



## Volvo Models

**Volvo Model** VNR , VT , VNX , VNL , VNM , VHD , VAH

## Engine family

Engine family Cummins , Volvo

## Emission Standard

Emission Standard 2018 , OBD2017 , US17 GHG , US14 CNG , US16 , US15 , US07 , US10 , US13 OBD , US14 GHG

## \*\* SOLUTION \*\*

**Title** Volvo Chassis - Seat Belt Alarm Stays On After The Seat Belt Is Fastened - **Model Year 2008 And Newer**

**Cause** in the seatbelt electrical harness or internal to the seatbelt itself may result in the seatbelt alarm remaining on after the seatbelt is buckled.

In normal operation, buckling the seat belt completes the alarm circuit and turns the alarm off. A break in the wiring harness or bad connection internal to the buckle itself may prevent the circuit from closing when the seatbelt is fastened.

**An issue with this circuit will not affect the operation of the seatbelt.**

## Solution

**If the seat belt alarm will not deactivate when the seat belt is buckled:**

### A. Check for continuity at the seatbelt connector

1. Buckle the seat belt.
2. With the belt fastened, check that the circuit through the seatbelt is complete.
  - Resistance should not indicate an open line (OL) between power and ground when the seat belt is buckled.

- If there is **no continuity** between power and ground at the connector with the belt fastened, an issue exists in either the seat belt harness or within the buckle itself and will need to be isolated and repaired. Refer to Section B.

- If there is **continuity** through the seat belt harness and buckle with the belt fastened and a thorough wiggle test does not reveal an intermittent open line, the issue is more likely located in the cab harness.

**B. Check that the connector is positioned correctly and is not corroded (Section A checks confirm poor or open connection in the harness, connector, or buckle)**



- The connector needs to be tied to the seat airline and remain above the floormat as shown above.

- Positioning the connector below the floormat can lead to corrosion.

- Check that the wiring is clipped properly to the seatbelt bracket and is not pinched.

- Double-headed cable ties should be used to prevent pinching and chafing against the bracket.

**C. If no fault is found in the connector and wiring after the checks in Section B, the seatbelt needs to be replaced.**

Solution visibility	Dealer distribution
<b>Function(s)/component(s) affected</b>	
Function affected	seat belt , wiring harness
<b>Function Group</b>	
Function Group	381 combined instrument , 884 seat belt and other restraining systems
<b>Customer effect</b>	
Main customer effect	noise , fault code/display
<b>Conditions</b>	
Vehicle operating mode	when driving , when stationary
Frequency of occurrence of problem	random
<b>Administration</b>	
Author	UT0538V
Dealer ID	UT0538V
Last modified by	A241298
Creation date	27-06-2018 21:06

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