09V-190
(3 Pages)

May 20th 2009

Ms Kathleen DeMeter
Chief, Office and Defects Investigation
National Highway Traffic Safety Administration (NSA-10)
1200 New Jersey Avenue, S.E.
Washington, D.C, 20950
Attn: Mrs Delia Lopez Delia.Lopez@dot.gov
(For assignment of recall number)

Re: PART 573 Defect and Noncompliance Report
Prevost Safety Recall SR09-09- Steering drag link tie rod end

On May 13th 2009, Prevost 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.

1. Corporate Name of the fabricating manufacturer of the vehicles being recalled.
   - Name of the Manufacturer: Prevost
   - Item of equipment subjected to this recall: Dana's steering drag link tie rod end

   - Contact person for further information:
     Deny Bertrand
     Regulatory Compliance Manager
     Prevost
     Office: 418-883-2888 x 6558
     e-mail: deny.bertrand@volvo.com

   - Contact person at Supplier's
     German Ormaechea
     Dana
     Quality Manager
     Phone: 34-63-73-71-93-4
     German.Ormaechea@dana.com

I. Vehicle Models & Recall Population

The recall population was determined as follows:

- The defective assembly affects X3 and H vehicles equipped with I-beam axle front suspension with following production start dates: Beginning: February 17th 2009 ; Ending: March 19th 2009.
- The range of vehicles potentially affected is estimated as follows:

Model	VIN
H seated coaches, Model year: 2010	From 2PCH33490AC711504 up to 2PCH3349XAC711512
X3-45 seated coaches Model years: 2009	From 2PCG334949C729706 up to 2PCG334979C729747

- Approximate percentage of the production of all the recalled models manufactured by Prevost between the inclusive dates of manufacture provided above, that the recalled model population represents = 95%

- Estimated number of vehicles potentially affected by the Recall:

H seated coaches:	9
X3-45 seated coaches:	38
Total	47

- Approximate percentage of the total number of vehicles estimated to actually contain the defect: 20%
- The recalled population was selected using the supplier's information.

II. Description of the Defect

- **Description:** On some vehicles equipped with I-beam axle front suspension, dimension of the steering drag link tie rod end does not meet the requirements.

- **Cause of the defective condition**: The defect has been caused by Supplier machining outside tolerances.

- **Consequence**: The tie rod end could eventually break when submitted to high impact and create loss of control of the steering. This could result in a crash.

- **Warning that can precede:** The failure may occur with or without warning.

III. Chronology of the Defect Determination

May 5th 2009	• Suspicious item found in production and first communication with Supplier about dimension of the steering drag link tie rod end (p/n 610991)
May 6th 2009	• Dana announced they will perform calculations to review dimensions • Start of discussions and analysis to approve dimensions • Prevost started inspecting 100% of the above-mentioned p/n stock
May 7th 2009	• 8D report requested for determining root cause • Internal and external retrofit approved by management
May 12th 2009	• Stress analysis results. Minimum wall thickness identified • Inspection of stock at Dana's • Study to determine when problem started
May 13th 2009	• Prevost started to use a go-no-go jig to inspect not yet delivered vehicles;
May 14th 2009	• Root cause identified in Dana's supplier report
May 18th 2009	• Dana identified suspicious batches of parts sent to Prevost.

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

IV. Description of the Remedy

The remedy for the field will be as follows:

- Prevost will ask their customers to perform Safety Recall (SR0909). On potentially affected vehicles, customers will be asked, at no cost, to inspect the drag link tie rod end and replace the non-compliant part if not meeting the specified tolerances.

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

- Correction in production started on May 7th 2009.
- Stock of potentially defective item was 100% inspected, discarded / replaced if not compliant.
- This remedy is identical to the field's.

VI. Recall Schedule

May 13th 2009	Decision from Management to proceed with a recall
May 20th 2009	Non Compliance Report Submitted to NHTSA
June 15th 2009	Parts to conduct recall expected to be in-stock
June 2009	Safety Recall expected 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,

Deny Bertrand