

**Volvo Trucks North America**

February 1, 2012

**Subject: Bendix® ATR-6® Traction Relay Valve
NHTSA #: 12E-001****Attention:**Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590**Submitted via Email to Delia Lopez**

The following information is submitted in accordance with the requirements of 49 CFR Part 573.6 as it applies to a defect relating to motor vehicle safety.

573.6(c)(1)Volvo Trucks North America ("Volvo")
7900 National Service Rd.
Greensboro, NC 27409**573.6(c)(2)**

Vehicles produced with a Bendix® ATR-6® traction relay valve manufactured from December 2, 2010 through January 18, 2012

The selection of vehicles was based on the suspect valve part numbers.

Vehicle Models and Model Years include: 2011-2012 VHD; 2011- 2013 VNL, and VNM

Component Manufacturer:Bendix Commercial Vehicle Systems, LLC
901 Cleveland Street
Elyria, Ohio 44035**573.6(c) (3)**

There are approximately twenty two thousand three hundred and eighty three (22,383) vehicles that were sold to customers in the United States that may contain a suspect valve.



573.6(c)(4)

The percentage of the vehicles expected to contain the defect is unknown.

573.6(c)(5)

“Bendix has determined that a design modification, which eliminated four small internal ribs in the cover assembly and a material change made to a rubber ball seal in the solenoid have led to a potential defect. In extremely cold conditions (at or below 0 degrees Fahrenheit / -18 degrees Celsius), internal leakage can potentially develop, resulting in pressure being delivered to the affected service brake circuit. If the solenoid armature lifts off, air pressure is delivered to the primary or secondary brake circuits, causing intermittent or – in isolated cases – continuous brake application. During the brake application, ABS will still be operational and service brakes are still available.”

The potential consequence is that the brakes may inadvertently apply which may result in a vehicle fire, or if wheel lock-up occurs may contribute to a vehicle crash.

573.6 (c)(6)

Chronology of principle events that were the basis for the determination:

- 1/18/12 Volvo received field reports alleging brakes inadvertently applying without driver input. Volvo informs Bendix of reports
- 1/19/12 Additional field reports received, which were forwarded to Bendix
- 1/19/12 Volvo issues stop delivery
- 1/26/12 Bendix issues a safety defect report to NHTSA
- 2/1/12 Volvo informs NHTSA that a voluntary safety recall will be initiated to address all vehicles within the suspect population

There have been field reports received in December 2011 (1 report) and January 2012 (21 reports)

573.6(c)(7)

Not applicable



573.6(c)(8)

Volvo will initiate a voluntary owner notification, and recall all affected vehicles. The valve's top cover will be replaced.

The number, which has been assigned to this recall by Volvo, is **RVXX1202**.

Reimbursement for cost incurred by the owner for "prenotification remedies" will be addressed on a case-by-case basis according to the "General Plan for Reimbursement of Pre-notification Remedies" which was published November 22, 2011.

A Safety Recall Alert was released to dealers on January 26, 2012, which informed the dealers of the Bendix recall. Owner letters will be mailed on or before February 15, 2012 to inform owners of the Bendix recall. An advance copy of the owner letter will be submitted to NHTSA for review and approval prior to release to the owners.

Bendix and Volvo are working together to acquire materials to support repair on all vehicles that may contain the suspect valve. Volvo will prioritize the repairs and address the vehicles that were sold/are registered in the colder regions first as parts become available.

If there are any questions regarding this information, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim L. LaFon", with a long horizontal line extending to the right.

Tim L. LaFon
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