

# Part 573 Safety Recall Report

# 18V-368

**Manufacturer Name :** PACCAR Incorporated**Submission Date :** AUG 23, 2018**NHTSA Recall No. :** 18V-368**Manufacturer Recall No. :** 18KWD and 18PBB**Manufacturer Information :****Population :**

Manufacturer Name : PACCAR Incorporated

Number of potentially involved : 85,626

Address : 777 106TH AVENUE NORTHEAST

Estimated percentage with defect : 100 %

BELLEVUE WA 98004

Company phone : 940 591 4220

**Vehicle Information :**

Vehicle 1 : 2015-2018 Peterbilt 365, 367, 384, 386, 389, 567 and 579

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Peterbilt is in the process of determining the population of vehicles with the noncompliance. Testing is underway on over 3650 combinations of NAMUX software and Bendix ABS hardware and is expected to take several weeks. The sub population verified to be noncompliant is differentiated by software/hardware configuration.

Production Dates : JUN 13, 2014 - DEC 18, 2017

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2015-2018 Kenworth T660, T680, T800, T880, W900

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : The recalled vehicles have been verified to have the noncompliance based on their configuration of NAMUX software and ABS hardware.

Production Dates : MAY 21, 2014 - DEC 18, 2017

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Noncompliance :**

Description of the Noncompliance : The Tractor ABS Lamp may not illuminate when vehicle experiences a loss of battery and/or ignition power to the ABS controller

FMVSS 1 : 121 - Air brake systems

FMVSS 2 : 136 - Electronic Stability Control Systems on Heavy Vehicles

Description of the Safety Risk : f the ABS controller loses battery and/or ignition power the ABS system

**Description of the Safety Risk :** becomes inoperative but, in some configurations, the ABS warning lamp on the dash is not illuminated. Unknowingly operating a vehicle with an inoperative ABS system could lead to an increased risk of an accident or injury.

**Description of the Cause :** The suspected cause is related to an interaction between the instrumentation software in the Cab Control Module (NAMUX software) and the ABS hardware. There was a supplier change to the ABS controller that was not clearly communicated to PACCAR resulting in the the input pin configuration settings for the cab control module to be less than optimal.

**Identification of Any Warning that can Occur :** NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

In October 2017, Kenworth Australia notified Kenworth U.S. that during testing they found that the ABS light was not illuminating when the ABS power fuse was removed.

On October 30, 2017 Engineering determined that a change in the Bendix ABS module (EC60 to EC80) may result in the tractor ABS lamp not illuminating with the loss of battery and/or ignition power.

November 24, 2017 - Engineering determined that there is no issue with the Trailer ABS warning lamp. It appears that the change of a resistor component internal to the ABS controller requires a change to the cab control module input pin configuration settings in order for the Tractor ABS lamp to illuminate upon loss of battery and/or ignition power to the ABS controller. Testing of NAMUX software with optimized input pin configuration settings for the variation in ABS hardware is in process.

December 18, 2017 - New NAMUX software with the optimized cab control module input pin configuration settings was released to all PACCAR facilities. The software was also released to the field as a mandatory update for any vehicle when connected to the the PACCAR service tool.

February 1, 2018 - Product Safety & Compliance requested clarification of the basis for determining the affected population from Engineering.

May 10, 2018 - Estimated there are 3657 possible combinations of NAMUX software and ABS hardware that require review of ABS warning lamp operation. PACCAR Embedded Engineering has been requested to define the operation of the ABS, ESC, TC, Check Engine and the MIL warning lamps when battery and/or ignition

power is lost to the ABS controller.

May 18, 2018 - The Joint Peterbilt & Kenworth Safety Committee met and reviewed the initial findings of the investigation.

May 26, 2018 - It was determined that the malfunction of the ABS lamp constitutes a noncompliance for which a recall is required.

### Description of Remedy :

**Description of Remedy Program :** The remedy consists of updating the NAMUX software within the cab control module.

**How Remedy Component Differs from Recalled Component :** Any time a truck is connected to the PACCAR service tool the NAMUX software is checked and will require the NAMUX software to be at or later release level than the level released to insure the ABS lamp illuminates when battery and/or ignition power is lost the ABS controller (i.e. a mandatory software update). The part numbers for the updated NAMUX software versions which vary depending on the model of truck are P30-1011-143, P30-1031-121, P30-1030-116, and P30-1014-116.

**Identify How/When Recall Condition was Corrected in Production :** A new NAMUX software with the optimized cab control module input pin configuration settings was released to all PACCAR facilities on December 18, 2017. The software was also released to the field as a mandatory update for any vehicle when connected to the the PACCAR service tool.

### Recall Schedule :

**Description of Recall Schedule :** Dealer notifications will be sent within 45 days, owner notifications will be sent within 60 days

**Planned Dealer Notification Date :** JUL 09, 2018 - JUL 12, 2018

**Planned Owner Notification Date :** JUL 24, 2018 - JUL 24, 2018

\* NR - Not Reported