

## **Equipment Alert – Safety Recall Issued By Volvo Trucks**

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued an important safety bulletin based on a [safety recall initiated by Volvo Trucks](#) affecting nearly 20,000 Class 8 motor vehicles, with more than 17,000 affected vehicles in the United States.

This is a critical safety defect that could severely affect the safe operation of these vehicles due to a faulty two-piece steering shaft. This condition can lead to separation of the steering shaft without warning and an immediate loss of steering ability and control which may lead to a vehicle crash. Operators of vehicles affected by the Volvo recall should take the vehicles out of service as soon as possible.

FMCSA published an [advisory bulletin](#) to raise awareness of this issue in order to prevent serious crashes. The bulletin includes the guidance Volvo prepared for motor carriers operating these vehicles.

Federal and state inspectors are advised that certain 2016 and 2017 Volvo and Mack Titan model trucks may be affected by the recall. If you do identify any vehicles subject to this recall, please [send an email to the enforcement](#) with the name of the carrier and DOT number, and a description of the action taken. If FMCSA or state inspectors identify a potentially affected vehicle, the driver should be directed to call 877-800-4945 (option 1) prior to proceeding, and to follow the instructions provided by Volvo. Volvo advises carriers to contact the Volvo Customer Support line (1-877-800-4945 , option 1) to determine what, if any, action is necessary.

In addition to being a serious safety issue, continuing to operate these vehicles could be considered a violation of 49 C.F.R. § 396.7, which prohibits operation of a vehicle in a condition likely to cause an accident or a breakdown. Safety demands that operators of these vehicles take prompt and appropriate action to ensure this issue is addressed. Motor carriers that violate applicable regulations may face enforcement action including, but not limited to, civil penalties and a finding that the defect constitutes an out-of-service condition