

**October 28, 2013**

Jennifer Timian  
Chief, Recall Management Division  
Office of Defect Investigations  
National Highway Traffic Safety Administration (NSA-10)  
1200 New Jersey Avenue, S.E.  
Washington, D.C, 20950  
Submitted via Email to [rmd.odi@dot.gov](mailto:rmd.odi@dot.gov)

Subject: Recall Campaign SR13-72  
Accelerator Pedal Power Spring

Dear Jennifer,

On behalf of Prevost, I want to inform you that on October 21, 2013, a safety-related defect was determined to exist on certain Prevost vehicles. The issue is on a limited number of accelerator pedals where the mechanical power spring, which is an integral part of the accelerator pedal, may prematurely fail. There have been no reports of vehicle crashes associated with this defect; therefore, Prevost views this as a preventive measure.

Prevost will administer a voluntary safety recall to inspect and replace the suspect accelerator pedals as required on the affected vehicles. Owner notification letters will be sent no later than 60 days from the time of this notice.

Please feel free to contact me if you have any questions.

Best regards,

A handwritten signature in black ink, appearing to read 'Tim LaFon', followed by a long horizontal line extending to the right.

Tim LaFon  
Vice President, Regulatory Affairs  
Volvo Group North America, LLC.  
7900 National Service Rd.  
Greensboro, NC 27409  
Office: (336) 393-2233

**Defect Report**

Recall Campaign Number                      Prevost SR13-72  
 Subject:    Accelerator Pedal Power Spring

**Vehicle Manufacturer:**

Prevost a division of Volvo Group Canada, Inc. (“Prevost”)

**Component Manufacturer:**

Williams Controls  
 14100 SW 72nd Avenue  
 Portland, OR 97224

**Component:** WM-526 Accelerator Pedal

**Models/ Model Years:**

Certain vehicles manufactured from July 18, 2008 through December 8, 2008 with Prevost PN 531483 (Williams Controls PN 351692).

Selection of vehicles was based on delivery information from Williams Controls and Prevost’s part usage records.

Affected models and model years include:

Model	Model Year(s)
X3-45 Coach	2009
H3-41 Coach	2009
H3-45 Coach	2009, 2010
H3-VIP Coach Shells	2008
XL2 Converted Coach Shells	2009
XL2-45 Entertainer Converted Coach Shells	2009

**Recall Population:**

There are 32 suspect pedals that were sold to Prevost. A review of production data revealed that there are 81 vehicles that were sold in the United States that may have received a suspect accelerator pedal.

The percentage of the population containing the defect is unknown.

**Description of the Defect**

Mechanical springs are used to return the accelerator pedal to idle when the driver lifts their foot off of the accelerator pedal. On the suspect pedals, the edge of the raw material that was used to make the spring may have a poor edge condition that can result in a local stress riser and a fracture origination point. As a result, a crack may occur that can lead to a broken spring.

There are two springs; therefore, both springs would have to fail to present a risk.

If both springs were to fail, it could result in the pedal not returning to idle. 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:**

- 6/20/13 Volvo Group North America's Regulatory Affairs opens an investigation on accelerator pedals. This was prompted by reports of spring failures being tracked by the Volvo Bus Europe.
- 7/9/13 Initial findings are that the suspect parts were only installed on Volvo Buses, which have an accelerator pedal disable feature. Therefore, this was not considered a safety-related defect.
- 9/23/13 William's Control informs Volvo Group North America that Prevost received 32 pedals with suspect springs.
- 9/26/13 Volvo Group North America's Regulatory Affairs Group informs NHTSA.
- 10/21/13 Product Safety Committee determines that a safety-related defect exists on Prevost vehicles manufactured with the suspect accelerator pedals.
- 10/28/13 Safety –related defect report submitted to NHTSA.

*There are three warranty claims that were received on April 27, 2010, August 3, 2010, and August 23, 2010 where the accelerator pedal was replaced; it is unknown whether these are related.*

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

**Description of the Remedy**

The recall repair will involve inspection and replacement if the part is stamped with a suspect serial number.

Reimbursement for cost incurred by the owner for “prenotification remedies” will be addressed on a case-by-case basis according to the Volvo Group North America’s “General Plan for Reimbursement of Pre-notification Remedies” which was published October 28, 2013.

**Recall Communications**

Owner notification will occur within 60 days of this notice. An advanced copy of the owner notification letter will be submitted for review and approval prior to release.