

Part 573 Safety Recall Report**15V-743****Manufacturer Name :** Van Hool N.V.**Submission Date :** NOV 06,2015**NHTSA Recall No. :** 15V-743**Manufacturer Recall No. :** P786**Manufacturer Information :**

Manufacturer Name : Van Hool N.V.

Address : BERNARD VAN HOOLSTRAAT 58

LIER-KONINGSHOOIKT (BELGIUM) 00 B2500

Company phone : 999

Population :

Number of potentially involved : 48

Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2015-2016 VAN HOOL TD925

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Number of passengers : max. 81

Production Dates : MAY 13, 2015 - OCT 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2015-2016 VAN HOOL TDX25

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Number of passengers : max. 81

Production Dates : DEC 23, 2014 - OCT 22, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : Brake release time does not meet the specification of S5.3.4 of FMVSS 121.

FMVSS 1 : 121 - Air brake systems

FMVSS 2 : NR

Description of the Safety Risk : In our opinion there are no risks to safety. Test results will be provided with the petition for inconsequential noncompliance pursuant to 49CFR556.

Description of the Cause : Classic brass couplings were replaced with push-in tube connections made of composite material in order to answer complaints of air loss. The effect of minimal loss of internal air flow was misjudged, which caused the brake release time to exceed the requirement of S5.3.4 of 49CFR571.121.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

On August 18, 2015 testing department notifies that a TD925 did not meet the brake release time requirements during testing from August 10 to 11, 2015. The report T6662 followed on September 29, 2015. Meanwhile testing was repeated on a second vehicle, starting on August 24, 2015. By September 9, 2015 it was established how the routing of tubes and connections should be adapted in order to obtain the required brake release time. The report T6663 was ready by October 1, 2015 and submitted to the responsible engineer. On his turn he started the process of instructions to the drawing department for all the necessary layouts. This change was approved on October 19, 2015.

Meanwhile discussion took place within the engineering department whether this noncompliance was a risk for safety. The responsible engineers were confident that it is not. The undersigned then searched the federal register for precedents of inconsequential incompliance for the brake release time not meeting FMVSS121 S5.3.4 and found two petitions which were granted.

On October 30, 2015 it was decided to notify NHTSA of the safety recall, but with the intention to file for inconsequential incompliance pursuant to 49CFR556.

Description of Remedy :

Description of Remedy Program : NR

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported