

Part 573 Safety Recall Report

18V-092

Manufacturer Name : PACCAR Incorporated**Submission Date :** FEB 02, 2018**NHTSA Recall No. :** 18V-092**Manufacturer Recall No. :** 18KWA and 118-A**Manufacturer Information :****Population :**

Manufacturer Name : PACCAR Incorporated

Number of potentially involved : 1,938

Address : 777 106TH AVENUE NORTHEAST

Estimated percentage with defect : 100 %

BELLEVUE WA 98004

Company phone : 999-999-9999

Vehicle Information :

Vehicle 1 : 2017-2018 Kenworth T680 and T880

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Trucks equipped with automated Eaton UltraShift Plus or Eaton Advantage Transmission with right hand stalk shifter.
Other similar transmission variants are controlled by different software that functions correctly with the RH Stalk Shifter.

Production Dates : NOV 16, 2016 - DEC 22, 2017

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2017-2018 Peterbilt 567 and 579

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Trucks equipped with automated Eaton UltraShift Plus or Eaton Advantage Transmission with right hand stalk shifter.
Other similar transmission variants are controlled by different software that functions correctly with the RH Stalk Shifter.

Production Dates : NOV 17, 2016 - DEC 31, 2017

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Description of Noncompliance :

Description of the Noncompliance : Vehicles equipped with an automated transmission incorporate a 2-part driver's display. One section of the display indicates the actual gear the transmission has attained within a circular gear icon. The other section (the D-N-R display) is intended to indicate the gear the driver has selected on the transmission shifter control by illuminating the 'D' - drive, 'N' - neutral, or 'R' - reverse. Under certain conditions, affected vehicles will incorrectly illuminate the 'N' on the D-N-R display, when the transmission shifter control is in the 'D' or 'R' position

FMVSS 1 : 102 - Trans shift lever seq/starter interlock/trans braking effect

FMVSS 2 : 101 - Control and displays

Description of the Safety Risk : The truck will not move when D or R is selected using the RH shift stalk because the transmission will remain in neutral. However, there is a potential risk of confusion to the operator due to displays of inconsistent information regarding the selected transmission position.

Description of the Cause : The software in the UltraShift Plus transmission is not reporting the proper Shifter Stalk position to the cab controller which drives the D-N-R display in this situation.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : Eaton Cummins Automated Transmission Tec

Address : 13100 E. Michigan Ave
Galesburg MICHIGAN 49053

Country : United States

Chronology :

November 7, 2017 -A technician at PTC identified a difference in the functionality of the RH Shift Stalk when used with the Eaton UltraShift Plus transmission as compared to the PACCAR AMT transmission.

November 15, 2017 - Eaton agreed to provide new version of the transmission software to change how the driver's selected gear and the actual transmission gear position is shown in the driver's display.

December 6, 2017- Eaton reported that the Service Ranger tool used to update the transmission software will be available by 12/11/2017 with the updated software patch. The production software from Eaton is expected to be released by the end of January 2018 and reach PACCAR facilities by the middle of February.

December 8, 2017 - Engineering contacted PTC to check to see if a chassis with the UltraShift Plus can be started when configured with the shifter stalk in 'D'-drive and with the accelerator pedal depressed and it was determined that the engine cannot be started with the stalk in D or R. The engine can be started only with the

RH Stalk in the 'N'-Neutral position.
December 12, 2017 - Joint Safety Committee Meeting held to review the status of the investigation.
January 10, 2018 - Legal review conducted focusing on language of FMVSS 101 and 102.
January 25, 2018 - Joint Safety Committee meeting was held.
February 1, 2018 - Joint Safety Committee decided that a noncompliance exists.

Description of Remedy :

Description of Remedy Program :	The affected population of vehicles in the field will have the transmission software updated free of charge.
How Remedy Component Differs from Recalled Component :	The distinction between the remedy component and the recalled component lies in the software logic.
Identify How/When Recall Condition was Corrected in Production :	Condition was corrected on vehicles in production beginning on 12/11/2017 when the software update became available.

Recall Schedule :

Description of Recall Schedule :	Notifications will be sent within 60 days
Planned Dealer Notification Date :	MAR 02, 2018 - NR
Planned Owner Notification Date :	APR 02, 2018 - NR

* NR - Not Reported