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By Recall Management division at 9:58 am, Nov 29, 2013

PREVOST.

November 25, 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

Subject: Recall Campaign SR13-93
L9 Buckles

Dear Jennifer,

On behalf of Prevost, I want to inform you that certain Prevost vehicles are affected by a safety recall involving certain L9 buckles provided by Indiana Mills and Manufacturing Inc. ("IMMI").

Prevost will administer a voluntary safety recall according to instructions provided by IMMI. 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,



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 SR13-93
Subject: **L9 Buckles**

Manufacturer:

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

Component Manufacturer:

Indiana Mills and Manufacturing Inc. (“IMMI”),
18881 US 31 North
Westfield, IN 46074

Models/ Model Years:

Certain 2014 H3-45 coaches manufactured from August 29 2013 through November 19, 2013 with a L9 Buckle.

The selection of vehicles was based on information provided by IMMI.

Recall Population:

The total number of vehicles affected by the recall that were imported in the United States is seven (7). The percentage of the population containing the defect is unknown.

Description of the Defect

According to information provided by IMMI,

“Certain IMMI seat belt assemblies equipped with L9 buckles do not satisfy the requirements of S4.3 (g) of FMVSS 209. When the push button on the buckle is pressed to release the latch plate for egress, the latch plate can become partially engaged with the buckle. Under this circumstance, the partially engaged latch plate may not separate from the buckle when a force of 22N is applied.

The root cause of the noncompliance is associated with the locking pawl (part number 916030) inside the L9 buckle. Some locking pawls from specific manufacturing lots were produced with an excessively large burr. The burr on the locking pawl can catch the edge of the latch plate when the button is pressed to unlatch the buckle, causing a partial engagement condition.”

Chronology:

- 11/11/13 IMMI informs Volvo Group North America’s Regulatory Affairs Department of the non-compliance. Investigation opened.
- 11/12/13 Containment activities initiated.
- 11/19/13 Volvo Group Regulatory Affairs department notifies NHTSA by phone that vehicles have been delivered to customers that may contain a suspect L9 buckle.
- 11/22/13 Prevost identifies vehicles that were delivered to customers that may contain a suspect L9 buckle and communicates information to Volvo Group Regulatory Affairs department.
- 11/25/13 Safety –related defect report submitted to NHTSA.

To date, there are no field reports, warranty claims, customer complaints.

Description of the Remedy

Prevost will contact the owners of the affected vehicles and inspect and replace if required the L9 belt buckle according to instruction provided by IMMI.

Reimbursement for cost incurred by the owner for “prenotification remedies” will be addressed on a case-by-case basis according to the Volvo Trucks “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.