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14V-008  
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**PACCAR** Inc

January 13, 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: **Allison Transmission Start-in-Gear Protection Miswire**  
**Kenworth Recall No.: 14KWA**

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 2011-2014 Kenworth T440 vehicles that were manufactured between March 10, 2010 and September 23, 2013.

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

The recall affects a total of 85 vehicles, all of which are registered in the United States.

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

Approximately 25 percent of the affected vehicles are estimated to contain the defect.

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

The engine harness was incorrectly installed on certain trucks assembled at Kenworth's plant in Mexicali. The affected trucks are equipped with Allison transmissions, Cummins Westport ISL-G engines, and NAMUX2 software. The

installation error renders inoperable the neutral start interlock. Consequently, the engines in the affected vehicles may be started while the transmission is in gear.

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

On August 16, 2013, Allison notified Kenworth Safety & Compliance that some Kenworth Trucks equipped with Allison transmissions could be started in gear.

Upon investigation, Kenworth found that the problem was caused by an incomplete note on an engine harness drawing. The note instructed plant technicians to connect the starter interrupt circuit connectors to the chassis harness, which was correct for all models except vehicles equipped with an Allison transmission that rely on NAMUX2 software. To be complete, the drawing note needed to contain additional instructions for these vehicles.

On September 11, 2013, Kenworth Safety & Compliance determined that the identified issue was limited to vehicles built at the KenMex plant in Mexicali. The Mexicali plant was the only Kenworth plant that did not have an end-of-line test for starter interlock functionality. The Mexicali plant was directed to adopt the same end-of-line test used at the other Kenworth facilities.

On September 13, 2013, Safety & Compliance learned that Kenworth of Indianapolis had inspected 58 of the 85 potentially affected vehicles. The dealer found improper connections and made the necessary corrections in ten of the 58 trucks. Because the repair was so straightforward and merely required completing a connection, the dealer did not document its inspection and repair activities.

On September 23, 2013, KenMex started using the end-of-line test to screen for the defect.

On October 31, 2013, Kenworth published shop notes explaining how to correctly connect the starter interlock circuit on the ISL-G trucks.

On November 26, 2013, Kenworth of Indianapolis submitted updated inspection and repair statistics. The dealer reported that 65 of 85 chassis on the list were inspected and repairs were performed where necessary.

On January 6, 2013, Kenworth determined that a defect affecting product safety potentially existed in the as-yet uninspected T440 trucks built pursuant to the incorrect drawing and, therefore, Kenworth initiated this recall.

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

Kenworth proposes to remedy the defect by having dealers inspect vehicles to determine whether the neutral start interlock circuit on the engine harness is connected to the same on the transmission harness. If the connection is correct, no further action is needed. If the connection is not correct, the dealer will properly complete the connection.

**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 "14KWA."

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

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao  
Counsel  
PACCAR Inc