Part 573 Safety Recall Report

15V-309

Manufacturer Name : PACCAR Incorporated
Submission Date : JUN 22,2015
NHTSA Recall No. : 15V-309
Manufacturer Recall No. : 15KWH and 515-G

Manufacturer Information :

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

Population :

Number of potentially involved : 4,823
Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2008-2016 Peterbilt 320, 337, 348, 365, 382, and 384
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : Under conditions of excessive engine crankcase pressures, the 90-degree elbow of the engine vent tube assembly may become detached from the crankcase breather, possibly allowing engine oil to come into contact with hot surfaces, increasing the risk of fire.
Production Dates : JUL 27, 2007 - APR 28, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2010-2016 Kenworth T440, T800, W900
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : The engine is equipped with an open crankcase ventilation breather that functions as a filter to remove most of the engine oil from the pressurized combustion gases which escape from the crankcase during normal engine operation. A vent tube assembly is attached to the breather to direct the escaping gases toward the bottom of the engine.
Production Dates : AUG 31, 2009 - APR 20, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Defect :

Description of the Defect : Under conditions of excessive engine crankcase pressures, the 90-degree elbow of the engine vent tube assembly may become detached from the crankcase breather, possibly allowing engine oil to come into contact with hot surfaces.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Engine oil contacting hot surfaces can increase the risk of a fire.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : Cummins Inc

Address : 500 Jackson Street
Columbus INDIANA 47201

Country : United States

Chronology :

During the first half of 2013, Cummins Westport received a report of and investigated a small fire in a non-PACCAR product (minimal damage contained to the engine compartment); no injuries were reported.

During 2014, Cummins Westport received reports of and investigated four additional similar incidents in non-PACCAR products (minimal damage contained to the engine compartment); no injuries were reported.

In October 2014, Cummins Westport completed a Product Safety Hazard Analysis and concluded, based upon the information available at that time, that the incidents did not represent an unreasonable risk to product safety.

During 2014 and early-2015, Cummins had ongoing discussions with ODI Staff concerning these incidents.

In early March 2015, Cummins Westport received reports of two engine-related fires in non-PACCAR products. The fires in these incidents were not contained to the vehicle engine compartment; no injuries were reported.

During March and early April 2015, Cummins Westport conducted field inspections of the two vehicles. These inspections indicated that the fires were possibly caused by this condition. Cummins Westport performed additional investigation and analyses of the issue.

On April 13, 2015, based on information developed during investigation and analysis, Cummins and Cummins Westport decided that a safety defect exists in the subject population and decided to conduct a field campaign.

To date, no reports of accidents or injuries related to this condition have been received.

On April 30, 2015, Cummins hosted a conference call in which Cummins notified Kenworth of the safety defect. Subsequently, Kenworth and Peterbilt concurred that a safety defect exists in all Kenworth trucks built with the ISL-G engine.

Description of Remedy :

Description of Remedy Program : The remedy will consist of hose clamps being installed on both ends of the 90-degree elbow of the breather tube assembly to maintain attachment during high crankcase pressure conditions. In addition, the Electronic

Control Module (ECM) will be reprogrammed with software having improved diagnostic capability; this improved diagnostic will limit the engine torque upon detection of engine misfire in order to limit the crankcase pressures.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported