

**Volvo Trucks North America**

February 9, 2011

**Subject: New Safety Recall
RVXX1006, Air Release Fifth Wheel
NHTSA #: 10V-571
Revised 573 Report¹**

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)

Certain Volvo model vehicles manufactured from November 7, 2005 through October 30, 2009 with an air release fifth wheel

The selection of vehicles was based on the part number of the dash switch used to operate the air release fifth wheel.

Model Years and Models Affected:

2007, 2009 VHD,
2006 - 2010 VN, and
2007-2009 VT

¹ Revisions made on pg 3, are identified with bold text for additions and strikethrough for deletions.



573.6(c) (3)

There are approximately six thousand one hundred eighty seven (6,187) vehicles sold in the United States affected by the recall.

573.6(c)(4)

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

573.6(c)(5)

The inversion valve on the frame may be orientated where contaminants can enter the valve through the exhaust port. If this occurs, corrosion may occur, which can cause the valve to malfunction and in extreme cases can possibly result in unintended opening of the fifth wheel's locking mechanism that holds the trailer's king pin.

573.6 (c)(6)

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

- | | |
|----------|---|
| 10/28/09 | Received report from a fleet customer of a potential issue with the air release fifth wheel system. Fifth wheel jaws opened when park brake released (i.e. park brake valve pushed in to release the spring brakes). Investigation opened |
| 11/10/09 | Corrective action taken at manufacturing facility, orientation requirements for valve clarified |
| 1/10 | Fleet service letter issued to fleet that reported 10/28/09 incident, which specified how to inspect/repair vehicles. |
| 4/1/10 | 2 nd reported incident from different fleet |
| 4/13/10 | Fleet service program started for fleet that reported incident on April 1, 2010. Concern reported to Regulatory Affairs group for investigation. |
| 8/13/10 | NHTSA notified Volvo of complaint that they had received regarding the air release fifth wheel |
| 11/2/10 | Scope identified, submitted to Volvo's Product Safety Committee for recommendation. |
| 11/5/10 | Volvo determines that a safety related defect exists. |
| 11/12/10 | NHTSA notified that Volvo will initiate a voluntary safety recall |



573.6(c)(7)

Not applicable

573.6(c)(8)

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

The recall repair will consist of **inspecting the valve for correct orientation and replacement as required.** ~~inspection of the inversion valve and replacement as required.~~

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 December 8th, 2004.

The number, which has been assigned to this recall by Volvo, is **RVXX1006**.

A Safety Recall Alert ~~will be~~ **was** released to dealers on ~~or before~~ November **19, 2010** ~~17, 2010~~, which informs the dealers of the recall. Owner letters are ~~tentatively scheduled to be mailed on or before January 10, 2011~~ **will be mailed on February 18, 2011**.

~~An advance copy of the owner letter will be submitted to NHTSA for review and approval prior to release to the owners.~~ **A draft copy of the owner letter is attached for your review.**

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 LaFon", with a long horizontal line extending to the right.

Tim L. LaFon
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