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13V-534

(3 pages)

**PREVOST**

**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 SR13-73  
P-Clamp

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 vehicles where a p-clamp that was inadvertently installed may cause a short circuit.

Prevost will administer a voluntary safety recall to remove the p-clamp. 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 SR13-73  
 Subject:    P-Clamp

### **Vehicle Manufacturer:**

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

### **Models/ Model Years:**

Certain vehicles manufactured from November 2, 2006 and November 27, 2008.

Selection of vehicles was based on engine emission level.

Affected models and model years include:

Model	Model Year(s)
X3-45 Coach	2008, 2009
XL2-45 Entertainer Coach Shells	2008, 2009

### **Recall Population:**

There are one hundred forty-two (142) vehicles that were sold in United States that are affected.

The percentage of the population containing the defect is unknown.

### **Description of the Defect**

A p-clamp may have been inadvertently installed on a battery cable. There are two battery cables in the location where the p-clamp may have been inadvertently installed, but only one of the two battery cables was routed through the p-clamp. As a result, the cable that is not run through the p-clamp may rub against the p-clamp, which over time may result in a short circuit. If a short circuit occurs, then localized heating may occur, which may result in a vehicle fire.

### **Chronology:**

- 10/9/13                      Concern reported to North America Product Safety Working Group.  
 Investigation opened.
- 10/21/13                    Product Safety Committee determines that a safety-related defect exists.
- 10/28/13                    Safety –related defect report submitted to NHTSA.

*There is one field report. To date, no injuries or fatalities have been reported.*

**Description of the Remedy**

The recall repair will involve removal of the p-clamp and inspection and replacement of the battery cable if chaffing has occurred.

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.