



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 10-028
Date Opened: 07/29/2010
Investigator: Nate Seymour
Approver: Richard Boyd
Subject: Front Air Brake Hose Interference

Date Closed: 12/23/2010
Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: VOLVO TRUCKS NORTH AMERICA
Products: 2008 VNM and 2009 VNL
Population: 11,871

Problem Description: The front air brake hose may contact the steer tire during normal operation. This could result in an air loss and a reduction of brake torque at that wheel end.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	0	Confidential	Confidential

***Description of Other:** Field Reports and Warranty Claims

ACTION / SUMMARY INFORMATION

Action: This PE is closed. A safety related defect trend has not been identified.

Summary:

ODI opened this investigation based on EWR data indicating that a front air brake hose could rub the tire and eventually develop an air leak.

Volvo's IR response and ODI's investigative review revealed no sudden "loss of air" events. Rather abrasion of the hose was being noted. Additionally no crashes or injuries were reported. An analysis of the warranty data with respect to time in service and miles to failure did not indicate that the subject vehicles were experiencing failures at a rate higher than peer vehicles.

The subject vehicles are commercial vehicles. The front air brake hoses are easily visible and accessible during routine inspections. The failure mode is a slow abrasive process that occurs over time. ODI's review indicates that it is unlikely that the alleged defect would go undetected. Additionally, Volvo has issued two notices to dealers and authorized service stations alerting them to look for the alleged defect (abrasion on the air hose) in the subject vehicles.

A safety related defect trend has not been identified at this time and further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.