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PACCAR Inc

July 18, 2014

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: **Power Distribution Module**
Kenworth Recall No.: 14KWH
Peterbilt Recall No.: 714-G

Dear Ms. Timian:

Pursuant to 49 C.F.R. Part 573, PACCAR Inc provides this notice of its intent to voluntarily recall the Kenworth and Peterbilt vehicles identified below.

Manufacturer - 573.6(c)(1)

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

Peterbilt Motors Company
1700 Woodbrook Street
Denton, Texas 76205

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

The vehicles that may contain the defect are model year 2013, 2014 and 2015:

- Kenworth Model K300 chassis that were manufactured between March 14, 2012 and July 10, 2014, and
- Peterbilt Model 210, 220, and 320 chassis that were manufactured between March 14, 2012 and July 10, 2014.

Component Containing the Defect - 573.6(c)(2)(iv)

Component Name: PDC Module Connector

Manufacturer: Sure Power, Inc.
10955 SW Avery Street
Tualatin, OR 97062

Contact: Mr. Jeff Ham

Telephone: (855) 450-3594

Country of Origin: USA

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

The recall affects a total of 1917 vehicles registered within the United States:

Kenworth K300	574 vehicles
Peterbilt Model 210	98 vehicles
Peterbilt Model 220	328 vehicles
Peterbilt Model 320	917 vehicles

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

All of the vehicles identified above are assumed to contain the defect.

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

Due to a loose fit, the electrical connectors of the power distribution module may wiggle, resulting in loss of or intermittent connections at some of the electrical terminals.

Consequence: Disruption of connections to the power distribution center during operation of the vehicle may result in loss of one or more of the following: engine shutdown, loss of exterior lighting, loss of windshield wipers, and/or loss of the anti-lock brake system, any of which could increase the risk of a crash.

Chronology of Events Leading to Recall - 573.6(c)(6)

On November 13, 2013, internal testing disclosed intermittent failure in the power distribution center. Subsequently, the issue was discussed with Eaton.

On April 14, 2014, Peterbilt was informed that a truck was experiencing intermittent power loss. It was initially believed that the fault arose from a software issue. The Vehicle Intelligence Center was reflashed with current software.

Despite the software update, the truck continued to shut down during operation. The driver could re-cycle the key and restart the engine. The electrical connections to the power distribution center were unplugged and reinstalled, and the problem resolved.

During April and May 2014, additional investigation indicated that movement of the wire harness connectors in the power distribution center could result in intermittent connections at some of the terminals.

On June 20, 2014, Peterbilt learned of six instances in which model 320 trucks experienced engine shutdowns while driving. These incidents were determined to be related to the intermittent connections caused by the loose fit of the connectors in the power distribution center.

On June 26, 2014, a Design Failure Mode and Effect Analysis confirmed that engine shutdown could occur as a result of intermittent open circuits associated with the power distribution center connector.

On July 14, 2014, Peterbilt and Kenworth determined that the lack of a proper fit between the electrical connectors and power distribution center constituted a defect related to motor vehicle safety.

Description of Remedy - 573.6(c)(8)

The component supplier is developing a connector position assistance device. In the interim, PACCAR will notify owners, and dealers will initially install nylon tie straps to secure the connection between the electrical connectors and the power distribution center. Once the connector position assistance device becomes available, owners will again be notified. Both the interim and permanent remedies will be provided to owners free of charge.

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)

Kenworth's number for this campaign is "14KWH." Peterbilt's campaign number is "714-G."

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

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao
Counsel
PACCAR Inc