

From: [Wells, T. Cynthia CTR \(NHTSA\)](#)
To: [Fogle, Brenda CTR \(NHTSA\)](#)
Subject: FW: Case for your review: VOQ_000011040006 VOQ #11104938
Date: Tuesday, July 03, 2018 11:50:02 AM
Attachments: [ta0022.pdf](#)

From: Harrison, Jonathan (NHTSA)

Sent: Tuesday, July 03, 2018 11:41 AM

Subject: FW: Case for your review: VOQ_000011040006 VOQ #11104938

Good morning Randy and Cynthia,

Please add this email and attachment to VOQ #11104938 for addition to public repository.

Thank you,

Jon Harrison

From: Harrison, Jonathan (NHTSA)
Sent: Tuesday, July 03, 2018 11:38 AM
To: [REDACTED] >
Subject: Case for your review: VOQ_000011040006 VOQ #11104938

[REDACTED]

This concern is all over Artemis. The consumer speaks directly to a HD TSB # TA0022 "Transmission-to-Primary Oil Transfer" that is likely-relevant to 6 VOQs I've found, very close to another 5 and possibly-related to another 4 VOQs...going back to only 2017. I believe that fluid loss at the clutch can cause clutch lock-up and slip.

Very Similar Concerns:

11071860	11014680
11022327	11012209
11014685	10995751

Close:

11084898	11076147
11072437	11001221
10994169	

Possibly-Related

11021581 11006574
11002695 10995740

There are two recalls that ~may~ be relevant, but I'm not 100% on them. They don't quite fit, as far as I judge:

15V-216
16V-471

I will enter a comment into the casefile and send this up to G7/L2 this date.

Please let me know how I can help.

Jon Harrison

The following case is ready for your review: VOQ_000011040006
Click the following link to open the case:



TA0022 : Transmission to Primary Oil Transfer

Reference	TA0022
Last Modified	2017-05-27
Models	2014 FLHP F4HR, F4HR 103, F4HRC, F4HRSE, FLHTCU, FLHTCUTG, FLHTCUTG, FLHTK, FLHTK 103, FLHTK SHINE, FLHTKSE, FLHTP, FLHX, FLHX SHINE, FLHX5 2015 FLHP F4HR, F4HRC, FLHTCU, FLHTCU TC, FLHTCU, FLHTCU TC, FLHTCUTG, FLHTK, FLHTK SHINE, FLHTL, FLHTKSE, FLHTP, FLHX, FLHX5, FLHXSE, FLRT, FLTR5E, FLTRX, FLTRX5 2016 FLHP F4HR, F4HRC, FLHTCU, FLHTCU TC, FLHTCU, FLHTCU TC, FLHTCUTG, FLHTK, FLHTK SHINE, FLHTL, FLHTKSE, FLHTP, FLHX, FLHX5, FLHXSE, FLRT, FLTRJ, FLTR5E, FLTRX, FLTRX5 2017 FLHP F4HR, F4HRC, F4HRX5, FLHTCU, FLHTCUTG, FLHTK, FLHTK SHINE, FLHTL, FLHTKSE, FLHTP, FLHX, FLHX5, FLHXSE, FLRT, FLTRJ, FLTRX, FLTRX5 2018 FLHP F4HR, F4HRC, F4HRX5, FLHTCU, FLHTCUTG, FLHTCUTG ANV, FLHTK, FLHTK ANV, FLHTK SHINE, FLHTL, FLHTKSE, FLHTKSE ANV, FLHTP, FLHX, FLHX ANV, FLHX5, FLHX5 ANV, FLHXSE, FLRT, FLTRJ, FLTRX, FLTRX5, FLTRXSE
Category	Transmission

Description

During service intervals, customers or dealers may find oil level in the primary above the catch cover opening. This also is accompanied by low transmission oil level.

Cause

This is occurring because of oil transferring from the transmission cavity to the primary cavity. Harley-Davidson has confirmed some vehicles show higher amounts of transfer than expected. While some oil transfer can occur, instances where 150 ml (5 fl oz) or more have transferred in less than 8,000 km (5,000 mi) should be reviewed per the directions.

Action

2014 - 2016 Vehicles

For Twin-Cam models, replace the oil seal (Part No. 12036) and sprocket shaft spacer (Part No. 24009-06).

2017 and Later Vehicles

Refer to Figure 1. Check the primary and transmission oil levels and adjust the oil volume as needed. Verify oil levels again in 1,600 km (1,000 mi).



Oil Seal/Sprocket

Figure 1. Primary Lubricant Level