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**VOLVO**

September 25, 2013

Jennifer Timian  
Chief, Recall Management Division  
Office of Defect Investigations  
National Highway Traffic Safety Administration (NSA-10)  
1200 New Jersey Avenue, S.E.  
Washington, D.C, 20950  
Submitted via Email to [rmd.odi@dot.gov](mailto:rmd.odi@dot.gov)

Subject: Volvo Bus Recall SR13-87, Park Brake Valve  
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.

Volvo has received no reports of personal injury or vehicle crash as a result of this condition. Therefore, Volvo considers this as a proactive measure to protect the public and Volvo's customers from risk of personal injury and/or vehicle crash.

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

Best regards,



Tim LaFon  
Vice President, Regulatory Affairs  
Volvo Group North America, LLC  
7900 National Service Rd.  
Greensboro NC, 27409  
E-mail: [timothy.lafon@volvo.com](mailto:timothy.lafon@volvo.com)  
Office: (336) 393-2233

**Recall Campaign Number** SR13-87  
**Subject:** Park Brake Valve

**Manufacturer:** Volvo Bus Corporation (“Volvo”)

**Component Manufacturer:** Knorr-Bremse AG, Moosacher Straße 80, 80809 Munich Germany

**Recall Population:**

Certain 2013 9700 model coaches manufactured from April 30, 2012 through November 2, 2012 with a suspect park brake valve.

Estimated number of vehicles potentially affected by the recall in the United States is twenty-two (22).

The recall population was determined using the production dates provided by the component supplier.

Approximate percentage of the total number of vehicles estimated to contain the defect is unknown.

**Description of the Defect**

The guide plate in the park brake control valve may have not received the correct heat treatment by the sub-supplier resulting in low hardness in the steel. As a result, the guide plate may prematurely wear over time creating a condition that does not allow the sleeve to return completely to the correct drive position. This may cause the park brake lever to fail to apply the parking brakes completely, which may result in a vehicle crash or personal injury to pedestrians if the vehicle rolls away.

**Chronology in determining the Defect**

- 5/8/13 Volvo received a field report of condition from the United Kingdom. Investigation started.
- 6/19/13 Volvo’s Product Safety Working Group (“PSWG”) assigned to take lead on investigation as the component is part of a vehicle safety system.
- 7/1/13 Concern discussed at Volvo Bus Product Safety Committee. Direction given to obtain parts from customer owned vehicles for further examination and analysis.
- 9/2/13 Results of examination and analysis provided to Volvo Bus Product Safety Committee for review.
- 9/19/13 Volvo determines that a safety-related defect exists.
- 9/25/13 Volvo submits safety-related defect information report to NHTSA.

*To date, there have been no reports of crash or injury, and there have been no warranty claims, field reports, or customer complaints on vehicles sold in the United States.*

**Description of the Remedy**

The repair involves inspection of the park brake 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 Volvo Trucks “General Plan for Reimbursement of Pre-notification Remedies” which was published October 3, 2011.

**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 SR13-87.

Owner notification will occur within 60 days of this notice. An advanced copy of the owner notification letter will be submitted for review and approval prior to release.