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**PACCAR** Inc

July 22, 2013

SENT VIA E-MAIL (RMD.ODI@DOT.GOV)

Jennifer Timian  
Chief, Recall Management Division  
Office of Defects Investigation (NEF-111)  
Safety Assurance  
National Highway Traffic Safety Administration  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Re: **Kenworth ISL Alternator Wiring**  
**Kenworth Recall No.: 13KWJ**

Dear Ms. Timian:

Pursuant to 49 C.F.R. Part 573, PACCAR Inc hereby provides notice to NHTSA of its intention to voluntarily recall the affected population of vehicles identified below. This recall involves vehicles manufactured by the Kenworth Truck Company, a division of PACCAR Inc.

**Manufacturer - 573.6(c)(1)**

Kenworth Truck Company  
10630 NE 38th Pl.  
Kirkland, WA 98033

**Identification of Vehicles Potentially Containing Defect - 573.6(c)(2)(ii)**

The vehicles that may potentially contain the defect are model year 2010 -2012 Kenworth T4 and W9 series vehicles that were manufactured between November 13, 2009 and August 26, 2011.

**Total Number of Vehicles Potentially Containing Defect - 573.6(c)(3)**

The recall affects 813 vehicles (797 T4 series vehicles and 16 W9 series vehicles) registered in the United States.

**Percentage of Vehicles Estimated to Contain Defect - 573.6(c)(4)**

All of the affected vehicles are estimated to contain the defect.

**Description of the Defect - 573.6(c)(5)**

Alternator wiring may come in contact with the exhaust manifold and create a risk of fire. An excessive length of wiring was specified for the alternator positive wire breakout in the ISL electrical charge harness. On some vehicles, the excess wire may have been routed in a loop behind the alternator and near the exhaust

manifold. If the excess wiring comes into contact with the exhaust manifold, the wiring could sustain damage that could lead to a fire.

**Chronology of Events Leading to Recall – 573.6(c)(6)**

On February 1, 2013, Kenworth received a report of a fire that occurred in the engine compartment of a T470 with an ISL engine.

On February 7, 2013, Kenworth conducted an inspection of the burned unit and observed that the alternator wiring appeared to have been routed in an upward loop rearward of the alternator.

On March 15, 2013, Kenworth inspected exemplar units and observed similar conditions with wiring routed in an upward loop. One exemplar unit exhibited wire contact with the exhaust manifold, and one exemplar unit exhibited clearance between the wire and the exhaust manifold. It was noted that it was possible to route and secure the harness such that it would not contact the exhaust manifold.

On March 28, 2013, a review of engineering documents found that the looped routing on the vehicles did not match the routing specified on the KW routing drawing.

On June 18, 2013, Kenworth received a summary Investigation Report for the vehicle fire that occurred on February 1, 2013. The report noted that the routing of the alternator wire may have been a factor. The vehicle in question was built at the KenMex factory.

On June 25, 2013, Kenworth completed a review of current production at the KenMex factory. KenMex noted that an earlier version of the harness had extra wire that required looping in order to take up the extra length. However, Kenworth found no wire loop issue with current wire harness routing on the ISL.

On June 27, 2013, Kenworth completed a review of current and prior harness designs and confirmed that the prior harness design had an excessive length of wire in the alternator positive breakout. It was also observed that the positive connection on the Bosch 160 amp alternator was located on the rear of the alternator. Other alternators have the positive connection on the outboard side of the alternator, where it would be difficult to make a wiring loop that routed similar to the Bosch routing.

Subsequently, Kenworth Engineering presented this wiring issue to the Kenworth Safety Committee for review.

On July 15, 2013, the Kenworth Safety Committee decided that the routing of excessive alternator wiring constituted a safety defect for which a recall must be initiated.

**Description of Remedy - 573.6(c)(8)**

Kenworth proposes to remedy the defect by either re-routing and securing the alternator wiring or replacing and securing the alternator wiring.

**Communications Sent to Dealers and Owners - 573.6(c)(10)**

Subject to NHTSA approval, a customer letter will be sent within 30 days.

**Identification of Manufacturer's Campaign Number - 573.6(c)(11)**

The Kenworth number for this campaign is "13KWJ."

Please let me know if you have any questions or concerns.

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao  
Counsel  
PACCAR Inc