

February 21, 2013

National Highway Traffic Safety Administration (NSA-10)  
Associate Administrator for Enforcement  
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Washington, D.C, 20950  
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Subject: Recall Campaign SR13-07  
Throttle Software Modification  
Some 2008-2013 Prevost vehicles  
**Safety-Related Defect Report**  
**This report supersedes the report dated February 6, 2013**

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and 49 CFR Part 573 as it relates to a safety related defect.

Prevost has decided to conduct a voluntary safety recall on certain Prevost brand motor coaches as explained in the pages that follow.

Please feel free to call me if you have any questions regarding this information.

Best regards,

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**Defect Report**

**Recall Campaign Number**                      Prevost SR13-07

**Subject:**    Throttle Software Modification

**Vehicle Models Involved in the Recall:**

- **Manufacturer:** Prevost
- **Models:**
  - Some X3-45 Coaches  
Model Year 2008 up to 2013 incl  
From 2PCG334978C729259 up to 2PCG33491DC735438 incl.
  
  - Some H3-41 & H3-45 Coaches  
Model Year 2008 up to 2013 incl.  
From 2PCH334968C710948 up to 2PCH33499DC712347 incl.
  
  - Some H3-45 VIP Coach Shells  
Model Year 2011-2013  
From 2PCVS3494BC711772 up to 2PCVS349XDC712332 incl.
  
  - Some XLII-45 Entertainer Coach Shells  
Model Year 2009-2013  
From 2PCY334979C729591 up to 2PCYS3492DC735441 incl.
  
  - X3-45 VIP Coach Shells  
Model Year 2012-2013  
From 2PCBS3499CC735070 up to 2PCBS3498DC735417 incl.

**Dates of Production:** Starting May 16<sup>th</sup> 2007, ending February 6<sup>th</sup> 2013;

**Recall Population**

- Estimated number of vehicles potentially affected by the recall that was imported into the United States is one thousand forty nine (1,049)
- Approximate percentage of the total number of vehicles estimated to actually contain the defect is 100% or 1,049
- The recall population was determined using the production dates shown above and equipped with a Volvo engine

**Description of the Defect**

It has been determined that if the Limp-Home Mode feature is activated and the Idle Validation Switch (IVS) or its circuitry has an intermittent problem, the engine rpm may accelerate to 1750 rpms without driver pressing the pedal. If this occurs, this may present a risk of a vehicle crash under certain conditions if the driver does not have time to take action by applying the service brakes, switching the transmission into neutral, applying the park brake, or cutting off the ignition key.

**Chronology in determining the Defect**

The first report was received on a prototype vehicle (A-1244) in July 2010. The throttle pedal from this vehicle was removed and sent back to the supplier, Williams Controls, for further evaluation. The supplier evaluated the pedal and determined that there was no issue with the pedal as it was functioning correctly. Prevest was not able to recreate the reported condition at the time. Prevest engineering discussed the event with the engineering group responsible for the Vehicle Electronic Control Module (VECU) from Volvo Bus Sweden and also Volvo Trucks North America in Greensboro to find out if similar cases have been observed on Volvo buses or trucks. Conclusion was that this has not been reported on Volvo buses or trucks and the Prevest's vehicle behavior was as expected. Prevest engineering investigation of this case was closed on that basis.

In May 2011, Prevest received a report on Coach A-1664 and through testing was able to recreate the condition by introducing an intermittent loss of connection at the IVS on an exemplar vehicle when the vehicle was in Limp-Home Mode. This was communicated back to the design responsible engineering group of the vehicle control unit for further evaluation. Feedback received both from EMS responsible and VECU responsible was that these ECUs behave as per specification.

In October 2011, Prevest Regulatory Affairs Manager informed representative of the Volvo Bus Product Safety Committee of the report

On October 26, 2011, Market Quality Report issued as instructed by representative of the Volvo Bus Product Safety Committee

From October 2011 to September 2012, further tests data have been exchanged between Prevest and VBC to resolve the issue

On October 8, 2012, the newly formed Volvo Group Safety Coordination Forum was asked to look at open market quality reports to determine whether they required further action or could be closed

On December 3, 2012, the Volvo Group Safety Coordination Forum discussed the Prevest Market Quality Report and determined that the RPM setting for this parameter (i.e. 1750) should be changed to 1200 rpm to address the condition

January 21, 2013, Technical Report issued by Prevest Service Manager on D-5421, which exhibited condition prior to delivery

January 29, 2013, Prevest received information that the parameter setting for the Limp-Home mode was being changed from 1,750 rpm to 1200 rpm

February 1, 2013, Review of Technical Reports at biweekly meeting prompted further discussions on the D-5421 report

February 6, 2013, Prevost sends preliminary safety-related defect report to NHTSA. Delivery stop initiated. Testing initiated to confirm that solution addresses the condition

February 21, 2013, Prevost submits revised safety-related defect report to NHTSA

*To date, 3 incidents have been reported but no vehicle crashes or accidents, injuries or fatalities*

**Description of the Remedy**

The repair involves re-flashing the engine electronic control unit with software that has the Limp-Home Mode default parameter set at 1200 rpm instead of 1750 rpm.

The new parameter in the software was introduced into production on February 15, 2013.

**Recall Schedule & Communications**

Prevost will initiate a voluntary owner notification, and recall all affected vehicles.

For US10+6 EPA version the recall repair will involve re flashing the engine control unit by connecting to the J1939 connector with the recently received data set version. For previous EPA versions (US07 and US10) a different data set version will be needed for each version and will be ready to begin repair of owner vehicles on April 4, 2013.

The number, which has been assigned to this recall by Prevost, is **SR 13-07**.

Owner letters are scheduled to be mailed on or before April 4, 2013.

An advance copy of the owner letter will be submitted to NHTSA for review and approval prior to release to the owners.