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13V-102  
(3 pages) Revised



VOLVO TRUCKS NORTH AMERICA

March 27, 2013

**Subject: Safety Recall (RVXX1301, Remote Battery Disconnect Switch)  
Revised report, supersedes report dated March 20, 2013**

**Attention:**

Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

**Submitted via Email**

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)**

Certain 2012, 2013, and 2014 Volvo VHD, VNL, and VNM model vehicles manufactured from April 18, 2011 through March 14, 2013 with a horizontally mounted remote battery disconnect switch

The selection of vehicles was based on the remote disconnect switch part number and production start date of the horizontally mounted switch and the date that the stop delivery was issued.

**Affected Models and Model Years:**

2012, 2013, 2014 VHD, VNL, and VNM Models

**573.6(c)(3)**

The total number of vehicles affected by the recall that were sold to customers in the United States is **five thousand two hundred seven (5,207)**.

**573.6(c)(4)**

The percentage of the vehicles containing the defect is one hundred percent.

### **573.6(c)(5)**

The horizontally mounted battery disconnect switch was manufactured with incorrect hardware at Volvo's factory. In addition, as mounted the cables may be prone to chafing and vibration which may result in arcing. If arcing or loosening of the cable at the switch occurs, overheating of the battery cable and the switch may result in a vehicle fire.

### **573.6 (c)(6)**

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

- 1/15/13 Vehicle fire reported to Fleet Service Manager. FSM reports incident to Regulatory Affairs group
- 1/22/13 Independent fire investigator examines vehicle. General location where fire originated determined; however, the fire investigator was not able to determine cause.
- 2/11/13 2<sup>nd</sup> report received. Damage localized to switch. Investigation opened. Director Regulatory Affairs notifies NHTSA Office of Defect Investigations
- 3/8/13 Information/ facts provided to NA Product Safety Committee for consideration
- 3/13/13 Volvo Product Safety Committee meets to review information
- 3/14/13 Volvo determines that a safety-related defect exists. Stop delivery issued.
- 3/20/13 Volvo submits safety-related defect information report to NHTSA
- 3/27/13 Volvo sends revised report to NHTSA.**

Volvo has received two warranty reports, and eight field reports. There have been no injuries reported.

### **573.6(c)(7)**

Not applicable

### **573.6(c)(8)**

Volvo will initiate a voluntary owner notification, and recall all affected vehicles.

~~Volvo is currently conducting tests on potential repair solutions that will be concluding early next week. When this work is complete, Volvo will provide details on the repair solution to NHTSA.~~  
**Volvo will repair the vehicles by relocating the battery disconnect switch to a vertical plate mounted to the frame rail. As incorrect hardware was used to originally attach the battery cables to the switch, the original remote battery disconnect switch will be replaced.**

Volvo expects to have parts acquired and repair instructions to support owner notification within a sixty day period of this notice.

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 October 3, 2011.

The number, which has been assigned to this recall by Volvo, is **RVXX1301**.

**A Safety Recall Alert was released on March 25, 2013 to inform the dealers of the recall (see attached). An interim letter is planned to be released on April 5, 2013 to notify owners of the defect and inform of precautions that can be taken until the repair is made. This letter is attached for NHTSA’s review. A second letter will be sent to inform the owner’s when parts become available to start repairing vehicles.**

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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