Part 573 Safety Recall Report 16V-362

Manufacturer Name : PACCAR Incorporated
Submission Date : MAY 20, 2016
NHTSA Recall No. : 16V-362
Manufacturer Recall No. : 16KWA

Manufacturer Information :

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

Population :

Number of potentially involved : 355
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2016-2016 Kenworth W900
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style :
Power Train : NR
Descriptive Information : Certain 2016 Kenworth Model W900 trucks may experience unexpected loss of forward lighting when switching from low beams to high beams
Production Dates : MAY 19, 2015 - DEC 21, 2015
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Noncompliance :

Description of the Noncompliance : When the headlamps are switched from low beam to high beam, the low beams are deactivated and there is a chance that the high beams may be delayed in activation, leaving the headlamps off. Low beam functionality returns if the operator switches back to low beams. The temporary delay in activating the high beam head lamps creates a noncompliance with FMVSS 108.
FMVSS 1 : 108 - Lamps, reflective devices, and assoc. Equipment
FMVSS 2 : NR
Description of the Safety Risk : Unexpected loss of forward lighting may increase the risk of crash.
Description of the Cause : The root cause is thought to be overcurrent of the chassis node when the high beams are activated.
Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

October 6, 2015 – Kenworth Engineering (Engineering) received a request for technical assistance from field service in troubleshooting an issue with delayed high beam activation on one side.
October 8, 2015 – Kenworth Chillicothe Manufacturing Plant confirmed the headlamp behavior on a recently built truck. However, Chillicothe noted this behavior only occurred when the headlamps and Chassis Node were cold. In their testing, they were able to produce delayed functionality in both sets of headlamps at the same time.
October 15, 2015 – Engineering determined likely root cause to be over current of the Chassis Node when high beams are engaged.
November 3, 2015 – Engineering developed potential remedy and contacted lamp supplier to verify that solution will meet DOT/SAE requirements and specifications. Potential remedy involved altering the headlamp circuit to remove power to one high beam lamp on each side in order to reduce maximum current load.
November 12, 2015 – Lamp supplier confirmed that remedy will meet DOT/SAE requirements and specifications.
January 6, 2016 – Engineering discovered a potential issue with the remedy in which daytime running lamp functionality is disabled. A revised remedy was subsequently developed. The remedy involved a wiring alteration that resulted in a single high beam lamp on each side of the vehicle rather than two per side.
February 23, 2016 - Sample assemblies with remedy installed were subjected to FMVSS 108 testing at Intertek Lab in Cortland, NY.
Thereafter, additional data was gathered and reviewed to determine whether there were any known incidents of simultaneous delays in activation of both high beam headlamps in the field.
May 12, 2016 - Kenworth determined that affected vehicles should be recalled due to their noncompliance with FMVSS 108.

Description of Remedy :

Description of Remedy Program :	The remedy for this recall is a wire harness alteration that will enable one high beam headlamp on each side of the vehicle to illuminate when the high beam mode is selected.
How Remedy Component Differs from Recalled Component :	NR

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

Recall Schedule :

Description of Recall Schedule :	within 60 days
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	NR - NR

* NR - Not Reported