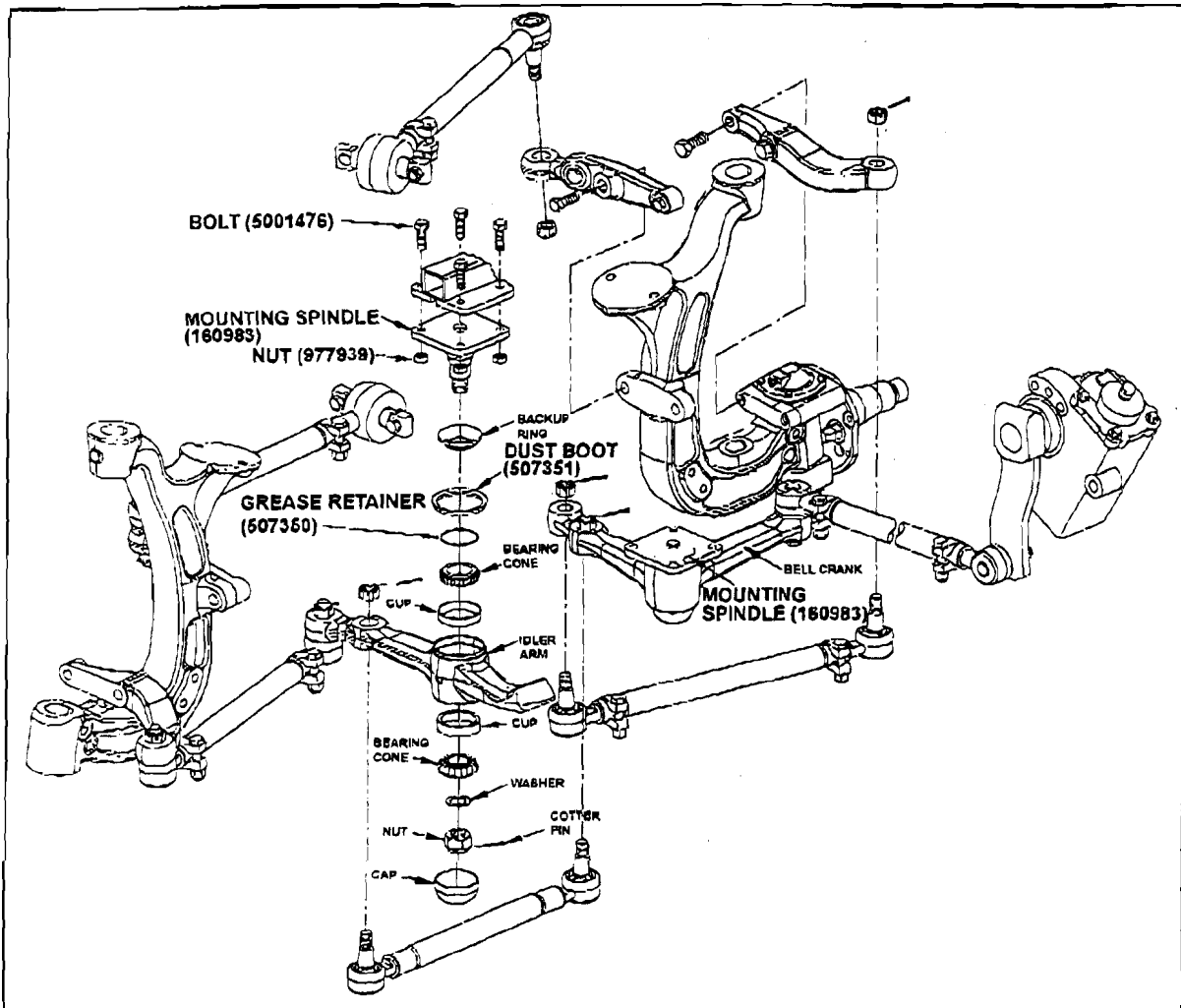


FIGURE 3: BELL CRANK AND IDLER ARM STEERING RODS ARRANGEMENT

NOTE

Install the bell crank rear *left* hand side nut on top as indicated in figure 2.

4. Apply a film of grease onto the backup rings and install onto the bell crank and idler arm mounting spindles.
5. Install new dust boot (507351) and new grease retainer (507350) onto bell crank and idler arm.
6. Install bell crank **onto** its mounting spindle, while holding the bell crank, slide on the bearing assembly, thrust washer and secure **using** nut.
7. Install idler arm onto its mounting spindle, while holding the bell crank, slide on the bearing assembly, thrust washer and secure using **nut**.
8. Firmly tighten nut (fig. 4).

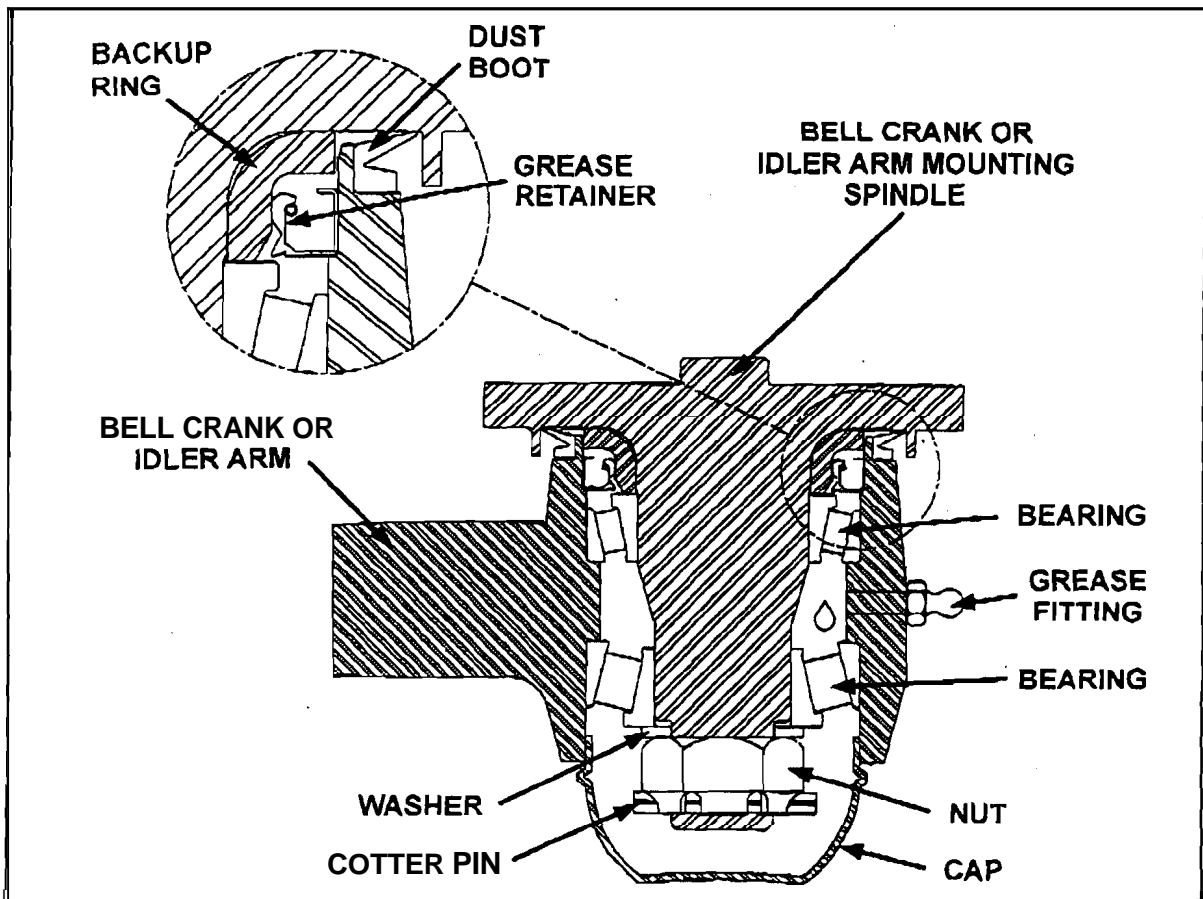


FIGURE A: BELL CRANK OR IDLER ARM MOUNTING SPINDLE INSTALLATION

9. Unscrew nut until bell crank or idler arm starts to turn by the application of 1 to 3 pounds load (Fig. 5).
10. Check for loose bearings by applying an up and down load on bell crank or idler lever. The lever is **not supposed to move in the vertical axis direction**.
11. Align nut with cotter pin slot (tighten) and install a new cotter pin.

NOTE

Bend *cotter* pin around the nut (Fig. 4). Do not bend the cotter pin in the direction of the cap, because it may interfere with the cap.

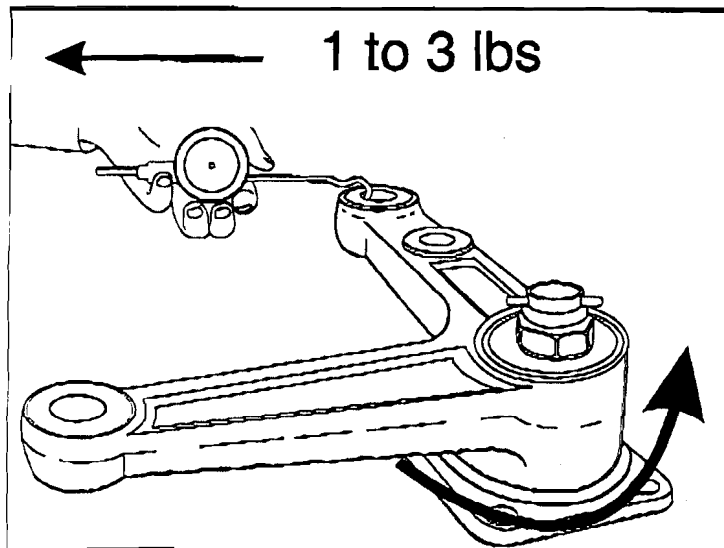


FIGURE 5: APPLICATION OF 1 TO 3 POUNDS LOAD

16045

12. Install cap onto bell crank and idler arm.
13. Reconnect relay rod ends, tie rod ends and drag link end to bell crank and idler arm.
14. Torque nuts to **150-200 Lbs-ft dry** (203-271 Nm).
15. Align nuts with cotter pin slots (tighten) and install new cotter pins.
16. Lubricate bell crank and idler arm through grease fitting.

WARRANTY

This modification is covered by PrevoSt Car's normal warranty. We will reimburse you the parts and **four** hours (4.0) of labor upon receipt of the PARTS and a completed **A.F.A.** form on which you must specify **as** per "Safety Recall 06-07". You **also have to fill the "Safety Recall Certification Sheet" provided with this bulletin and return it with your A.F.A. form to be reimbursed.**

Parts disposition:

- Return to PrevoSt Car with **A.F.A.** for full reimbursement.



PREVOST

**Safety Recall
Certification Sheet
(Ref: Sr06-07A)**

INREGISTRAR - REGISTRO
ISO 9001 & ISO 14001



SERIAL NUMBER: _____

PERFORMED BY		OWNER/OPERATOR	
We hereby certify that Safety Recall Instructions with regard to Safety Recall #06-07A have been performed.			
Name: _____		Name: _____	
Addr: _____		Addr: _____	
Phone: _____		Phone: _____	
Fax: _____		Fax: _____	
Signature : _____		Signature : _____	
Date: _____		Date: _____	

If the information mentioned above is incorrect or you are not the owner of this vehicle anymore, please fill this section and return to sender..

NEW OWNER: _____

BUSINESS: _____

ADDRESS (including County): _____

TELEPHONE: _____ **FAX:** _____

**Please return this completed document with your
A.F.A. form**