

**Part 573 Safety Recall Report****15V-458****Manufacturer Name :** PACCAR Incorporated**Submission Date :** JUL 18,2015**NHTSA Recall No. :** 15V-458**Manufacturer Recall No. :** 15KWL**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST  
BELLEVUE WA 98004

Company phone : 999-999-9999

**Population :**

Number of potentially involved : 12,551

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2011-2016 Kenworth T440, T470, T660, T680 and T880

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : HID Headlamp DRL Overrides Hazard Flashers

Production Dates : JAN 14, 2010 - MAY 22, 2015

**VIN (Vehicle Identification Number) Range**

Begin : NR

End : NR

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : Certain trucks equipped with HID Headlamps and the option for Daytime Running Lamps (DRL) do not meet FMVSS 108, which requires the DRL to be deactivated when the hazard warning signal lamp is activated. Kenworth has determined that the DRL overrides the hazard flashing functionality after application of the service brake for more than 2 seconds. The hazard functionality returns to normal when the application of the service brake is removed. Turn signal functionality is not impacted.

FMVSS 1 : 108 - Lamps, reflective devices, and assoc. Equipment

FMVSS 2 : NR

Description of the Safety Risk : An inability to use flashing hazard lamps to warn oncoming vehicles may increase the risk of a crash.

Description of the Cause : Error in cab controller software programming

Identification of Any Warning that can Occur : NR

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

December 11, 2014 – Kenworth's Chillicothe, Ohio factory contacted Kenworth Engineering to report an anomaly in DRL functionality.

December 12, 2014 – Further investigation into the system by Kenworth Engineering identified the functionality issue and verified the behavior. Root cause was traced to software.

January 8, 2015 – A proposed software solution was developed to correct DRL functionality.

February 5, 2015 – Kenworth Engineering began testing the software fix for functionality.

March 5, 2015 – Validation testing of the software fix for implementation began at Paccar Technical Center.

April 6, 2015 – Software fix implemented at Kenworth on 2.1m cabs.

May, 22, 2015 – Software fix implemented at Kenworth on 1.9m cabs.

July 10, 2015 - Kenworth Safety Committee met and reviewed regulatory implications of software programming error.

July 16, 2015 -- Kenworth determined that the defect constituted a noncompliance with performance standards set forth in FMVSS 108 S7.10.10.1(c) and Table I-a because the DRL is combined with turn signal lamps.

**Description of Remedy :**

Description of Remedy Program : Kenworth will notify customers and dealers will reflash the cab controller software free of charge.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : Please see chronology above.

**Recall Schedule :**

Description of Recall Schedule : Owner letters will be mailed within 60 days.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : SEP 17, 2015 - NR

\* NR - Not Reported