



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

Investigation: PE 06-054  
Date Opened: 11/16/2006      Date Closed: 02/07/2007  
Principal Investigator: Nate Seymour  
Subject: Inoperable Tail Lights

Manufacturer: Volvo Trucks North America  
Products: Volvo Trucks MY 2002 - 2004, Models VN, VN-2, VHD, & VHD-2  
Population: 8527

Problem Description: The connector in the tail light harness may corrode, preventing the Tail Light from illuminating.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	Confidential	Confidential

\*Description of Other: 2004Q1-06Q2 EWR Warranty for exterior lighting on all 2003-04 Models.

Action: This PE is closed.

Engineer: Nate Seymour NS  
Div. Chief: Richard Boyd  
Office Dir.: Kathleen C. DeMeter

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Summary: ODI opened this investigation based on a technical service bulletin and EWR Data. EWR Warranty Data is aggregate data and individual reports are not submitted.

Volvo reviewed their warranty data and determined that only 63 of the EWR Warranty claims related to the subject vehicles displayed symptoms consistent with the TSB.

Volvo also noted in their IR response that the Tail Light configuration is used almost exclusively on tractors that are normally attached to semi trailers. Therefore, the Tractor Lights are normally not the rear most lights on the vehicle. In a normal application, even if one Tail Light on the tractor was out, the Tail Light on the trailer would continue to illuminate and provide other drivers of the intentions of the semi trailer driver.

Pursuant to 49 CFR 396.11 & 13, a commercial vehicle operator is required to perform a pre-trip and post-trip inspection, which includes checking the functionality of the Tail Lights.

Given the above information, ODI has not identified a safety-related defect trend at this time and further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.