



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V619

Manufacturer Name: Volvo Trucks North America

Submission Date: Sep 28, 2026

NHTSA Recall No.: 26V619

Manufacturer Recall No.: RVXX2610

Manufacturer Information

Population

Manufacturer Name: Volvo Trucks North America

Address: 7900 National Service Road
Greensboro NC, 27409

Total number of potentially involved: 392

Estimated percentage with defect: 0.1%

Vehicle Information

Vehicle 1: 2025-2027 VOLVO VNL (4)

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Tractor

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Dec 06, 2024 - Sep 21, 2026

Number of potentially involved: 308

Descriptive Information:

The suspect population was determined using vehicle manufacturing records. All vehicles built with a tanker application package were included in the recall. Vehicles not included in this recall were built with a different application package.

Vehicle 2: 2026-2027 VOLVO VNR (4)

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Tractor

Fuel / Propulsion: Compression Ignition Fuel

Production Dates: Jun 18, 2025 - Sep 17, 2026

Number of potentially involved: 84

Descriptive Information:

The suspect population was determined using vehicle manufacturing records. All vehicles built with a tanker application package were included in the recall. Vehicles not included in this recall were built with a different application package.

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Defect / Noncompliance Description

Description of the defect or noncompliance:

Certain 2025 - 2027 model-year Volvo VNL (4) and VNR (4) vehicles may experience reduced trailing braking effectiveness while transporting smoothbore/unbaffled tanker trailers.

FMVSS1:**FMVSS2:****Description of the safety risk, including crash, fire, death, injury:**

Loss of trailer brake effectiveness could result in extended stopping distance, increasing the risk of a crash or injury.

Description of the cause:

Liquid movement within a smoothbore/unbaffled tanker can cause errors in dynamic axle load calculation, reducing trailer braking effectiveness.

Identification of any warning that can occur:

There are no warnings that precede this issue.

Component Manufacturer

Tier of Supplier: Tier 1**Supplier Type:** OEM**Name:** Bendix Commercial Vehicle Systems, LLC**Address:** 35500 Chester Road
Avon OH, 44011**Country:** United States

Involved Components

Component Name 1: MSW**Component Description:** SOFTWARE**Component Part Number:** 26020191

Chronology

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July 13, 2026: Field report received about a braking concern on a vehicle used to transport smoothbore/unbaffled tanker trailers.

July 14, 2026: Product Safety Alert generated for field report received on 7/13/26.

July 14 – August 25, 2026: Engineering investigation carried out to understand and replicate the reported issue. Two additional field reports received.

August 26, 2026: Product Safety Investigation launched.

September 17, 2026: Product Safety Evaluation Committee reviews investigation information and recommends escalation to the Product Safety Committee.

September 21, 2026: Product Safety Committee determines that a product safety issue exists and decides to initiate a recall.

There have been 3 field reports, no warranty claims, accidents or injuries reported related to this issue.

The following is the breakdown of claims per build period:

2025: February-1, September-1 2026: April-1

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

All vehicles built with tanker packages will be included in the recall. A new software package will be released to disable dynamic trailer braking calculations. The new software will be available to all vehicles in the recall, but customers who only utilize baffled or compartmentalized tanker trailers will have the option to keep the software with dynamic trailer braking calculations. If any customer later transports smoothbore tankers, dealers and service centers can install the software package with dynamic trailer braking calculations disabled at any time after the remedy is released.

How remedy component differs from recalled component:

The new software will correctly calculate dynamic axle loads.

Identify how/when recall condition was corrected in production:

A new sales code will be released to identify vehicles that will haul smoothbore/unbaffled tanker trailers.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

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Recall Schedule

Description of recall schedule:

Dealer notifications will begin on or before October 5, 2026.
Owner notifications will begin on or before November 27, 2026.

Planned Dealer Notification Date: Oct 05, 2026 - Oct 05, 2026☐ No Dealers**Planned Interim Owner Notification Date:**☐ No Owners**Planned Remedy Owner Notification Date:** Nov 27, 2026 - Nov 27, 2026☐ Phased Recall**Date when VIN will be searchable:** Oct 05, 2026