

Part 573 Safety Recall Report

19V-647

Manufacturer Name : Isuzu Technical Center of America, Inc.**Submission Date :** SEP 09, 2019**NHTSA Recall No. :** 19V-647**Manufacturer Recall No. :** V1905**Manufacturer Information :****Population :**

Manufacturer Name : Isuzu Technical Center of America, Inc.

Number of potentially involved : 16,766

Address : 46401 Commerce Center Drive

Estimated percentage with defect : 5 %

Plymouth MI 48170-2473

Company phone : 866-441-9638

Vehicle Information :

Vehicle 1 : 2017-2019 ISUZU N-GAS / N-GAS HD

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : In June, 2017, the N-Gas and FTR harness supplier changed the insulator tube heating process from individual heat lamp stations to a conveyer heat lamp system. The vehicle population begins with vehicle production associated with this supplier process change. All of the reports of loose power supply bolt involved vehicles built after this change. The vehicle population ends with vehicle production associated with the date upon which the supplier added a torque inspection process. No reports have been received with regard to vehicles built after the inspection process began. Harnesses for N-diesel vehicles are produced in a different plant that uses a different process for torquing the bolts. Therefore they are not affected by this process change and are not included in the population.

Population 12558

Production Dates : JUL 05, 2017 - DEC 21, 2018

VIN Range 1 : Begin: 54DC4W1C9HS806198 End: 54DC4W1B4KS800498 Not sequential

Vehicle 2 : 2017-2019 CHEVROLET LCF 3500/4500

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : In June, 2017, the N-Gas and FTR harness supplier changed the insulator tube heating process from individual heat lamp stations to a conveyer heat lamp system. The vehicle population begins with vehicle production associated with this supplier process change. All of the reports of loose power supply bolt involved vehicles built after this change. The vehicle population ends with vehicle production associated with the date upon which the supplier added a torque inspection process. No reports have been received with regard to vehicles built after the inspection process began.

Harnesses for N-diesel vehicles are produced in a different plant that uses a different process for torqueing the bolts. Therefore they are not affected by this process change and are not included in the population.

Population: 2161

Production Dates : JUL 05, 2017 - DEC 21, 2018

VIN Range 1 : Begin : 54DBDJ1B6HS806231 End : 54DBDJ1B5KS800492 Not sequential

Vehicle 3 : 2018-2019 ISUZU FTR

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : In June, 2017, the N-Gas and FTR harness supplier changed the insulator tube heating process from individual heat lamp stations to a conveyer heat lamp system. The vehicle population begins with vehicle production associated with this supplier process change. All of the reports of loose power supply bolt involved vehicles built after this change. The vehicle population ends with vehicle production associated with the date upon which the supplier added a torque inspection process. No reports have been received with regard to vehicles built after the inspection process began. Harnesses for N-diesel vehicles are produced in a different plant that uses a different process for torqueing the bolts. Therefore they are not affected by this process change and are not included in the population.

Population: 1919

Production Dates : JUL 05, 2017 - DEC 20, 2018

VIN Range 1 : Begin : 54DK6S166JSG00077 End : 54DK6S161KSG01140 Not sequential

Vehicle 4 : 2018-2019 CHEVROLET LCF 6500XD

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : In June, 2017, the N-Gas and FTR harness supplier changed the insulator tube heating process from individual heat lamp stations to a conveyer heat lamp system. The vehicle population begins with vehicle production associated with this supplier process change. All of the reports of loose power supply bolt involved vehicles built after this change. The vehicle population ends with vehicle production associated with the date upon which the supplier added a torque inspection process. No reports have been received with regard to vehicles built after the inspection process began. Harnesses for N-diesel vehicles are produced in a different plant that uses a different process for torqueing the bolts. Therefore they are not affected by this process change and are not included in the population.

Population: 128

Production Dates : OCT 31, 2017 - DEC 20, 2018

VIN Range 1 : Begin : 54DKFS163JSG00926 End : 54DKFS167KSG01143 Not sequential

Description of Defect :

Description of the Defect : In some of the affected vehicles, the power supply bolt in the relay box may not have been properly tightened during harness production at the supplier. This may lead to melting of the power wire and/or a loss of electrical power to the vehicle, which can lead to an engine stall.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the bolt is loose, the vehicle could lose electrical power and stall while being driven, increasing the risk of a crash.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : American Furukawa INC.

Address : 47677 Galleon Drive
Plymouth MICHIGAN 48170

Country : United States

Chronology :

Separately submitted.

Description of Remedy :

Description of Remedy Program : The relay box power supply bolt will be inspected and torqued in all affected vehicles. During the inspection, the harness and relay box will be inspected for damage, and any excess insulation. If there is excessive insulation, the bolt will be removed, the excessive insulation will be trimmed away and the bolt will then be torqued to the appropriate specification. If the harness or relay box is found to be damaged it will be repaired or replaced.

No reimbursement is anticipated as it is expected that all of the affected vehicles are still under warranty.

How Remedy Component Differs Remedy component: The terminal insulation will be clear of the terminal

from Recalled Component : fixing bolt and washer and terminal bolt torqued to specification.
Recalled component: Parts found with damage will be replaced with new parts.

Part Name: Frame Harness – FTR
PN: 8983198205

Description:

Part Name: Chassis Harness N-Series Vehicles
PN: 8983998620, 8974928470, 8983998630, 8974928490, 8983998650, 8974928500, 8983998660, 8974928520, 8983198205

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

Recall Schedule :

Description of Recall Schedule : A notification to dealers was provided as part of the survey conducted with NHTSA's concurrence as described above. Approximately 50% of dealer inventory has already been inspected. An updated notification to dealers to announce the safety recall is expected to be provided in September. Notification to customers to announce the safety recall is expected to be provided by the end of October.

Planned Dealer Notification Date : SEP 09, 2019 - SEP 09, 2019

Planned Owner Notification Date : OCT 25, 2019 - OCT 25, 2019

* NR - Not Reported