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**VOLVO**

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May 1, 2013

National Highway Traffic Safety Administration (NSA-10)  
Associate Administrator for Enforcement  
1200 New Jersey Avenue, S.E.  
Washington, D.C, 20950  
Submitted by email to [rmd.odi@dot.gov](mailto:rmd.odi@dot.gov)

Subject: Recall Campaign SR13-80  
Throttle Software Modification  
Certain 9700 Volvo Buses  
**Safety-Related Defect Report**

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and 49 CFR Part 573 as it relates to a safety related defect.

I am sending this to you on the behalf of Volvo Bus Corporation who has decided to conduct a voluntary safety recall on Volvo 9700 motor coaches imported by Volvo Industrial de Mexico as explained in the pages that follow.

Please feel free to call me if you have any questions regarding this information.  
Best regards,



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## Defect Report

**Recall Campaign Number** SR13-80

**Subject:** Throttle Software Modification

### Vehicle Models Involved in the Recall:

- **Manufacturer:** Volvo Bus Corporation
- **Models:**  
Certain 9700 Coaches  
Model Year 2009 up to 2013 incl.

**Dates of Production:** Starting August 28, 2008 and ending April 19<sup>th</sup> 2013

### Recall Population

- Estimated number of vehicles potentially affected by the recall in the United States is approximately 285. Important Note: This is still under review and may be changed. An addendum will be filed if the number is changed.
- Approximate percentage of the total number of vehicles estimated to actually contain the defect is 100%
- The recall population was determined using the production dates shown above

### Description of the Defect

It has been determined that if the Limp-Home Mode feature is activated and the Idle Validation Switch (IVS) or its circuitry has an intermittent problem, the engine rpm may accelerate to 1750 rpms without driver pressing the pedal. If this occurs, this may present a risk of a vehicle crash under certain conditions if the driver does not have time to take action by applying the service brakes, switching the transmission into neutral, applying the park brake, or cutting off the ignition key.

### Chronology in determining the Defect

February 6, 2013: Prevost notified NHTSA of a Safety-Related Defect on certain Prevost vehicles involving the limp-home mode feature.

February 13, 2013: Volvo Bus Corporation opens an investigation to determine whether the same condition exists on Volvo 9700 model buses imported into the U.S.

April 16, 2013: Test data received shows the 9700 imported into the U.S. is subject to the same condition. Stop Delivery request sent by Regulatory Affairs Group to manufacturing

April 19, 2013: Delivery stop issued



April 26, 2013: Volvo Bus Corporation determines that a safety-related defect exists on Volvo 9700 model buses being imported into the U.S.

May 1, 2013, NHTSA notified that Volvo Bus Corporation will release a voluntary safety recall to address the suspect population of buses

*To date, there have been no reports of crash or injury, and there have been no warranty claims, field reports, or customer complaints.*

**Description of the Remedy**

The repair involves re-flashing the engine electronic control unit with software having new calibration settings for `esc_PEDAL_ERROR_MAX_ESPD` and `pdc_IVS_PEDAL_MAX_PERC`. These new calibrations are deemed as the optimum solution between allowing a safe deceleration of vehicle while providing a means to move the vehicle from the roadway. In addition, the wiring and connections between the accelerator pedal and Vehicle Electronic Control Unit (VECU) will be visually inspected and repairs as required.

**Recall Schedule & Communications**

Volvo Bus Corporation will initiate a voluntary owner notification, and recall all affected vehicles. The number, which has been assigned to this recall, is SR 13-80.

Owner letters are scheduled to be mailed no later than July 1, 2013.