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Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

On December 6, 2013, Hino Motors Sales U.S.A., Inc. decided that (a defect which relates to motor vehicle safety) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR part 573 Defect and Noncompliance Repots.

Date this report was prepared: December 6, 2013

Furnish the manufacturer's identification code for this recall (if applicable):

Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. 30164.

Hino Motors Sales U.S.A., Inc.
41180 Bridge Street
Novi, MI 48375

Identify the corporate official, by name and title, which the agency should contact with respect to this recall.

George M. Daniels Vice President, Service Operations

Telephone Number: 248-699-9330

Fax No.: 248-699-9310

Name and title of person who prepared this report: Kalmer Urm Sr Manager, Warranty Administration

Signed:

I. Identify the vehicle Models Involved in the Recall

Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): Hino

Model Year(s) Involved: 2011 - 2014

Model(s):NE8J and NF8J

Production Dates: Beginning: 2009 / NOVEMBER Ending: TBD

VIN Range: Beginning: TBD Ending: TBD

Vehicle Type: MY2011 - 2014 NE8J and NF8J

Body style: N/A

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall

Vehicles subject to this recall are NE8J and NF8J built since November, 2009

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996, through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

Production volume: approximately 21,000 units as of end of November, 2013.

Number of subject vehicles: approximately 6,000 units as of end of November, 2013.

Percentage: approximately 29%.

II. Identify the Recall Population

Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Total Number Potentially Affected by the Recall:

Approximately 6,000 units as of end of November, 2013.

Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance

100%

Identify and describe how the recall population was determined—In particular, how the

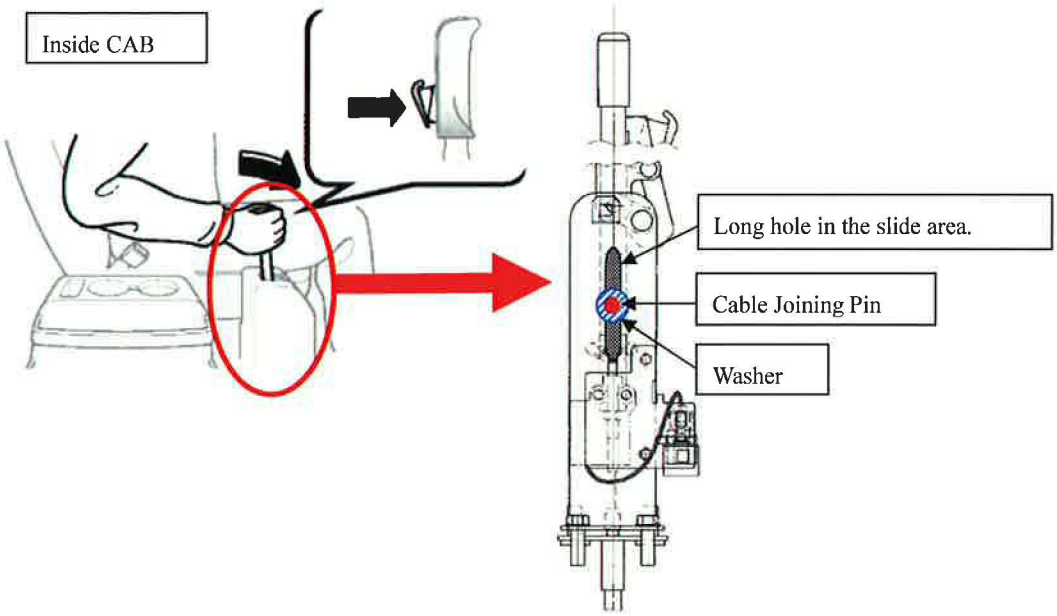
recalled models were selected and the basis for beginning and final dates of manufacture of the recalled vehicles:

Because of the defect in the design of parking brake levers of NE8J and NF8J built since December, 2009, all of the vehicles of NE8J and NF8J built since December, 2009 are part of the recall population.

III. Describe the Defect or Noncompliance

Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be as appropriate.

When the parking brake lever is pulled, the washer fixed to the cable joining pin of the parking brake lever can become stuck in the worn and enlarged "long hole" in the slide area. Please refer to the illustration below for details.



Describe the cause(s) of the defect or noncompliance condition.

If the parking brake is not released in accordance with the instructions in the Driver's/Owner's Manual (such as releasing the parking brake lever only by pushing the lever release button, without holding the lever with the hand, until it is completely released), the tension of the brake cable could be released quickly, causing an increase in the friction between the long hole in the slide area and the cable joining pin. In addition, improper adjustment of the parking brake cable that is stretched due to repeated operation of the parking brake could increase the contact force between the cable joining pin and the long hole in the slide area of the parking brake lever during the operation of the parking

brake. If the parking brake continues to be operated in such a condition, the long hole in the slide area of the parking brake lever becomes worn and the long hole diameter becomes enlarged.

Describe the consequence(s) of the defect or noncompliance condition.

The washer fixed to the cable joining pin can become stuck in the worn and enlarged long hole when the parking brake lever is pulled. This situation may prevent the parking brake lever being pulled to its full stroke, leading to the application of insufficient brake force. In the worst case situation, vibration can cause the washer which is stuck in the worn and enlarged long hole to come off, releasing the parking brake lever and resulting in the vehicle moving.

Identify any warning which can (a) precede or (b) occur.

The parking brake lever cannot be fully pulled up until it is completely locked.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

N/A

Identify the name and title of the chief executive offer or knowledgeable representative of the supplier:

N/A

IV. Provide the Chronology in Determining the Defect/Noncompliance Chronology

September, 2013

Hino Motors, Ltd. (HML) received information from Hino Motors Sales USA INC. (HMS) via Hino Motors Manufacturing USA INC. (HMM) that a vehicle (NE8J of MY2013) moved despite the parking brake lever being engaged. HMS also advised

HML that based upon the investigation of the subject vehicle by HMS, it was discovered that the long hole in the slide area of the parking brake lever for the cable joining pin had been abnormally worn.

In addition, HMS informed HML that the long holes of five other vehicles owned by the same user as the original vehicle had similar wear, and that the long holes of 17 vehicles in total (including six vehicles owned by the first user) had similar wear.

HML received and inspected the parking brake levers from six of the 17 vehicles and confirmed that

the long hole in the slide area of the parking brake lever for the cable joining pin were abnormally worn and enlarged.

HML installed one of the parking brake levers it inspected on a trial vehicle and began replication testing to confirm whether or not the parking brake lever could be pulled full stroke. The result indicated that when the long hole of the parking brake lever was excessively worn and enlarged, the washer fixed to the cable joining pin could be stuck in the worn and enlarged long hole, and the parking brake lever could become stuck at about a 45 degree position when the parking brake lever was pulled.

From October to November, 2013

HML continued replication testing to simulate the excessive wear of the long hole in the slide area of the parking brake lever. It was confirmed that i) releasing the parking brake lever only by pushing the lever release button without holding the lever with the hand until the parking brake is completely released, and ii) improper adjustment of the parking brake cable that is stretched due to repeated operation of the parking brake, could cause the long hole of the parking brake lever to become excessively worn and enlarged.

HML started operation tests to confirm that increasing the diameter of the washer on the cable joining pin could prevent the washer from becoming stuck in the worn and enlarged long hole of the parking brake lever, as an interim measure.

In addition, HML started designing a new parking brake lever that would prevent the occurrence of such situations. The newly designed parking brake lever is still under development and testing at HML.

On December 6, 2013, based upon the analysis of the results of a series of tests, HML confirmed that the washer fixed to the cable joining pin can be stuck in the worn and enlarged long hole when the parking brake lever is pulled, and that this can prevent the parking brake lever from being pulled full stroke, leading to insufficient brake force being applied. HML also confirmed that in the worst case situation, vibration can cause the washer stuck in the worn and enlarged long hole to come off, releasing the parking brake lever and resulting in the vehicle moving.

Therefore, HML decided to conduct a voluntary recall campaign to install a new, larger washer to the cable joining pin to avoid the washer becoming stuck in the worn and enlarged long hole of the parking brake lever as an interim measure, and continue to develop a permanent solution. HML will conduct an other voluntary recall campaign as soon as the permanent solution has been determined.

V. Identify the Remedy

Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the difference between the recall condition and the remedy.

Because of the long lead-time needed to develop, test and prepare all the necessary replacement parts (newly designed parking brake lever assembly), the following two steps of recalls will be taken;

(1) Interim Voluntary Recall

We will measure abrasion loss on the long hole of the slide area of the parking brake lever of all the subject vehicles, and if the abrasion loss does not exceed a specified value, install a new larger washer to the cable joining pin to avoid the washer becoming stuck in the enlarged long hole. In the event the abrasion loss exceeds the specified value, replace the parking brake lever and install the larger washer.

(2) Final Voluntary Recall

After the newly designed parking brake lever assemblies are ready for replacement, the company will replace the old parking brake lever with a newly designed one.

For details of the recall campaign plan, please refer to "VI" below.

Clearly describe the distinguishing characteristics of the remedy component/assemble versus the recalled component/assembly.

(1) Interim Voluntary Recall

Install a new washer with a larger diameter than the original washer.

(2) Final Voluntary Recall

The information on the distinguishing characteristics of the newly designed parking brake lever will follow once it becomes available.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

New, larger washers will be installed in production at the same time that the Interim Voluntary Recall is being performed.

The information on how and when the recall condition would be further corrected by installing newly designed parking brake levers will follow once it becomes available.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing

the recall.

First notice, which corresponds to the Interim Voluntary Recall described in "V" above, will be issued when the necessary parts becomes available. These necessary parts are expected to be available in sufficient quantities to support the Interim Voluntary Recall in February, 2014 at the latest.

Second notice which corresponds to the Final Voluntary Recall described in "V" above will be issued when the newly designed parking brake lever assemblies become available. These newly designed parking brake lever assemblies are in the process of being developed and tested, and the company will inform the National Highway Traffic Safety Administration immediately once they are ready for replacement.

All subject vehicles are subject to both the Interim Voluntary Recall and the Final Voluntary Recall.

VII.Furnish Recall Communications

Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. A DRAFT copy of the notification document should be submitted to this office by Fax (202-366-7882) for review prior to mailing.

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

A copy of a draft owner notification letter will follow.