NSA

PACCAR Inc
Law Department

March 3, 2000

00V-029

Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: Federal Recall Campaign 200-C
Caterpillar Engine Routing on Peterbilt trucks
Built Between December 15, 1997 and December 21, 1998
Expiration Date: None

Dear Sir:

Enclosed are (3) copies of notification letters which were mailed by Peterbilt Motors Company to its dealers/service managers and customers on March 1, 2000.

Very truly yours,

Kenneth R. Brownstein
Senior Counsel

KRB:cam

Enclosure

P.O. Box 1518 Bellevue, Washington 98009 Telephone 425-468-7359
PACCAR Building 777-106th Avenue N.E. Bellevue, Washington 98004 Facsimile 425-468-8226

MAR 0 3 2000

March 1, 2000

TO: DEALER PRINCIPALS
SERVICE MANAGERS
WARRANTY MANAGERS

SUBJECT: **SAFETY RECALL #200-C**
CATERPILLAR ENGINE ROUTING
EXPIRATION DATE: NONE

Peterbilt Motors Company has decided that a defect which relates to motor vehicle safety exists in Peterbilt trucks built between December 15, 1997 and December 21, 1998 equipped with Caterpillar 3406E engines. A total of approximately 10,400 Peterbilt trucks are involved in this campaign. Attached is a copy of the letter which will be sent to owners of the affected vehicles in about a week.

Peterbilt has become aware of the potential for chaffing (rubbing) between Peterbilt engine wiring and Caterpillar fuel lines near the fuel filter housing on the left hand side of the Caterpillar 3406E engine. The chaffing condition can cause a fire without warning.

REPAIR PROCEDURE:

Please see attached repair procedure.

PARTS:

Part Number	Description	Dealer Net	Comments
DCT11	Tie Strap	$1.80/each	
22-01264 superceded by 750UV	Tie Strap	$0.04/each	Sold in bags of 100
22-01265 superceded by 14120UV	Tie Strap	$0.16/each	Sold in bags of 100
DSWS5	Spacer	$1.26/each	

LABOR:

Refer to the repair procedure, page 2, for labor rates for each step of repair. Submit a warranty claim for the appropriate amount per the attached example.

Please advise your customers that repairs must be performed **ONLY** at an authorized Peterbilt dealership. Under no circumstances are you to charge the customer for any portion of this repair.

If you have any questions regarding this safety recall, please contact Peterbilt Division Customer Service at 940-591-4171.

Sincerely,

PETERBILT MOTORS COMPANY

Craig W. Kendall

Craig W. Kendall
National Customer Service Manager

March 6, 2000

SUBJECT: **SAFETY RECALL #200-C**
CATERPILLAR ENGINE ROUTING
EXPIRATION DATE: NONE

Dear Sir/Madam:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Peterbilt Motors Company has decided that a defect which relates to motor vehicle safety exists in Peterbilt trucks built between December 15, 1997 and December 21, 1998, equipped with Caterpillar 3406E engines. Your truck was manufactured during this period.

Peterbilt has become aware of the potential for chaffing (rubbing) between Peterbilt engine wiring and Caterpillar fuel lines near the fuel filter housing on the left hand side of the Caterpillar 3406E engine. The chaffing condition can cause a fire without warning.

Peterbilt has initiated a recall campaign to correct this condition by inspecting and repairing or replacing engine wiring and fuel lines. Please contact the nearest Peterbilt dealership immediately to have this procedure performed. Inspection and repair should take no more than one hour, however if replacement of the engine harness is required an additional four hours will be required. All work will be performed at no charge to you.

If you require further information about this recall, or experience any difficulty in making arrangements for the repair, please contact: Peterbilt Motors Company, 1700 Woodbrook Street, Denton, Texas 76205-7864, attention: Customer Service Department.

If you conclude that Peterbilt Motors Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Enforcement, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington DC 20590, or call the toll free safety hotline at 1-800-242-9393. Washington DC residents may call 366-0123.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed postage-paid envelope may be used for this purpose.

We regret any inconvenience this may cause, however we are convinced that it is essential for the safe operation of your vehicle.

Sincerely,
PETERBILT MOTORS COMPANY

Craig W. Kendall
National Customer Service Manager

Peterbilt
A DIVISION OF PACCAR

Dealer Warranty Claim
Full Truck

Claim Information - Truck Claim (Screen 1)

Claim Type: C	New/Cert/Appeal	Sequince Number
Spec. Warranty Type	Campaign Number 200-C	Policy Number
Dealer Initials	Dealer Com. Code	Pre-Auth. Number
Customer Name	Customer City/State	

Chassis Information

Selling Dealer:	No. Trucks:	Model:
Plant/ Chassis:	Delivery Date:	NIS: ☐
KM Mileage:	Service Type:	

Repair Information

Repair Ord/Inv. No:	Repair Date:	Vendor Code:
Fail Comp. Brand:	Fail Comp. Model:	Fail Type: 451
Fail Comp. Serial:	Accident (Y/N):	Prt Failed Part No:
Fail Comp. Location 082-015-013	Resp. Code:	NSf Number:

Dealer Communications - Truck Claim (Screen 2, Use form back if needed)

Complaint: SAFETY RECALL #200-C COMPLETED PER INSTRUCTIONS	Seq. No.
Cause	
Correction	

Parts/Labor Information

Requested Prorated Pct:	Part Ship Date:	Loc.
Total Amount Claimed:	Doc. Ship Date:	
Sublet Type (E/N):	Sublet Number:	
Sublet Parts $:	Sublet Labor $:	

Labor

Labor Code	Labor Hrs.		Labor Code	Labor Hrs.		Labor Code	Labor Hrs.	
REFER TO REPAIR PROCEDURE:								

Dealer Warranty Claims - Truck Claim Parts List (Screen 3)

Part Number	Part Description	Dealer Net	Qty	Seq. No. Source	Seq. No. Return
DCT11	Tie strap	1.80	1	P	
750UV	Tie strap	.04	1	P	
14120UV	Tie strap	.16	2	P	
DSWS5	Spacer	1.26	1	P	

Part Line Edit (on screen buttons)

Part Number	Part Description						Dealer Net	Qty	Source	Rt. Pt.
Add part line		Edit Part Line		Delete Part Line		Import Pick List				

REPAIR PROCEDURE

1. Drive truck into service bay and turn wheel right until contact with stop for easy access.

2. Inspect for signs of chafing (rubbing) between the Caterpillar fuel lines and the Peterbilt electrical jumpers and harnesses. Inspect near the engine ECU and the air intake pipe on the left side of the engine (see drawing PH16-00019 for area of concern).

3. If no chafing has occurred, proceed to step 5.

4. If chafing has occurred to the alternator cable or engine harness:

   A. If the wire is a positive or negative alternator cable and has no wires showing through the insulation, wrap with electrical tape.

   B. If wires are showing, replace with a new cable (splice in). It is not necessary to replace the complete engine harness if only an alternator cable is damaged. Before removing the positive alternator cable, disconnect battery power first.

   C. If the wire on the Peterbilt engine harness is damaged, repair damaged wires by splicing in new sections as necessary. It is not necessary to replace the complete harness.

   Note: follow the splicing procedure as described in ServiceNet, Master Maintenance Manual (Class 8), Pages 18-42 and 18-43.

   Note: if the convoluted tubing is damaged or worn, replace as necessary.

   CAUTION: For J1708 or J1587 data bus wires in the engine harness, identified by a twisted pair of wires, it is crucial to make a good electrical connection as described in ServiceNet. Failure to do so may result in corrupted data on the data bus.

5. In addition to repairing electrical harnesses and jumpers, inspect the full length of the Caterpillar fuel lines for wear in accordance with their normal fuel line maintenance guidelines in the "Maintenance Section" of Caterpillar's "3406E Truck Engines Operator and Maintenance Manual". If fuel lines need to be replaced, refer to the chart on the next page for part numbers and labor hours.

   Note: remove fuel line at the lowest point and drain into a one pint container. Cap all fittings.

   Note: remove the Filtered Supply Line, first remove the #1 valve cover. Cover the valves with a shop towel. An 11/16" flank drive flare nut socket (Snap-On P/N FRX-221 or equivalent) will be necessary to r & r the Filtered Supply Line on top of the cylinder head.

6. With the fuel lines and electrical wires in good condition, route electrical harnesses, jumpers and fuel lines as shown in drawing PH16-00019.

   A. If filtered fuel return line and/or filtered supply line is routed behind engine harness alternator jumper as shown in Detail A on drawing PH16-00019 sheet 2, *reroute both fuel lines so they are in front of the engine harness* and secure with (2) 22-01265 tie straps as shown in Detail B on drawing PH16-00019 sheet 2.

   Note: when removing fuel lines, drain into container as required and cap fitting prior to rerouting.

   B. Install (1) DSWS5 spacer and (2) 22-01265 tie straps between Caterpillar fuel lines and alternator jumper from engine harness to circuit breaker mounted inside the left hand rail per Detail C on drawing PH16-00019 sheet 3.

B. Install (1) DSWS5 spacer and (2) 22-01265 tie straps between Caterpillar fuel lines and alternator jumper from engine harness to circuit breaker mounted inside the left hand rail per Detail C on drawing PH16-00019 sheet 3.

Note: insure a minimum of ¼" clearance occurs between jumper and Caterpillar fuel lines.

C. Reroute jumper wire from starter positive terminal to circuit breaker (mounted inside the left-hand frame rail) along engine harness alternator jumper. Coil excess jumper and tie strap to fuel return hose with (1) DCT11 tie strap and to engine harness alternator jumper with (1) 22-01264 tie strap per Detail D on drawing PH16-00019 sheet 3.

Note: disconnect battery and remove jumper wire from circuit breaker if required to reroute jumper along engine harness alternator jumper.

Note: insure a minimum of ¼" clearance occurs between coiled jumper and fuel return hose and filter to ECM line. If clearance is not adequate, install (1) DSWS5 spacer and (2) 22-01265 tie straps between Caterpillar filter to ECM line and engine harness alternator jumper.

Note: on models with ammeter, see Details E and F on drawing PH16-00019 sheet 4 for routing of jumper from starter to circuit breaker. Coil excess jumper and tie strap to fuel return hose with (1) DCT11 tie strap and to engine harness alternator jumper with (4) 22-01265 tie straps.

NOTE: Insure all fuel and/or electrical lines, and all parts involved do not contact sharp corners and cannot move relative to each other. Insure the full length of the wire will not chafe. Insure fuel and electrical lines are not pinched. Replace all cut tie straps.

LABOR

Steps 1, 2, 3 and 6 (inspect, reroute and tie strap)			0.7 hrs
Step 4	A (repair/wrap/heat shrink scuffed wiring)	add	0.3 hrs
	B (splice in new section of wiring – 1 wire)	add	0.2 hrs
	C (splice in new section of wiring – each additional)	add	0.1 hrs
	OR (remove and replace engine harness if it cannot be repaired due to extensive damage. Photos and repair authorization required)	add	4.0 hrs

Step 5 Refer to the chart below:

3406E Fuel Lines Group Service Parts

Hose Location	'98 Engine Serial Number Prefixes: 1LW,5DS	Labor Hrs.
Filtered Supply	6P-5355 (Reference Lines Group 144-0701 or 144-0709)	1.0 hr
Filtered Return	137-5094 (Reference Lines Group 144-0701 or 144-0709)	0.8 hr
Filter to ECM	9L-5158 (Reference Lines Group 144-0701 or 144-0709)	0.2 hr

– Most connector problems involving poor connections or crossed circuits are readily observable during the isolation process. Some things to look for are

  - Connections that are not assembled completely. Connecting shells should be "square" with one another and fully engaged. Locking devices on the sides of the shells should engage properly.
  - Terminals that have been pushed out of their shells or damaged during assembly. Loose or bent terminals may not make contact with their counterparts in mating connector shells.
  - Improper orientation of circuits in mating connector shells. When disassembling mating connectors, make it common practice to check for crossed circuits.
  - Rubber that may have gotten into the terminal area of a molded connector. Ensure that you check for proper terminal contact.
  - Corrosion or visible broken circuits. Severe corrosion damage will prevent the circuits from being completed, even if the shells and terminals are properly connected. Broken wires will prevent current from passing through the connector and could cause a short circuit to ground.

– If the problem appears to be wire-related, the affected portion of the wiring can usually be found during continuity tests. A lack of circuit continuity indicates a broken splice or damaged wire. Follow the steps listed below:

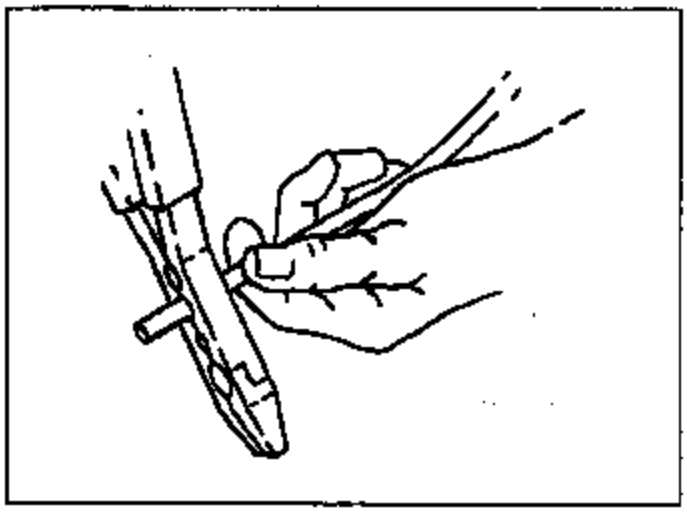
  a. Check harness for damaged areas. Cut or damaged braid is often indicative of damaged wiring. If a damaged area is located, cut away the braid and repair any damaged wires. After repair, tape over the cut-away area of the harness with at least three layers of electrical tape. (Note: Use loom or convoluted tubing in high abrasion areas.)
  b. Check the splices in a given circuit. Splices are generally located from three to five inches from the affected breakout in an enlarged area of the harness.
  c. Work splice area (s) of the harness by hand to try to achieve momentary contact. If momentary contact can be achieved, at least one fault has been located.
  d. If working the splice area(s) by hand fails to yield results, each splice area must be investigated. Cut away the braid in an area of a splice and remove insulation from the appropriate splice. (Note: Identify the circuit in question by the color code of circuit.)
     - If the splice is broken, repair with metal splice, solder, and heat shrink tubing (see next section in this part). Tape over the cut-away area of the harness with at least three layers of electrical tape. (Note: Use loom or convoluted tubing in high abrasion areas.)
     - If the splice is not broken, reinsulate with at least three layers of electrical tape. (Note: Use loom or convoluted tubing in high abrasion areas.)

Basic Repair

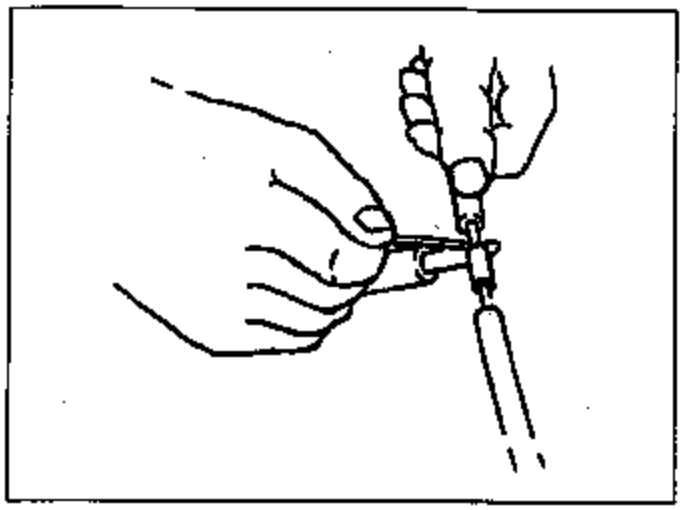
Making A Repair

Follow the steps listed in this part to make a basic repair.

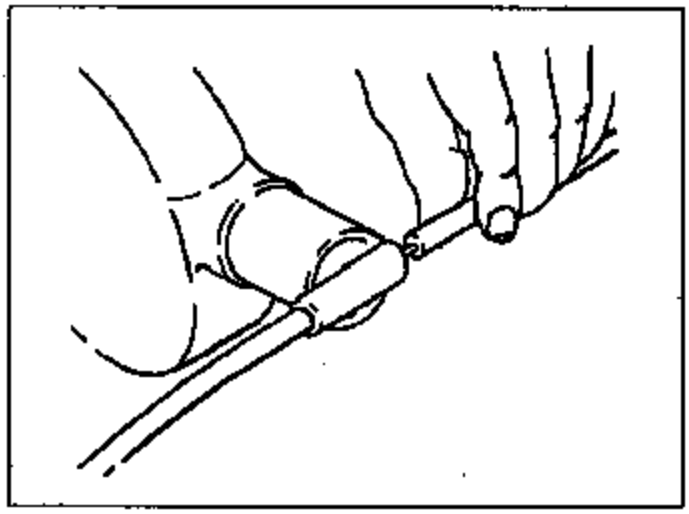
1. Strip and splice the wire with a metal splice.



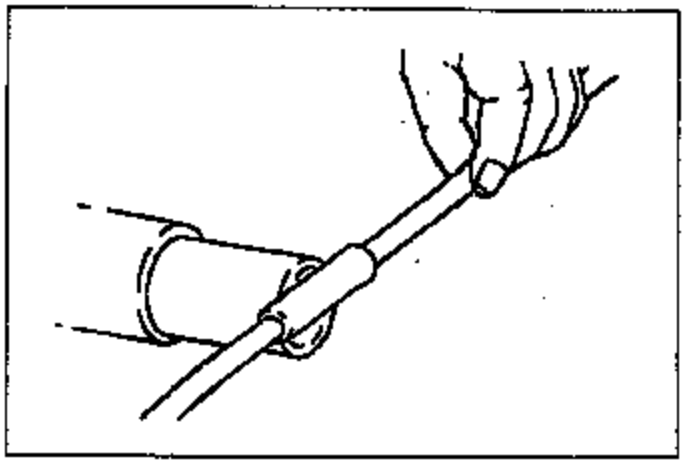
2. Solder the splice.



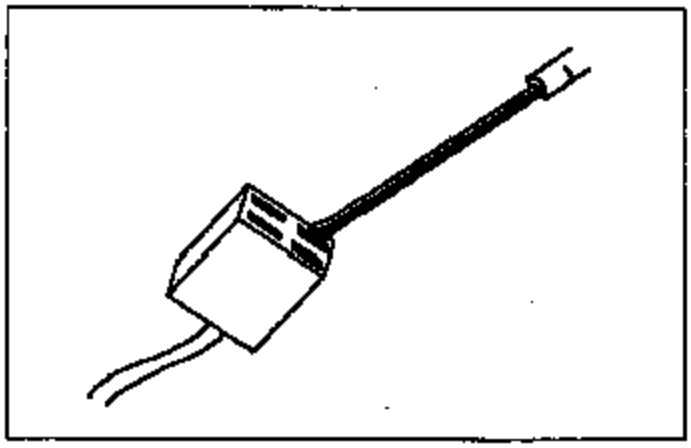
3. Position heat shrink tube over the splice, or else tape over the splice.



4. Apply heat to heat shrink tube to achieve shrinkage.



5. To remove a female slide terminal, depress the locking tang with a small screwdriver and pull the terminal out the back of the connector.



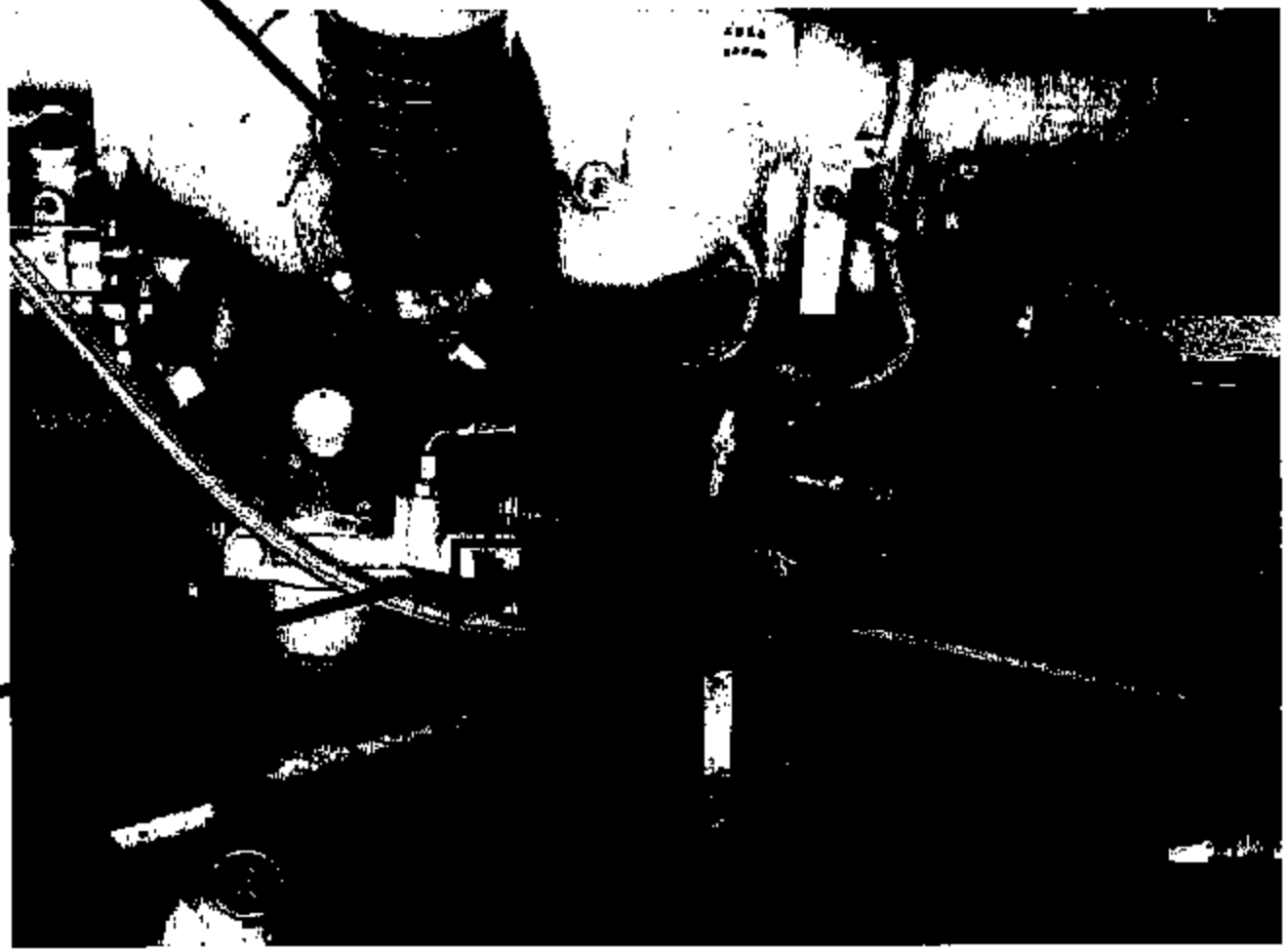
REV	DRWN / APVR	F/ARPR / APVR	ZONE	DESCRIPTION	DATE RELEASE

NOTES:

1) SEE SHEET 2 FOR FUEL LINE ROUTING DETAILS AND INSTRUCTIONS.
2) SEE SHEET 3 DETAIL D FOR SHORT JUMPER WIRE ROUTING DETAIL.
3) SEE SHEET 4, DETAILS E AND F FOR LONG JUMPER WIRE ROUTING DETAILS AND INSTRUCTIONS.

SEE DETAIL C, SHEET 3

SEE NOTES 2 AND 3

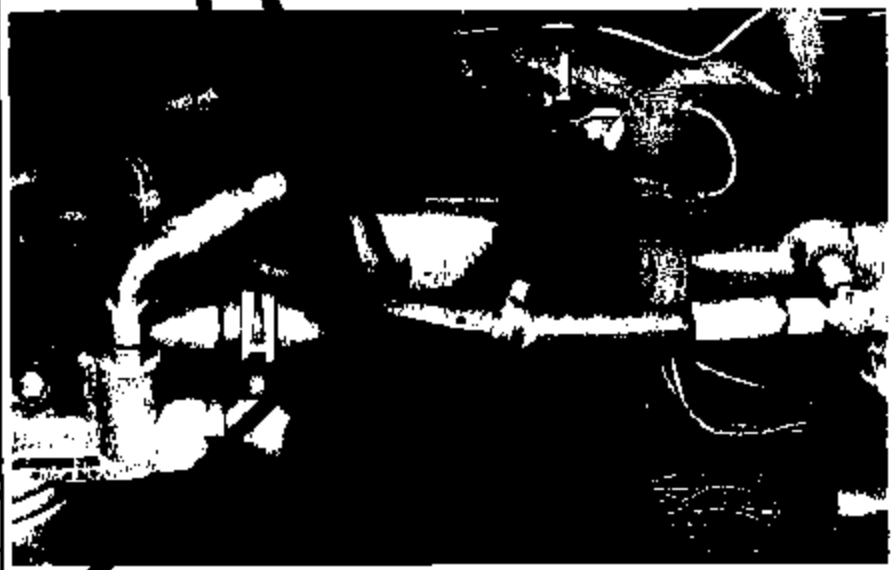


REVISED ROUTING

A DIVISION OF PACCAR	DATE 02-10-00	DRAWN BY E.D.HUCKABY	COMPLIANCE -	MANUFACTURING -	MODEL CODE 7	
	RELEASE -	APPROVAL M.T.GRIMM	TITLE ROUTING CIRCUIT BREAKER	DRAWING PH16-00019		REV -
	1ST CHASSIS -	FINAL APPROVAL P.F.METZLER		SHEET 1 OF 5	FORMAT: JPEG	SIZE A3

REV	DRWN APVR	F/APPR MFG	ZONE	DESCRIPTION	DATE RELEASE

FILTERED FUEL RETURN LINE AND FILTERED SUPPLY LINE SHOWN ROUTED BEHIND ALTERNATOR JUMPER WIRE.



ALTERNATOR JUMPER WIRE

DETAIL A
BEFORE

REROUTE FILTERED FUEL RETURN LINE AND FILTERED SUPPLY LINE IN FRONT OF ENGINE HARNESS AND SECURE WITH (2) 22-01265 TIE STRAP AS SHOWN.

ENSURE 0.25" CLEARANCE BETWEEN ENGINE HARNESS AND FUEL HOSES

ALTERNATOR JUMPER WIRE

DETAIL B
AFTER

Peterbilt — A DIVISION OF PACCAR	DATE 02-10-00	DRAWN BY E.D.HUCKABY	COMPLIANCE -	MANUFACTURING -	MODEL CODE 7
	RELEASE -	APPROVAL M.T.GRIMM	TITLE ROUTING, CIRCUIT BREAKER	DRAWING PH16-00019	REV -
	1ST CHASSIS -	FINAL APPROVAL P.F.METZLER		SHEET 2 OF 5	FORMAT: JPEG

DRG SIZE A3

REV	DRWN / APVR	F/APPR / MFG	ZONE	DESCRIPTION	DATE RELEASE

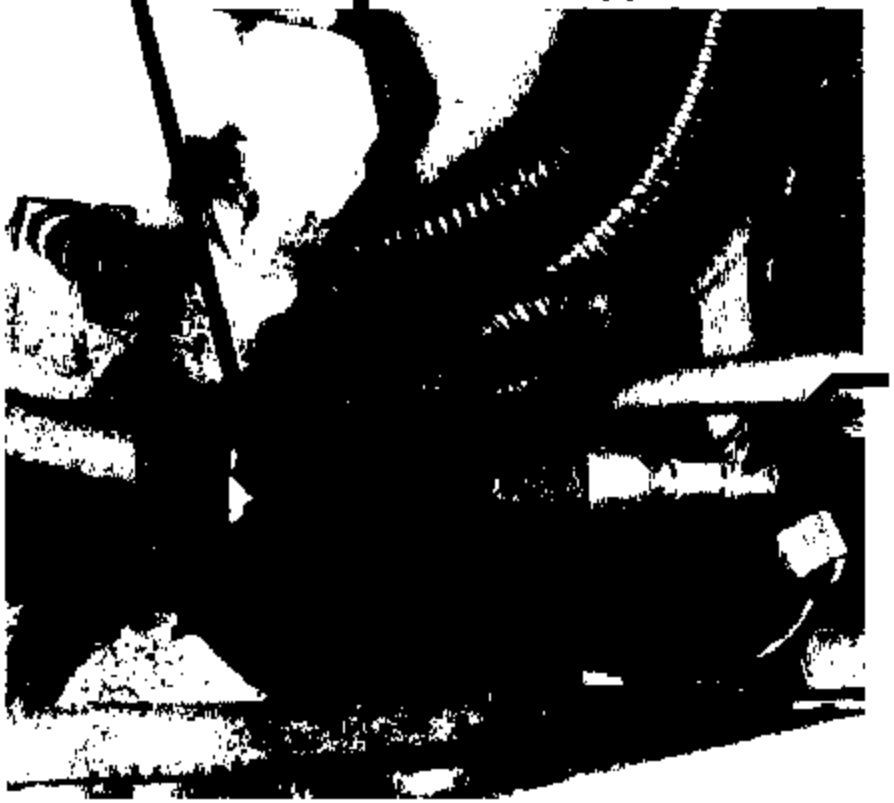
USE PART DCT11 TIE STRAP TO SEPARATE JUMPERS FROM FUEL RETURN HOSE. ENSURE AT LEAST 0.25" CLEARANCE BETWEEN JUMPER WIRES AND FILTER TO ECM HOSE OR USE (1) DSWS5 SPACER AND (2) 22-01265 TIE STRAPS.

USE (1) DSWS5 SPACER AND (2) 22-01265 TIE STRAPS TO SEPARATE JUMPERS FROM CAT FUEL HOSES

DETAIL C

COIL EXCESS JUMPER AND TIE STRAP TO ALTERNATOR JUMPER IN ENGINE HARNESS WITH (1) 22-01264 TIE STRAP

FILTER TO ECM HOSE



DETAIL D
REVISED SHORT JUMPER ROUTING

A DIVISION OF PACCAR	DATE 02-10-00	DRAWN BY E.D.HUCKABY	COMPLIANCE -	MANUFACTURING -	MODEL CODE 7	
	RELEASE -	APPROVAL M.T.GRIMM	TITLE ROUTING, CIRCUIT BREAKER		DRAWING PH16-08019	REV -
	1ST CHASSIS -	FINAL APPROVAL P.F.METZLER			SHEET 3 OF 5	FORMAT: JPEG

DWG SIZE A3

REV	DESCRIPTION	DATE RELEASE
	ZONE	

USE PART DCT11 TIE STRAP TO SEPARATE JUMPERS FROM FUEL RETURN HOSE. ENSURE AT LEAST 0.25" CLEARANCE BETWEEN JUMPER WIRES AND FILTER TO ECM HOSE OR USE (1) DSWS5 SPACER AND (2) 22-01265 TIE STRAPS.

FILTER TO ECM HOSE

DETAIL E

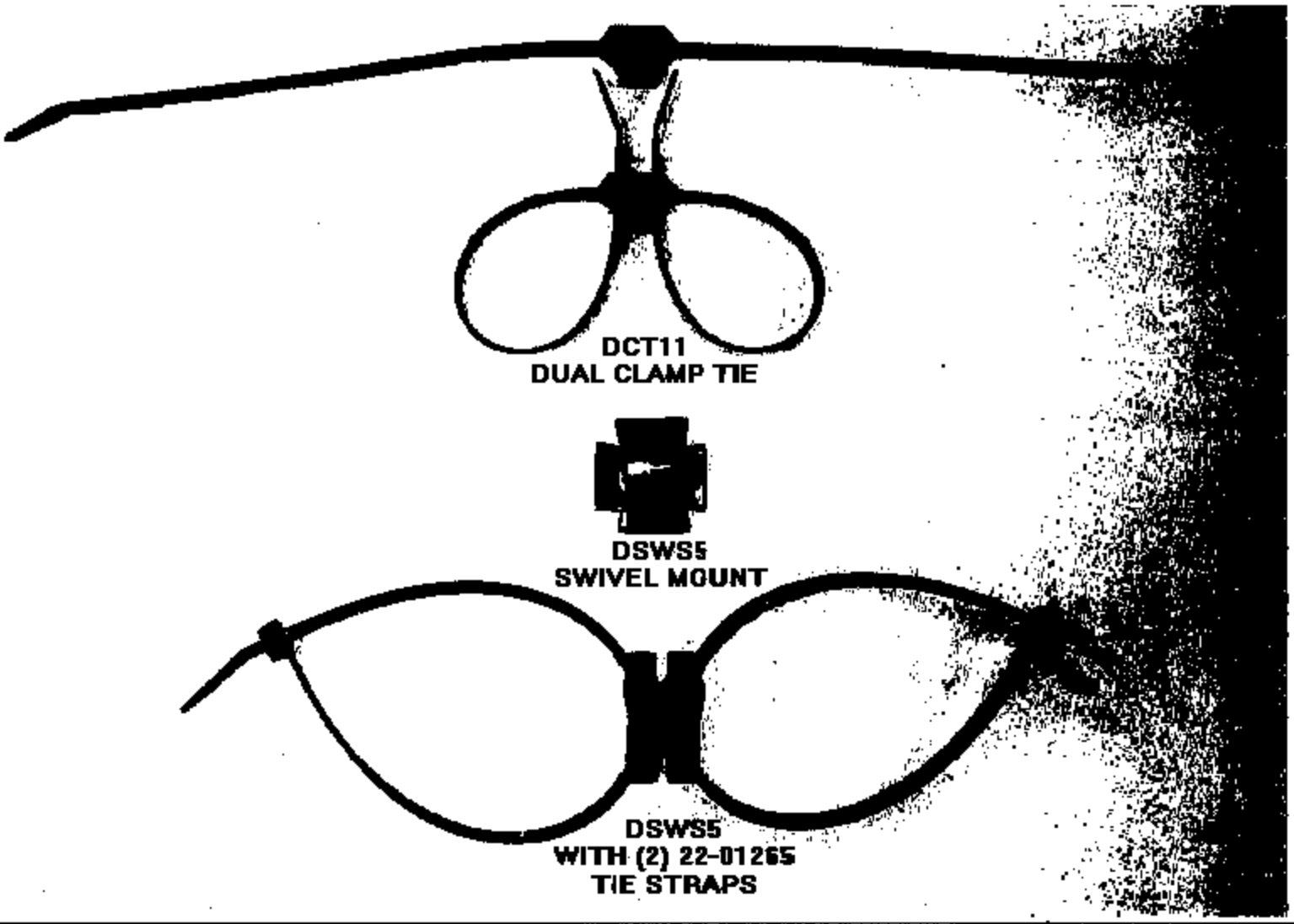
COIL EXCESS JUMPER AND TIE STRAP TO ENGINE HARNESS AS SHOWN WITH (4) 22-01265 TIE STRAPS

DETAIL F

COIL EXCESS JUMPER AND TIE STRAP TO ALTERNATOR JUMPER IN ENGINE HARNESS

Peterbilt — A DIVISION OF PACCAR	DATE 02-10-99	DRAWN BY E.D.HUCKABY	COMPLIANCE -	MANUFACTURING -	MODEL CODE 7	
	RELEASE -	APPROVAL M.T.GRIMM	TITLE ROUTING, CIRCUIT BREAKER	DRAWING PH16-00019		REV -
	1ST CHASSIS -	FINAL APPROVAL P.F.METZLER		SHEET 4 OF 5	FORMAT: JPEG	DWG SIZE A3

REV	DRWN APVD	P/APVD MFG	ZONE	DESCRIPTION	DATE RELEASE



DCT11
DUAL CLAMP TIE

DSWS5
SWIVEL MOUNT

DSWS5
WITH (2) 22-01265
TIE STRAPS

Panduit — A DIVISION OF PANDUIT	DATE 02-10-00	DRAWN BY E.D.HUCKABY	COMPLIANCE -	MANUFACTURING -	MODEL CODE 7	
	RELEASE -	APPROVAL M.T.GRIMM	TITLE ROUTING, CIRCUIT BREAKER		DRAWING PH16-00019	REV -
	1ST CHASSIS -	FINAL APPROVAL P.F.METZLER			SHEET 5 OF 5	FORMAT: JPEG

DWG SIZE A3