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14V-283
(2 pages) Amended

PACCAR Inc

July 10, 2014

Via e-mail to 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: **Amended 573 Report**
Rolltek Seat Fault Telltale Lamp
NHTSA Recall No. 14V-283
Peterbilt Recall No. 514-F

Dear Ms. Timian:

PACCAR Inc submits this amended 573 report to clarify information presented in the initial 573 report submitted to NHTSA on May 28, 2014. The revised information is highlighted in italicized and boldfaced text below.

Manufacturer - 573.6(c)(1)

Peterbilt Motors Company
1700 Woodbrook Street
Denton, TX 76205

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

The vehicles that may potentially contain the defect were manufactured between October 30, 2009 and May 21, 2014, and consist of model year 2010, 2011, 2012, 2013, 2014 and 2015 Peterbilt Model 579, 388, 384, 367, 365, 348, and 337 chassis.

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

It is estimated that the recall potentially affects 1705 Peterbilt vehicles registered within the United States.

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

All of the potentially affected vehicles are assumed to be defective.

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

The vehicle gauge cluster contains a telltale lamp for indicating a fault in the IMMI RollTek supplemental restraint system. Due to a wiring defect in the electrical harness in the affected vehicles, the RollTek telltale warning indicator will not illuminate when no power is supplied to the seat electrical control unit while the ignition key is in the "on" position. In the event of a fault that cuts off power to the

seat ECU (for example, a missing or blown fuse or failure to connect seat to cab harness), the vehicle's operator will not be warned of a problem with the side air bag.

Consequence: If a driver is not warned of a problem with the side air bag system, he or she will not take steps to remedy the problem, thereby increasing the risk of injury or severity of injury to vehicle occupants in the event of a *rollover*.

Chronology of Principal Events that Formed Basis for Recall – 573.6(c)(6)

On March 27, 2014, Peterbilt Engineering discovered that the Rolltek fault telltale in the gauge cluster did not indicate a fault when the RollTek ECU was not powered (i.e. blown fuse, RollTek harness not connected to the cab harness). A review of the gauge cluster and RollTek ECU software was initiated.

On May 12, 2014, a joint Peterbilt and Kenworth Safety Committee Meeting was called to review the findings of the investigation. The Safety Committee requested additional information including a video of the telltale operation for review, review of the RollTek Operator's Manual supplement and review of IMMI's installation instructions.

The Peterbilt and Kenworth Safety Committee's reconvened on May 20, 2014, and determined that the lack of notification to the operator in the event that the RollTek side airbag becomes inoperable constitutes a safety defect. Kenworth determined that it has not delivered any vehicles containing this safety defect.

Description of Remedy - 573.6(c)(8)

Peterbilt will notify owners, and dealers will replace the RollTek electrical harness with a new harness that includes wiring that will enable the RollTek fault telltale lamp to illuminate in the event the RollTek ECU is not powered when the ignition key is in the "on" position.

Communications Sent to Dealers and Owners – 573.6(c)(10)

Subject to NHTSA approval, a customer letter will be sent within 60 days.

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

The Peterbilt number for this campaign is "514-F."

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

Very truly yours,

s/Pamela S. Tonglao

Counsel
PACCAR Inc