

Saint-Nicolas, October 4, 2006

Mr. George H. Person
Chief, Recall Management Division
Office of Defects Investigation
National Highway Traffic Safety Administration
400, Seventh Street S.W.
Washington, DC 20590 USA
Fax: (202) 366-7882

2006-10-05 A 10:13

06V-243
(17 Pages)

SUBJECT: SAFETY RECALL NOTIFICATION

Dear Mr. Person,

As a coach manufacturer, Prévost 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
H3-41 and H3-45 coaches MODEL YEAR: 2006	2PCH3349161010604, 2PCH3341061010605, 2PCH3349561010606, 2PCH3349761010607, 2PCH3349061010609, 2PCH3349761010610	Between May 2006 and June 2006
X3-45 coaches MODEL YEAR: 2007	2PCG3349071028959, 2PCG3349771028960, 2PCG3349071028962	Between May 2006 and June 2006

The total number of vehicles potentially affected by the defect is estimated to be 8 in the U.S. and 1 in Canada, and the total number of the potentially affected vehicles in North America manufactured between May 2006 and June 2006 is 9.

The estimated percentage of the potentially affected vehicles that contain the defect is 100 % of the total manufactured quantity.

THE DEFECT MAY BE DESCRIBED AS FOLLOWS:

Bendix has determined that a check valve inside the Bendix® SR-7™ spring brake modulating valve may not properly seat, causing internal valve leakage. The leakage can result in delayed application of the spring brakes to park the vehicle upon pulling of the dash valve button. The delay, which could last up to three minutes, may be accompanied by secondary air leakage, such that the secondary reservoir is depleted. During this time, there is a risk that the vehicle can roll away. This issue does not affect the operation of the vehicles service brakes, however it could affect the emergency stopping distance in the event of a primary air system failure application of parking brakes.

The root cause of the problem is that the diameter of the valve cavity and width of the ribs which guide the internal check valve, were manufactured by the valve body sub-supplier to the incorrect drawing revision. This condition may occur intermittently.

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

On May 18, 2006, Bendix was informed by a vehicle manufacturer that several SR-7 valves were identified to be leaking at the vehicle assembly plant. On May 19, 2006, representatives of Bendix visited the vehicle manufacturer's plant to investigate the matter and to obtain potentially affected valves for further evaluation. On May 23, 2006, the vehicle manufacturer informed Bendix of a vehicle rollaway incident on the vehicle manufacturer's lot. On May 24, 2006, as part of its internal investigation, Bendix determined that its supplier of die cast valve bodies replaced a core pin in the die with an improperly sized core pin. As a result, the cavity dimensions in one of the two valve bodies cast from the affected die are not within specifications. On May 30, 2006, Bendix decided that a defect that relates to motor vehicle safety exists with respect to the potentially affected SR-7 spring brake modulating valves.

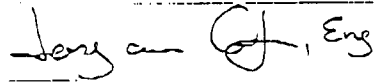
MEASURES TO BE TAKEN TO REPAIR THE DEFECT:

Safety Recall SR06-10 and Bendix SR-7 Valve Recall Campaign Identification Guidelines (BW2585) 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. 06-10 are enclosed for your perusal.

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

Truly yours,



Josyane Côté, Eng.

Technical Publications Manager

PREVOST

Safety Defect and Noncompliance Report Guide for Vehicles PART 573 Defect and Noncompliance Report⁽¹⁾

On June, 2006, Prevost Car 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 Reports.

Date this report was prepared: October 4, 2006

Furnish the manufacturer's identification code for this recall (if applicable): SR06-10

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.

Prevost Car Inc.

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

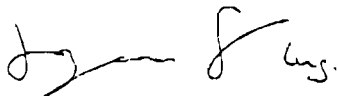
Telephone Number: 418 831-5432 ext: 247 Fax No.: 418 831-9301

Name and Title of Person who prepared this report.

Josyane Côté Eng.

Prevost Publication Manager and Technical Representative

Signed:



PRÉVOST CAR INC.

MANUFACTURIER D'AUTOCARS • HIGHWAY COACH MANUFACTURER
AFTER-SALES SERVICE DEPARTMENT / SERVICE APRÈS-VENTE

850, ch. Olivier, Saint-Nicolas, (Qc), Canada, G7A 2N1 • Tél. : (418) 831-2046, Fax : (418) 831-9301

PREVOST

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): Model Years Involved: Model(s): H3-41 & H3-45

Production Dates: Beginning: 2006 Ending: 2006

Vehicle VIN numbers

Modèle	VIN
H3-41 & H3-45 coaches Model year: 2006	2PCH3349161010604, 2PCH3341061010605, 2PCH3349561010606, 2PCH3349761010607, 2PCH3349061010609, 2PCH3349761010610

Vehicle Type: H3-41 & H3-45

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall: Bendix has clearly identified to us which spring brake valve batch is potentially affected by this recall. We were able to match the valves with the vehicles. Most of the vehicles were corrected prior delivery. Only 9 were already delivered in the aftermarket.

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 %

Make(s): Model Years Involved: Model(s): X3-45

Production Dates: Beginning: 2007 Ending: 2007

Vehicle VIN numbers

Modèle	VIN
X3-45 coaches Model: 2007	2PCG3349071028959, 2PCG3349771028960, 2PCG3349071028962

Vehicle Type: X3-45

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall: Bendix has clearly identified to us which spring brake valve batch is potentially affected by this recall. We were able to match the valves with the

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PREVOST

vehicles. Most of the vehicles were corrected prior delivery. Only 9 were already delivered in the aftermarket

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%

II. Identify the Recall Population

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

Number of Vehicles 9

Model Year Potentially Involved 2006 and 2007

Total Number Potentially Affected by the Recall:

9 vehicles

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

2 %

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 recall population was determined by parts serial numbers on the valve. Bendix has clearly identified to us which spring brake valve batch is potentially affected by this recall.

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.

Bendix has determined that a check valve inside the Bendix® SR-7™ spring brake modulating valve may not properly seat, causing internal valve leakage.

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

This can cause internal valve leakage

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

The leakage can result in delayed application of the spring brakes to park the vehicle upon pulling of the dash valve button. The delay, which could last up to three minutes, may be accompanied by secondary air leakage, such that the secondary reservoir is depleted. During this time, there is a risk that the vehicle can roll away. This issue does not affect the operation of the vehicles service brakes, however it could affect the emergency stopping distance in the event of a primary air system failure application of parking brakes.

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

The leakage can result in delaying the application of the spring brakes to park the vehicle upon pulling the dash valve button. This delay could last up to three minutes.

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

Bendix Commercial Vehicle Systems LLC
901 Cleveland Street
Elyria, OH 44035

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

Mr. Anthony Laplaca, Vice-President and General Counsel

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.

We were informed of this recall by NHTSA on June 27 of 2006. Proper verification were made on production line and possible affected batch of valve were identified. The list of affected vehicles was then prepared. Most of the affected vehicles were still on production line so they were corrected prior delivery. Only 9 vehicles needed to be verified in the aftermarket. Safety recall was prepared in July and August of 2006. Replacement parts should be available by end of September of 2006. When we have the replacement parts available in our warehouses, safety recall will be mailed to customers. The process should be completed by mid-October, 2006.

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.

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N/A

V. Identify the Remedy

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

Perform Bendix SR-7 Valve recall Campaign identification Guidelines

If the spring brake valve is identified as subject to the recall, replace with a new unit

VI. Identify the Recall Schedule

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.

June 27, 2006: Received information on this recall via NHTSA.

July 7, 2006: Affected spring brake valve batch was identified and related coaches were found.

August 17, 2006: Safety recall documents were prepared.

October 4, 2006: Replacement parts to be in stock in Prevost warehouses.

October 5, 2006: Safety recall to be mailed to customers..

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Warranty will reimburse only the SR-7™ spring brake modulating valves identified as subject to this recall. Before proceeding to a replacement, check if your valve is subject to this safety recall (refer to BW2585).

CAUTION



Perform the steps indicated in SR-7 Valve Recall Campaign Identification Guidelines (BW2585) included with this Safety Recall to check if the SR-7™ spring brake modulating valve installed in your vehicle is subject to this recall campaign. Only if the spring brake valve is identified as subject to this recall, perform procedure described in this bulletin to replace it with a new unit.

Bendix has determined that a check valve inside the Bendix® SR-7™ spring brake modulating valve may not properly seat, causing internal valve leakage. The leakage can result in delayed application of the spring brakes to park the vehicle upon pulling of the dash valve button. The delay, which could last up to three minutes, may be accompanied by secondary air leakage, such that the secondary reservoir is depleted. During this time, there is a risk that the vehicle can roll away. This issue does not affect the operation of the vehicles service brakes, however it could affect the emergency stopping distance in the event of a primary air system failure application of parking brakes.

Bendix® and the National Highway Traffic Safety Administration (NHTSA) have determined that there is a safety concern which relates to the spring brake valve installed in certain 2006 H3-41 & H3-45 coaches, and 2007 X3-45 coaches.

DESCRIPTION

Model	VIN
H3-41 and H3-45 coaches MODEL YEAR: 2006 2PCH3349161010604, 2PCH3341061010605, 2PCH3349561010606, 2PCH3349761010607, 2PCH3349061010609, 2PCH3349761010610	
X3-45 coaches MODEL YEAR: 2007 2PCG3349071028959, 2PCG3349771028960, 2PCG3349071028962	

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.

APPLICATION

DATE : OCTOBER 2006 SECTION : 12
 SUBJECT : BENDIX® SR-7™ SPRING BRAKE MODULATING VALVE



Sr06-10

**SAFETY
RECALL**



PREVOST

PROCEDURE



DANGER

Park vehicle safely, apply parking brake, stop engine and set battery master switch(es) to the OFF position prior to working on the vehicle.

VALVE REMOVAL

1. Drain all vehicle reservoirs.
2. The spring brake valve is located above the drive axle, behind the L.H. side hinged rear fender (Refer to figure 2 for H3 vehicles) or in the rear underframe (Refer to figures 3 & 4 for X3-45 coaches).

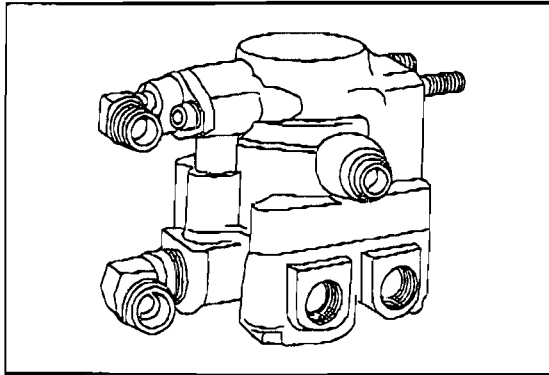


FIGURE1: SR-7 VALVE

3. Remove the L.H. side hinged rear fender or raise the vehicle to access the spring brake valve.
4. Identify all lines before disconnecting then disconnect the lines and hoses from the spring brake valve.
5. Remove the two mounting nuts that secure the valve to the frame rail then remove the valve.

VALVE INSTALLATION

1. Align the mounting studs with the mounting holes on the vehicle frame rail. Tighten the mounting nuts to 180-220 inch-lbs.
2. Install the valve (642015) onto the vehicle ensuring all ports are connected as marked during disassembly.

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.

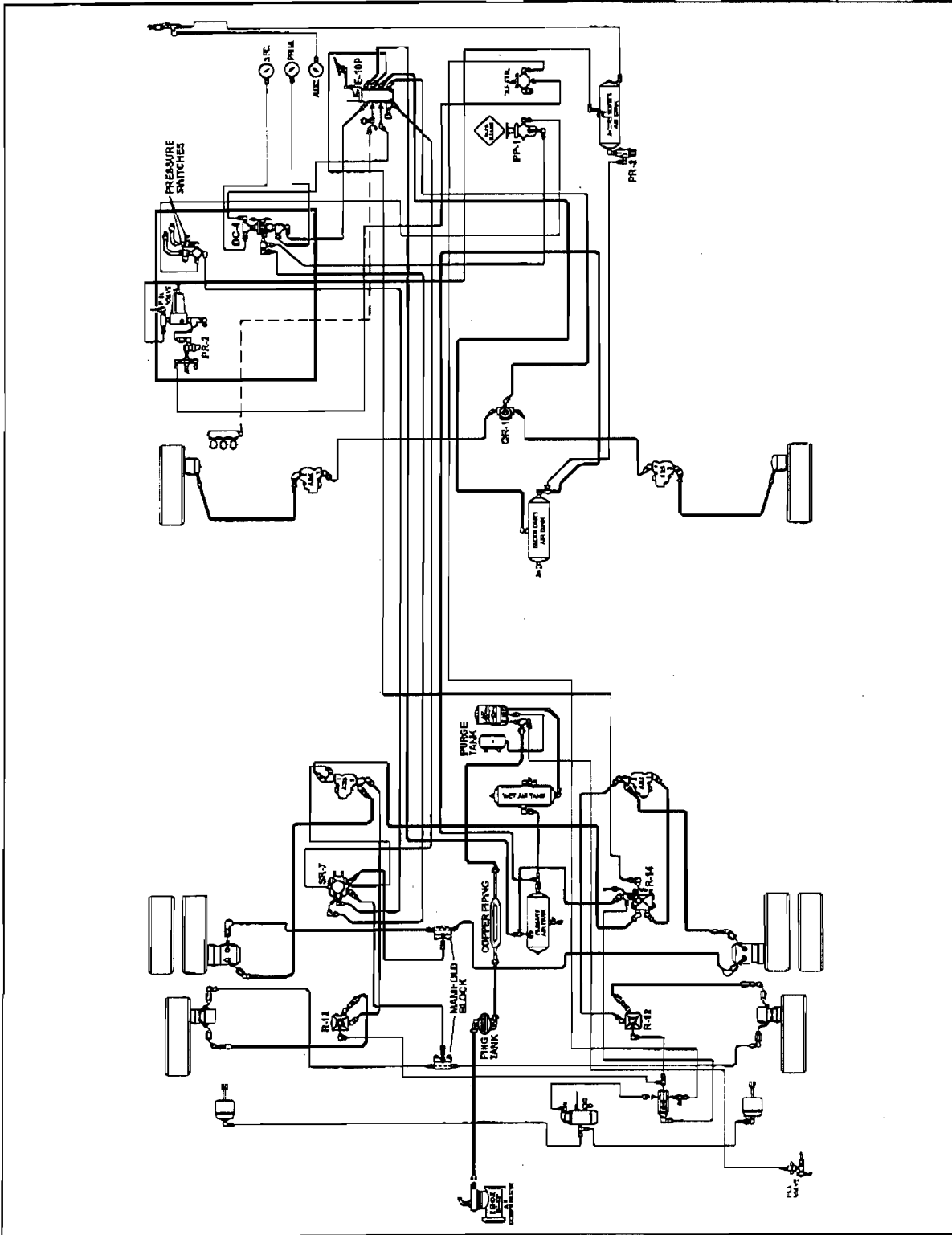


FIGURE 2: AIR-OPERATED BRAKING SYSTEM H3

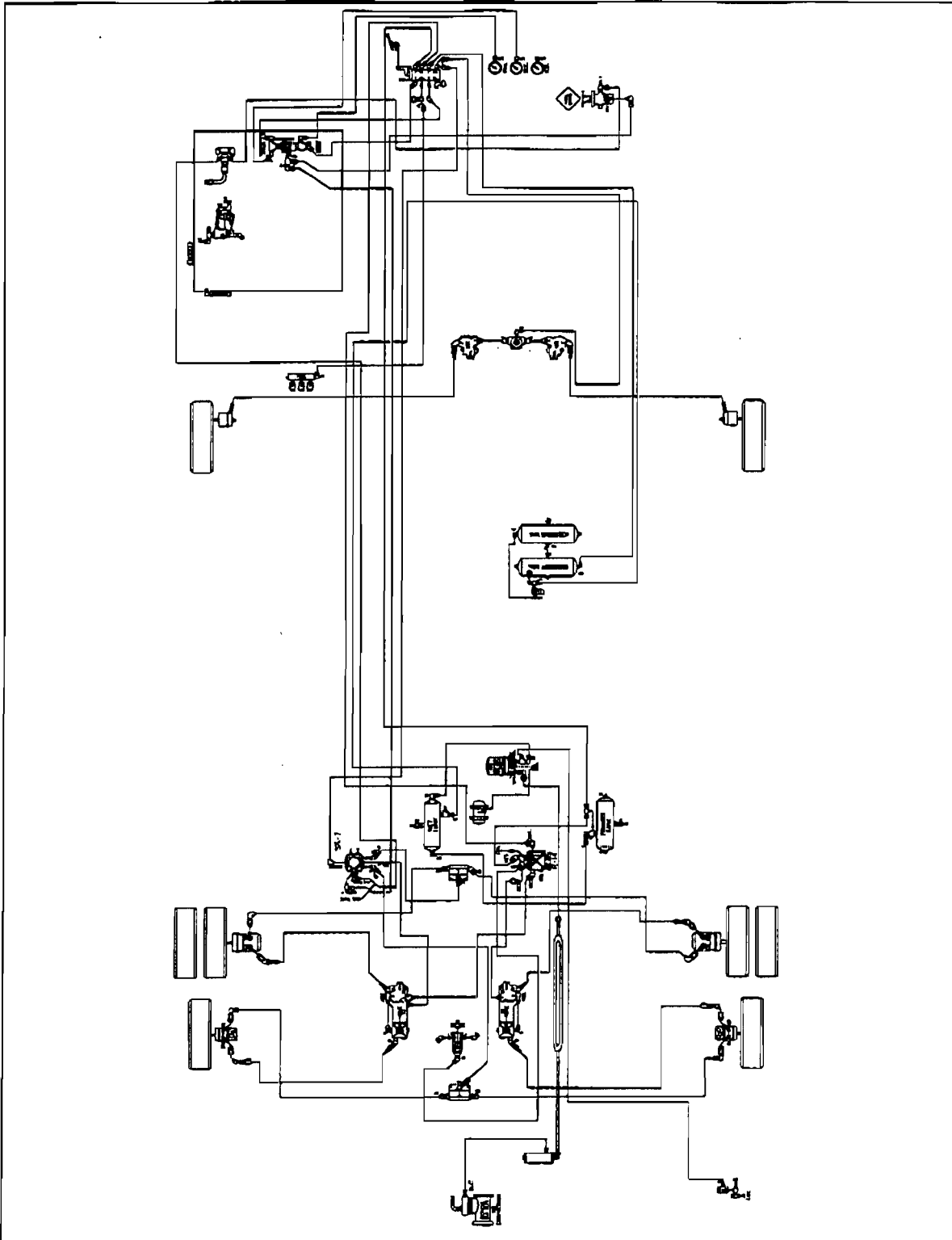


FIGURE 3: AIR-OPERATED BRAKING SYSTEM FOR X3 COACHES EQUIPPED WITH I-BEAM AXLE FRONT SUSPENSION

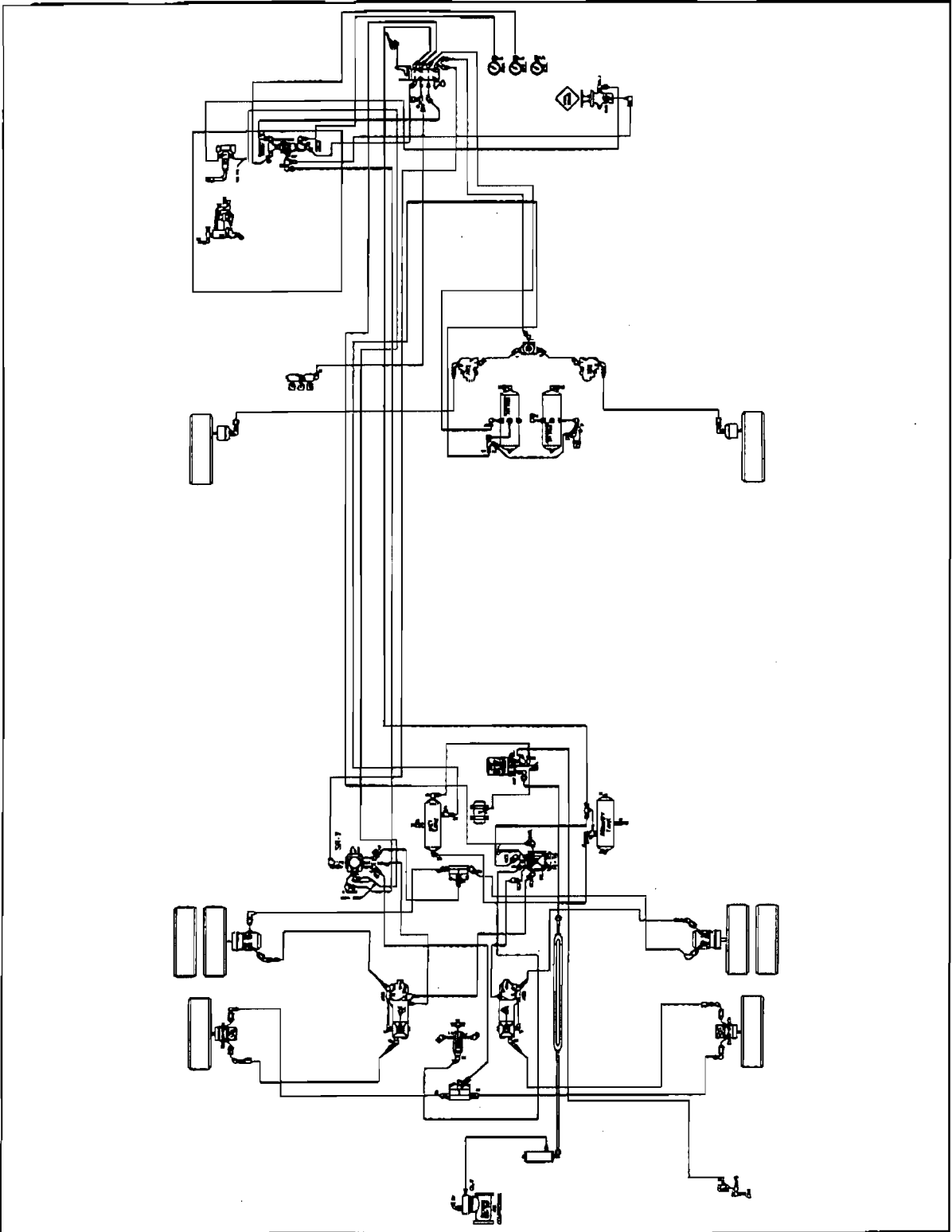


FIGURE 4: AIR-OPERATED BRAKING SYSTEM FOR X3 COACHES EQUIPPED WITH INDEPENDENT FRONT SUSPENSION¹²²¹

WARRANTY

This modification is covered by Prevost Car's normal warranty. We will reimburse you the parts and one hour (1.0) of labor upon receipt of the parts and a completed A.F.A. form on which you must specify as per "Safety Recall 06-10". 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.

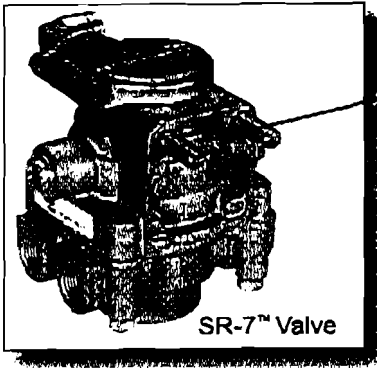
Parts disposition:

- Return to Prévost Car with A.F.A. for full reimbursement.

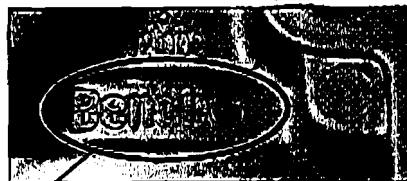
Bendix® SR-7™ Valve Recall Campaign Identification Guidelines

June 1, 2006

This easy-to-follow guide is to be used to identify those SR-7™ valves that are subject to the recall campaign.



Step 1: Identify the casting as either Bendix 1 or Bendix 2.
(Located on the side of the valve as shown.)



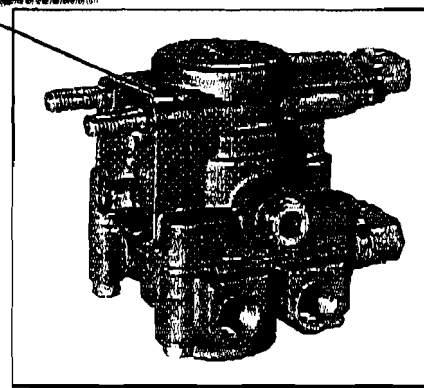
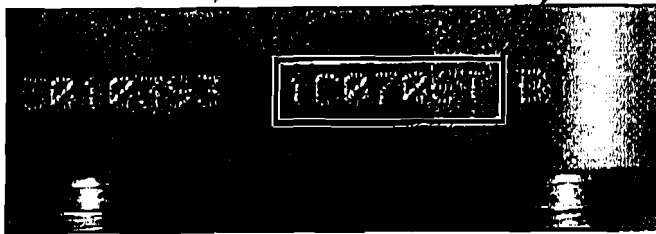
If the casting has "Bendix 1" on the side, it is potentially affected by the recall campaign and must be further identified.

Go to Step 2.

If the casting has "Bendix 2" on the side, it is not affected by the recall campaign, and no further action is required.

STOP

Step 2: Identify the date of manufacture.
(Date code located on the top of the valve as shown.)



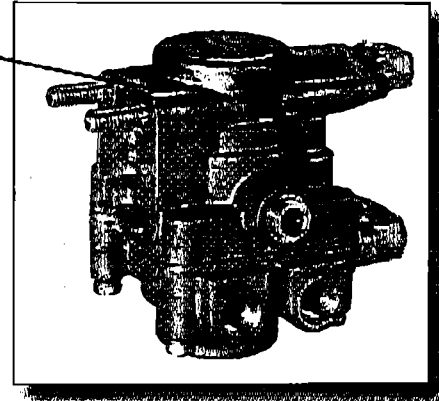
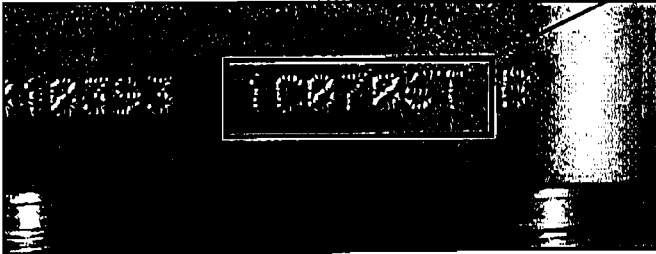
SR-7™ valves with the casting code "Bendix 1" manufactured between April 1, 2006 and May 24, 2006 are subject to the recall campaign and must be replaced.

To identify the date of manufacture go to the "Manufacturing Date Code Interpretation" on the next page.

Bendix

Manufacturing Date Code Interpretation

Date Code Location



Manufacturing Date Code Interpretation:

The key date code characters used for identification are the 2nd through the 6th alphanumeric characters; all others can be disregarded.

The second character in the date code is an alpha character representing the month of manufacture (A through M skipping the letter I) corresponding to January through December (D = April and E = May). The next four characters are numbers representing the two digit day of the month followed by the two digit year. For example the date code 1C0706T, key characters C0706, indicates the valve was manufactured 3-07-06 or March 7, 2006.

SR-7™ valves with a casting code "Bendix 1" and the following date codes are subject to the recall campaign and must be replaced per the SR-7™ Recall Campaign Guidelines.

D0106 (April 1, 2006) through _E2406_ (May 24, 2006) inclusive.

SR-7™ Valve Part Number Reference

All SR-7™ valve part numbers are potentially affected by the campaign.
For ease of reference a part number listing of all the valves are shown here.

OE Part Number	Service Part Number
5010914	801329
5010915	
5010916	
5010917	
5011180	
5012045	
5012046	
5012100	801328
5012472	801536
5012489	801328
5012568	
5012569	801569
5012615	801570
5012616	801571
5012831	801536
5013055	801329
5015302	802538
5016270	801571
5016271	801898
5017103	
5017233	801329

October 4, 2006

DEFECT NOTIFICATION

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 2006 H3-41 & H3-45 coaches, and 2007 X3-45 coaches.

Bendix has determined that a check valve inside the Bendix® SR-7™ spring brake modulating valve may not properly seat, causing internal valve leakage. The leakage can result in delayed application of the spring brakes to park the vehicle upon pulling of the dash valve button. The delay, which could last up to three minutes, may be accompanied by secondary air leakage, such that the secondary reservoir is depleted. During this time, there is a risk that the vehicle can roll away. This issue does not affect the operation of the vehicles service brakes, however it could affect the emergency stopping distance in the event of a primary air system failure application of parking brakes.

The root cause of the problem is that the diameter of the valve cavity and width of the ribs which guide the internal check valve, were manufactured by the valve body sub-supplier to the incorrect drawing revision. This condition may occur intermittently.

Model	Serial Numbers
H3-41 & H3-45 Coaches Model Year: 2006	2PCH33491 <u>6</u> 1010604, 2PCH33410 <u>6</u> 1010605, 2PCH33495 <u>6</u> 1010606, 2PCH33497 <u>8</u> 1010607, 2PCH33490 <u>8</u> 1010609, 2PCH33497 <u>6</u> 1010610
X3-45 Coaches Model Year: 2007	2PCG33490 <u>7</u> 1028959, 2PCG33497 <u>7</u> 1028960, 2PCG33490 <u>7</u> 1028962

CORRECTIVE ACTIONS:

Safety Recall SR06-10 and Bendix SR-7 Valve Recall Campaign Identification Guidelines (BW2585) will explain the complete procedure required. 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.

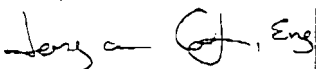
Federal laws require that you be informed of your right to notify the Department of Transportation if you are unable to have the defect remedied without charge. The address for this purpose is:

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.