PREVOST

Saint-Nicolas, October 16, 2008

Mr. George H. Person
Chief, Recall Management Division
NHTSA/Enforcement/ODI, NVS-215
1200 New Jersey Avenue, SE., W46-425
Washington, DC 20590
USA

SUBJECT: 08V-448 SAFETY RECALL NOTIFICATION

Dear Mr. Person,

As a coach manufacturer, Prevost 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: PREVOST

Model	VIN's	Manufacturing Dates
H3-41, H3-45 coaches Model year: 2008-2009	From 2PCH334158C711213 up to 2PCH334919C711376 incl.	Between February 2008 and August 2008
VIP motorhomes Model year: 2008	2PCV334948C711244	
XLII-45 motorhomes Model year: 2009	2PCW334929C729571	
X3-45 coaches Model year: 2008-2009	From 2PCG334928C729461 up to 2PCG334959C729584 incl.	

The total number of vehicles potentially affected by the defect is estimated to be 121 in the U.S. and 69 in Canada, and the total number of the potentially affected vehicles in North America manufactured between February 2008 and August 2008 is 190.

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:

The item of equipment that contains the defect is the escape hatch lid retaining bolts. The roof escape hatch manufacturer encountered a quality issue related to the bolts strength. Bolts with variable mechanical properties were used in the manufacturing of the escape hatches. These bolts can fracture during opening of the hatch for ventilation.

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

On March 30, Prevost production line noticed that retaining bolts of the escape hatches were breaking during Prevost's internal verification. On March 31, supplier was informed about the failures. Supplier made some investigations and provided to Prevost on April 10 with a list of escape hatches that need to be verified on the line. At the same time, the root cause was defined. According to the supplier, the

retaining bolts were subjected to an excessive torque. On April 15, Prevost has then implemented retrofit R439 in order to fix all vehicles on the line. All escape hatches included in suppliers listing had their retaining bolts replaced and torque according to suppliers' specifications. Vehicle 8-1227 was part of the first list of vehicle to be retrofitted and all the bolts were replaced prior delivery. Prevost was notified on May 20, 2008 that one of vehicle 8-1227 escape hatches fell down on the road. On June 20, more escape hatches bolts broke on the line during Prevost's internal verification. Supplier was advised again about those new events and came back with a bigger listing of potentially defective escape hatches (also new escape hatch models were added in the list). On June 27, Prevost has then decided to certify 100% of the bolts. This test was implemented at Prevost prior to supplier's concurrence. Supplier subsequently agreed, for a temporary time of period, with Prevost's test method that 200 in-lb would provide a 2.6 times safety margin. The supplier was then advised of this new retrofit made at Prevost's facilities. On July 14, Prevost organized a meeting with the supplier at Prevost. Prevost showed the bolt testing. Supplier then agreed to implement the 200 in-lb inspection testing at their location prior parts delivery to Prevost. On August 11, Prevost has found more broken bolts on production line. Supplier was advised and new bolts were shipped to Prevost. New bolts were grade 2 bolts and did not passed Prevost testing. Supplier shipped grade 8 bolts on August 27, 2008. Prevost again tested those bolts and they met expectations. All escape hatches retaining bolts are replaced with the new grade 8 bolts. After the first breaking bolt event at Prevost, the supplier informed us about the over-torque problem. The root cause of the problem was that a temporary air ratchet, that had the incorrect torque rating, was briefly used during initial hatch assembly. This temporarily incorrect torque setting caused excessive torque on Xenoy frame related hatches. As a permanent corrective action supplier bought a new back up air ratchet with a torque limiter, added work instructions, and confirmed training on line personnel. The supplier also confirmed that this solution was effective at the beginning of March at their facility. They have completed and added inspection with a torque tester to verify the effectiveness of this action. The supplier has found no issues with torque equipment in 30 days since this change was made. The approximate percentage of the total number of vehicles estimated to actually contain the defect or non-compliance is 2%. There have been no reports of any injuries related to this problem. The grade 8 bolt provided to Prevost on August 27, 2008 is an interim solution until a long term shoulder bolt is available. The first bolt production should be available by the end of September, 2008. The new bolt will be produced with grade 5 steel as opposed to the current 410 stainless steel. The design will also incorporate a relief groove between the threaded portion and the shoulder. This groove does not currently exist.

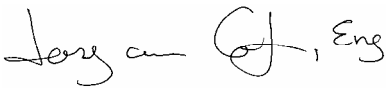
MEASURES TO BE TAKEN TO REPAIR THE DEFECT:

Prevost Safety Recall Sr08-12 explains the complete procedure required for the bolts replacement. All affected vehicle owners will be notified and asked to have the roof escape hatch bolts replaced at no charge.

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. 08-12 are enclosed for your perusal.

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

Truly yours,



Josyane Côté, Eng.

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PREVOST

ENREGISTRÉ - REGISTERED
ISO 9001 & ISO 14001

SAFETY RECALL

Sr08-12

DATE : OCTOBER 2008	**SECTION : 23-ACCESSORIES**
SUBJECT : REPLACING WEAKENED BOLTS ON THE ROOF ESCAPE HATCH	

APPLICATION

Model	VIN 
H3-41, H3-45 Coaches Model Year : 2008 – 2009	From 2PCH334158C71***1213*** up to 2PCH334919C71***1376*** incl.
VIP Motorhomes Model Year : 2008	2PCV33494***8***C71***1244***
XLII-45 Motorhomes Model Year : 2009	2PCW33492***9***C72***9571***
X3-45 Coaches Model Year : 2008 – 2009	From 2PCG334928C72***9461*** up to 2PCG334959C72***9584*** 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 vehicles mentioned above, it is **absolutely necessary** to replace weakened bolts on the roof escape hatch. The roof escape hatch manufacturer encountered a quality issue related to the bolt's installed strength. Bolts exposed to higher than normal torques were used in the manufacturing of the escape hatches. Weakened bolts can fracture during opening of the hatch for ventilation. The hatch can detach completely, causing injuries, damages to nearby vehicles and even cause a crash.

<(FOR)QF2150957> Campagne de rappel (anglais) - [Diffusé] No. Révision: 4 - Date de diffusion: 2008-05-13 09:00:54

MATERIAL

Part No.	Description	Qty
950449	Screw, cap 5/16-18 Torx Gr8	8
950450	Bushing, brass	8

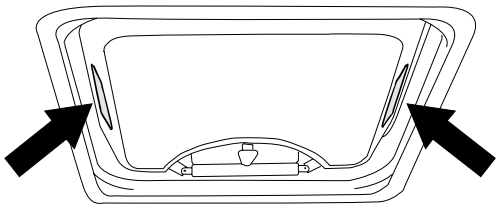
NOTE
Material can be obtained through regular channels.

PROCEDURE

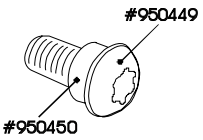
DANGER

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

1. Open the hatch. To do so, push the escape hatch outwards, pressing with both hands where indicated.
2. Four bolts must be replaced on each hatch.
3. Remove the first bolt and put aside. You will need a screwdriver bit Torx T40 or Phillips #4 depending on the existing bolt type.

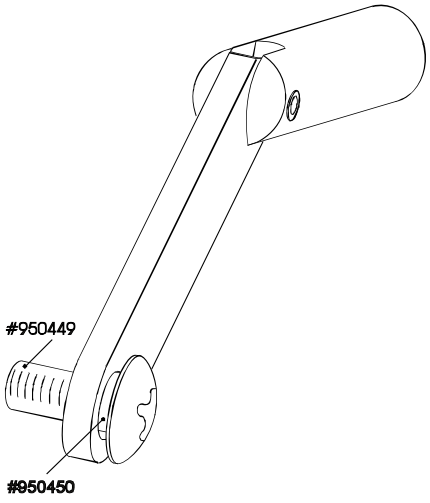


NOTE
If necessary, remove old Loctite™ residues in the threaded hole. To do so, use a 5/16X18 tap.

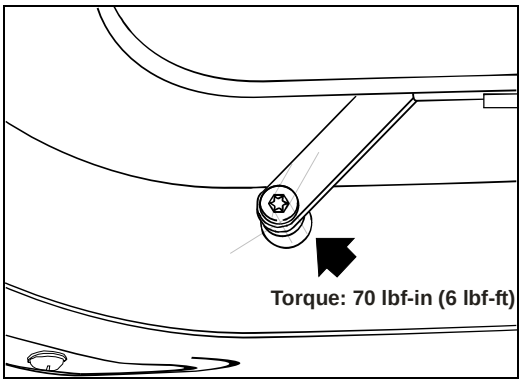


4. Insert the new bolt #950449 into the bushing #950450.
5. Insert the bolt and bushing into the hole in the linkage. Hand tighten the bolt into the threaded brass insert.
6. Tighten new bolt and bushing to a torque of **70 lbf·in (6 lbf·ft)**. Use a screwdriver bit Torx T40. Loctite is not needed for the new installation.

NOTE
When tightening the bolt, hold the linkage over the bushing and against the head to ensure correct alignment.



7. Repeat the same procedure for the next three bolts and then proceed to the replacement of the bolts on the second roof escape hatch.



WARRANTY

This modification is covered by Prevost'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 8-12". **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 with A.F.A. for full reimbursement.