

5. Description of the Defect.

The affected vehicles may have been built with incorrect bolts to the engine mount.

Parts have been mixed by the surface treatment sub-supplier Huster. At the time of error occurrence, the sub-supplier had two batches of similar bolts in its process. The incorrect bolts are too long and the result will be no clamping force on the bracket.

In a worst case scenario, the aluminum bracket for the engine mount will break due the lack of adequate clamping force. This will cause the engine to come in contact with the sub frame, ultimately resulting in a reduced engine torque or stalling of the engine without prior warning.

Supplier:

Supplier: Nedschroef
Mats Jansson
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Sweden
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6. Chronology of Events.

Volvo Investigation: April 28, 2008
Volvo Decision April 28, 2008
NHTSA Notification May 2, 2008

7. Program for Remedy of Defect.

On affected vehicles, the bolts for the engine mount will be inspected for specific markings. If any of the bolts contain incorrect markings, the bracket and bolts will be replaced.

8. Copies of Notices, Bulletins, etc.

Copies of information are being drafted and will be submitted to the agency shortly.

9. Proposed Owner Notification Letter.

Due to the limited number of vehicles involved which had been retailed, the owners of affected retailed vehicles have been contacted via phone and instructed to visit an authorized Volvo retailer for remedy. Retailers that had affected vehicles in stock were instructed to inspect, and if necessary repair the vehicle prior to retail sale.

10. The Manufacturer's Campaign Number.

Volvo has assigned Volvo Campaign Number R197 to this Recall Campaign.

If you have any questions regarding this report please contact me at (201) 768-7300 ext. 7908, email akopstei@volvocars.com

Sincerely yours,

VOLVO CARS OF NORTH AMERICA, LLC.
Customer Service



Adam Kopstein
Manager, Automotive Safety & Compliance