

Part 573 Safety Recall Report**15V-270**

Manufacturer Name : PACCAR Incorporated
Submission Date : JUN 17,2015
NHTSA Recall No. : 15V-270
Manufacturer Recall No. : 15KWE and 515-F

**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated
 Address : 777 106TH AVENUE NORTHEAST
 BELLEVUE WA 98004
 Company phone : 999-999-9999

Population :

Number of potentially involved : 1,494
 Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2014-2016 Kenworth T660, T680, T880

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Kenworth T660, T680, and T880 chassis built between February 5, 2014 and April 10, 2015 may present risk of alternator cable chafing

Production Dates : FEB 18, 2013 - APR 10, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Vehicle : 2011-2016 Peterbilt 386, 389, 567, 579, and 587

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Peterbilt model year 2011-2016 Model 386, 389, 567, 579 and 587 chassis built between 12/13/2010 and 4/20/2015

Production Dates : DEC 13, 2010 - APR 20, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Description of Defect :

Description of the Defect : The alternator charge cable on trucks equipped with PACCAR MX-13 engines and the Delco-Remy 40SI alternator may chafe against a formed metal freon discharge line.

Description of the Safety Risk : Damage to alternator cable insulation through chafing action may result in increased risk of fire.

Description of the Cause : Insufficient clearance around alternator charge cable in the vicinity of the freon discharge line.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

March 19, 2015 - Kenworth Customer Service learned that a customer's truck had been damaged by an engine fire on March 17, 2015. The subject truck was less than one year old, and had accumulated 120,000 miles. PACCAR engaged an independent fire investigator.

March 27, 2015 - Fire investigation took place. The investigator opined that the fire was caused by a short between the alternator cable and the formed metal Freon discharge line (metal line). Kenworth initiated a safety defect investigation.

March 30, 2015 - Kenworth Engineering determined the configuration of the alternator cable and metal line installed on the subject truck was consistent with production builds in both Kenworth and Peterbilt vehicles.

April 2, 2015 - Kenworth Engineering and Peterbilt Engineering met to discuss design and agreed to investigate three potential solutions.

April 10, 2015 - Kenworth Engineering modified the orientation of the formed metal Freon line to increase distance between the line and the alternator cable. Kenworth Engineering determined the new configuration would ensure that adequate clearance is maintained between the alternator cable and the metal line on vehicles in production.

April 30, 2015 - Kenworth and Peterbilt determined that the initial position of the metal Freon line relative to the alternator charge cable constituted a defect relating to safety.

Description of Remedy :

Description of Remedy Program : Kenworth and Peterbilt will notify customers, and dealers will re-route the alternator charge cable away from the metal Freon line free of charge.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : Routing was changed in production.

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported