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VOLVO TRUCKS NORTH AMERICA

June 25, 2013

**Subject: Safety Recall (RVXX1303, Redundant Clutch Disengagement Signal)**

**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 vehicles manufactured from December 20, 2006 through May 22, 2013

The selection of vehicles was based on vehicle sales codes

**Affected Models and Model Years:**

2007 through 2014 VAH, VHD, VNL, VNM, and VT Models

**573.6(c)(3)**

The total number of vehicles affected by the recall that were sold to customers in the United States is twenty three thousand three (23,003).

**573.6(c)(4)**

The percentage of the vehicles containing the defect is unknown.

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

In 2013, NHTSA reported a potential issue with clutch disengagement to Volvo's Regulatory Affairs Group.

After a thorough evaluation and collection of facts, Volvo has determined that the reports are associated with the removal of a micro switch which provided a redundant clutch disengagement signal. Prior to removal of the redundant switch, if the primary brake switch (an air pressure switch) were to fail to send the signal, the micro switch would signal the automated manual transmission's clutch to disengage. In the absence of the redundant switch, a loss of signal from the air pressure switch can prevent the clutch from disengaging when the brake is applied. This condition does not affect the brake system.

As a result of these findings, Volvo is conducting a voluntary safety recall on all affected vehicles. The safety-related defect is the lack of a redundant signal in the event that the air pressure switch is not able to signal the clutch when the brake is applied. The risk to motor vehicle safety is that the stopping distance may increase if the clutch does not disengage when applying the brake pedal, which may result in a vehicle crash.

Volvo has received no reports of vehicle crashes as a result of this condition. Therefore, Volvo considers this as a proactive measure to protect the public and Volvo's customers from risk of a vehicle crash.

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

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

- |         |   |
|---------|---|
| 2/8/13  | NHTSA notifies Volvo of potential issue with clutch disengagement   |
| 2/28/13 | NHTSA sends Volvo Preliminary Evaluation Request  |
| 5/1/13  | Volvo provides data requested in Preliminary Evaluation Request. Volvo shares with NHTSA that data suggests that the reports are associated with removal of the micro switch and that Volvo is further investigating the matter |
| 6/11/13 | Investigation complete. Information sent to Volvo Product Safety Committee for consideration  |
| 6/13/13 | Volvo Product Safety Committee meets to review information  |
| 6/19/13 | Volvo determines that a safety-related defect exists  |
| 6/25/13 | Volvo submits safety-related defect information report to NHTSA   |

Volvo has received one hundred eighty-three warranty reports, and one hundred fifty five field reports that may be associated. There have been no injuries or property damage reported

**573.6(c)(7)**

Not applicable

**573.6(c)(8)**

Volvo will initiate a voluntary owner notification, and recall all affected vehicles. The number, which has been assigned to this recall by Volvo, is **RVXX1303**.

Volvo is evaluating available solutions used on other Volvo Group Products including using the micro switch; Volvo will provide details on the repair solution to NHTSA when the repair solution is selected.

A Safety Recall Alert will be released on July 2, 2013 to inform the dealers of the recall. Owner Notices will be sent out by August 25, 2013. An advance copy of the owner letter will be provided for NHTSA's review and approval prior to release.

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.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tim L. LaFon', followed by a long horizontal line extending to the right.

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