



VOLVO TRUCKS NORTH AMERICA

November 25, 2013

**Subject: Safety Recall (RVXX1307, L9 Seat Belt Buckles)****Attention:**

Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

**Submitted via Email**

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 2014 VAH, VHD, VNL, and VNM model vehicles manufactured from August 12, 2013 through November 14, 2013 with a L9 Seat Belt Buckle.

The selection of vehicles was based on information provided by Indiana Mills and Manufacturing Inc.

**Component Manufacturer:**

Indiana Mills and Manufacturing Inc. ("IMMI"),  
18881 US 31 North  
Westfield, IN 46074

**573.6(c) (3)**

The total number of vehicles affected by the recall that were sold to customers in the United States is five thousand four hundred eighty six (5,486).

**573.6(c) (4)**

The percentage of the vehicles containing the defect is unknown.

### **573.6(c) (5)**

According to information provided by IMMI,

*“Certain IMMI seat belt assemblies equipped with L9 buckles do not satisfy the requirements of S4.3 (g) of FMVSS 209. When the push button on the buckle is pressed to release the latch plate for egress, the latch plate can become partially engaged with the buckle. Under this circumstance, the partially engaged latch plate may not separate from the buckle when a force of 22N is applied.*

*The root cause of the noncompliance is associated with the locking pawl (part number 916030) inside the L9 buckle. Some locking pawls from specific manufacturing lots were produced with an excessively large burr. The burr on the locking pawl can catch the edge of the latch plate when the button is pressed to unlatch the buckle, causing a partial engagement condition.”*

### **573.6 (c) (6)**

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

- 11/11/13 IMMI informs Volvo Group North America’s Regulatory Affairs Department of the non-compliance. Investigation opened.
- 11/12/13 Containment activities initiated.
- 11/19/13 Volvo Group Regulatory Affairs department notifies NHTSA by phone that vehicles have been delivered to customers that may contain a suspect L9 belt buckle.
- 11/24/13 Volvo identifies vehicles that were delivered to customers that may contain a suspect L9 buckle.
- 11/25/13 Safety –related defect report submitted to NHTSA.

*To date, there are no field reports, warranty claims, customer complaints.*

### **573.6(c) (7)**

Not applicable

### **573.6(c) (8)**

Volvo will initiate a voluntary owner notification, and recall all affected vehicles. The number, which has been assigned to this recall by Volvo, is **RVXX1307**.

Volvo will contact the owners of the affected vehicles and inspect and replace if required the L9 belt buckle according to instruction provided by IMMI.

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.

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 October 28, 2013.

A Safety Recall Alert will be sent to Volvo’s dealers and servicing facilities by November 25, 2013.

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', followed by a long horizontal line extending to the right.

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