

Part 573 Safety Recall Report

17V-471

Manufacturer Name : PACCAR Incorporated

Submission Date : SEP 06, 2017

NHTSA Recall No. : 17V-471

Manufacturer Recall No. : 17KWC and 717-B



Manufacturer Information :

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Company phone : 999-999-9999

Population :

Number of potentially involved : 5,731

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2013-2017 Kenworth T680, T880

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : NR

Descriptive Information : Possible internal short in spotlight may cause cab fuse block fire at or near positive temperature coefficient polyfuse switch installed in spotlight circuit

Production Dates : JAN 25, 2012 - NOV 10, 2016

VIN Range 1 : Begin : NR

End : NR

☐ Not sequential

Vehicle 2 : 2013-2017 Peterbilt 567, 579

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : NR

Descriptive Information : Inadequate Spotlight Circuit Protection - Possible internal short in spotlight circuit may cause cab fuse block fire at or near optional positive temperature coefficient polyfuse switch installed in spotlight circuit. Non recalled products contain a standard fuse instead of the polyfuse switch.

Production Dates : JUL 13, 2012 - DEC 14, 2016

VIN Range 1 : Begin : NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : Cab fuse block fire at or near positive temperature coefficient polyfuse switch installed in spotlight circuit

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Fire

Description of the Cause : The cause is currently unknown but is under investigation. Multiple fires have occurred which appear to have originated at or near the Positive Temperature Coefficient (PTC) Polyfuse Switch (Polyfuse Switch) installed in the spotlight circuit. Testing is ongoing to determine if an internal short in the spotlight may degrade the polyswitch such that it may result in a fire when (a) the spotlight is left in a shorted state for an extended period of time or (b) the spotlight has an intermittent short resulting in continuous cycling of the Polyfuse Switch for long periods.

Identification of Any Warning that can Occur : None identified

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

6/1/16 – Peterbilt (PB) Field Service notified Safety & Compliance that a customer had 4 Model 567 trucks that were damaged by overheating and melting located at fuse box. An internal short was found within spot lamp handle of one of the trucks. PB Safety and Compliance initiated root cause investigation.

8/24/16-PB was notified of a similar fire in a 579 in related to the spotlight circuit. Pictures and parts were requested.

9/23/16-Kenworth (KW) was notified of T800 fire originating at/near the polyfuse for the spotlight circuit. Pictures and parts were requested.

10/13/16-KW Engineering examined parts from the T880 & confirmed fire originated at/near the polyfuse for the spotlight circuit. The spotlight had experienced an internal short.

12/12/16 - PB was notified of a fire in a Model 579 that was similar in nature. Pictures and parts were requested.

1/3/17-KW was notified of a T680 fire that was similar in nature. A Cause & Origin (C&O) inspection found the fire started near the spotlight polyfuse; cause was undetermined.

1/9/17-Testing to determine possible polyfuse failure modes was initiated at PACCAR Technical Center (PTC).

3/3/17-KW was notified of a similar fuse block fire in a Model T880.

3/14/17 - PTC reported reaching 1,000 hours of continuous short testing of the polyfuse without failure.

4/11-5/9/17 -PB & KW were notified of 5 similar fuse block fires (three 579s, 567 and T880). C&O inspections found all fires started near the spotlight polyfuse; cause was undetermined.

5/17-7/7/17 Dedicated engineering team from KW, PB & PTC was assembled to review the investigation facts, establish expanded polyfuse test procedures & work with supplier Littelfuse in an effort to determine the polyfuse failure modes.

7/11/17-Joint PB & KW Safety Committee met to review the data gathered.
7/18/17 - PB & KW determined that a defect relating to motor vehicle safety existed.

Description of Remedy :

Description of Remedy Program :	The spotlight circuit protection in trucks equipped with the optional Polyfuse Switch in the spotlight circuit will be changed to a standard fuse
How Remedy Component Differs from Recalled Component :	The optional polyfuse switch in the spotlight circuit (BD280-1130-10/16 Polyfuse-10A) will be replaced with a standard fuse (P27-1023-10 Fuse-10A).
Identify How/When Recall Condition was Corrected in Production :	For vehicles in production, Kenworth and Peterbilt began installing a standard fuse in the spotlight circuit in lieu of a polyfuse on December 19, 2016.

Recall Schedule :

Description of Recall Schedule :	Under the current schedule for notifications, letters will be mailed in a single mailing on or before September 22, 2017
Planned Dealer Notification Date :	SEP 22, 2017 - NR
Planned Owner Notification Date :	SEP 22, 2017 - NR

* NR - Not Reported