Part 573 Safety Recall Report 18V-928

Manufacturer Name : Prevost Cars, Inc.
Submission Date : DEC 21, 2018
NHTSA Recall No. : 18V-928
Manufacturer Recall No. : SR19-04

Manufacturer Information :

Manufacturer Name : Prevost Cars, Inc.
Address : 35 Boulevard Gagnon
Ste-Claire, Quebec- Canada 00 G0R 2V0
Company phone : 999

Population :

Number of potentially involved : 676
Estimated percentage with defect : 5 %

Vehicle Information :

Vehicle 1 : 2000-2014 Prevost XL2-45,XL-45, X3-45
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : certain 45 foot XL2, XL, and X3 model vehicles manufactured from January 8, 2000 through August 21, 2013. Model years per model are as follows:
XL: 2000
XL2: 2000 through 2006;
X3: 2007 through 2014
Production Dates : JAN 08, 2000 - AUG 21, 2013
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect : The draglink in question was introduced in 1993. Since the introduction, it is believed that factors such as increased axle weights and duty cycles may have contributed to the two reports received on newer vehicles.

The two failures reported were fatigue failures in the threaded section of the turnbuckle where it screws into the draglink tube.

Through sampling, metallurgical analysis, and strain gauging, Prevost has determined that under certain conditions cracks can occur and propagate. If the cracks starts to propagate, over time it may extend inward to a point where the turnbuckle may fracture.

FMVSS 1 : NR
FMVSS 2 : NR

Description of the Safety Risk :	If the turnbuckle fractures, a complete loss of steering would occur that can increase the risk of a vehicle crash or other risks associated with a disabled vehicle. Important Note: Of the two reports of complete fracture one occurred during a low speed maneuver on the owner's premises and the other when conducting scheduled maintenance. The depths of cracks found in draglinks removed from vehicles in service were not to a point where there would be an imminent concern of complete fracture. Prevost has received no reports of accidents associated with this defect. Therefore, Prevost considers this as a proactive measure to protect the public and our customers from the potential risk associated with this defect.
Description of the Cause :	The draglink in question was introduced in 1993. Since the introduction, it is believed that factors such as increased axle weights and duty cycles may have contributed to the two reports received on newer vehicles.
Identification of Any Warning that can Occur :	There are no warnings.

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

2017-07-18 Prevost receives report of a turnbuckle failure. Prevost request that the turnbuckle be returned for further review.
2017-09-20 Prevost provides returned broken turnbuckle to 3rd party lab for analysis
2017-10-05 Prevost receives two additional samples (not broken) for comparison
2017-10-22 Lab results of two samples received/ reviewed. Decision made to conduct further analysis – data acquisition and design performance review.
2017-11-22 Data acquisition begins
2018-02-12 Information provided to Prevost from data acquisition collection
2018-02-23 Numerical fatigue life simulation testing quotation received.
2018-02-27 Prevost receives a 2nd report of a draglink failure. Note: both reports from the same owner.
2018-02-28 SP18-13 launched to collect further samples from owner that reported both failures.

2018-03-05 Internal bench test request sent to Prevost prototyping department
2018-03-12 3D model and load cases sent to 3rd party lab for fatigue life simulation
2018-03-19 Information reviewed at the NA Product Safety Working Group (PSWG). PSWG opens investigation
2018-07-05 SP18-13; 11 samples organized and classified by mileage
2018-07-23 Samples sent to lab
2018-11-22 Lab results received
2018-12-10 Lab results and fatigue life analysis reviewed by NA PSWG and Prevost product engineering. Decision made to raise the investigation to the Product Safety Committee with recommendation to recall certain vehicles.
2018-12-18 PSC determines safety related defect exits
2018-12-21 573 defect report submitted to NHTSA. Prevost informs that a voluntary recall will be released to address the safety-related defect.

Description of Remedy :

Description of Remedy Program :	All vehicle owners will be notified of the safety-related defect. The repair will require replacement of the draglink. Claims involving pre-notification repairs will be addressed according to established pre-notification reimbursement plans on file with NHTSA.
How Remedy Component Differs from Recalled Component :	The draglink being recalled is part number 160932. The draglink that will be used to repair vehicles is a more robust draglink that is not subject to pre-mature failures reported on newer vehicles.
Identify How/When Recall Condition was Corrected in Production :	The draglink in question was replaced in 2013; the change is 2013 was part of a cost reduction and product improvement effort that involved resourcing the draglink to a new supplier. The draglink introduced in 2013 has been reviewed and determined not to be subject to the reported premature failures associated with this safety-related defect.

Recall Schedule :

Description of Recall Schedule :	Prevost does not have dealers; therefore, dealer notifications are not required. Owner notification letters will be mailed by February 15. 2019
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	FEB 15, 2019 - FEB 15, 2019

* NR - Not Reported