

MTH XL2-45:	77
MTH XL2 45E:	138
<u>X3-45:</u>	<u>180</u>
Total	395

- Approximate percentage of the total number of vehicles estimated to actually contain the defect: 40%
- The recalled models were selected for using the defective assembly, and that assembly has been in force since that generation of vehicles has been launched in production (on 2005-10-13). The basis for the final dates of manufacture is that production remedy has been implemented.

II. Description of the Defect

- **Description:** On some vehicles, the power steering hose protective skin has been damaged at assembly, leaving the metal braiding exposed to environment.
- **Cause of the defective condition:** The defect has been caused by a manufacturing error on the plastic hose holding blocs and by the assembly procedure.
- **Consequence:** Over time, the metallic braiding may rust up to a point where the hose will give up under pressure. This could result in a loss of control and crash.
- **Warning that can precede:** The failure may occur without warning in most cases.

III. Chronology of the Defect Determination

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|---------------------|---|
| October 3rd | <ul style="list-style-type: none"> • Power Steering Hose defect raised for the first time internally as a Technical Service Report (TSR) coming from the field, on a X3 coach delivered on 2006/09/18 (2PCG3349X71029021). |
| October 7th | <ul style="list-style-type: none"> • First production remedy identification: rework internally inventory of p/n 161177 (nylon block supporting the defective hose) and add chamfer |
| October 10th | <ul style="list-style-type: none"> • Verification of prototype coach (built in August 2008): we can see abnormal wear of power steering hose. • Second version of Production remedy to accelerate implementation. Instead of a chamfer on p/n 161177 (nylon block), hole diameter increased and protective shield (8-in. long) add around the hose where crossing wall between last luggage compartment and the drive axle bay. • Remedy implemented in production |

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| October 20th | • Internal and external retrofit approved by management |
| October 31st | • Decision from Management to proceed with recall |

To date, no accidents, injuries nor fatalities have been reported.

IV. Description of the Remedy

The remedy for the field has not yet been totally defined but will most likely be as follows:

- Depending on the wear level of the power steering hose two solutions are possible:
 - Addition of a 8-in long protection around the hose at the zone where it crosses the wall (between last luggage compartment and the drive axle bay).
 - Or if metallic portion of the hose is visible, replace the damaged section of the hose with a new one and add protection.
 - In any case, the support of the hose will be modified in order to get rid of the sharp edge.
- Prevost will ask their customers to perform the Power Steering Hose recall (SR08-22). On the potentially affected vehicles, all Power steering defective hose assembly will be corrected at no charge.

V. How and when the recall condition was corrected in production.

- Correction in production started on October 10th 2008.
- The hose support has been improved to eliminate the sharp edge. This remedy is expected to be identical to the field's, except that in the field, the section of the hose damaged will most likely have to be replaced.

VI. Recall Schedule

October 31st 2008	Decision from Management to proceed with a recall
November 14th	Non Compliance Report Submitted to NHTSA
November 21st	Safety Recall solution in the field to be finalised
November 26th	Safety recall documentation to be finalised
November 26th	Replacement parts to be in stock in Prevost warehouses
November 26th	Safety Recall to be mailed to customers

No problem with implementing the recall is foreseen.

VII. Recall Communications

Final copy of bulletin will be sent to you shortly. Meanwhile, please find enclosed a draft copy of documents, for your review prior to mailing.

Please let us know the NHTSA notification campaign number assigned to this matter.
Best regards,

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