



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 10-029  
**Date Opened:** 08/02/2010  
**Investigator:** Peter Kivett  
**Approver:** Richard Boyd  
**Subject:** Driveshaft separates from tractor  
**Date Closed:** 12/23/2010  
**Reviewer:** Bruce York-B

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** PACCAR INCORPORATED  
**Products:** 2007-2009 Peterbilt tractors with extended lube driveshafts  
**Population:** 148,148  
**Problem Description:** Internal failure causes the inter-axle driveshaft to separate from the tractor resulting in a road hazard to other vehicles on the road

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	7	58	65
<b>Crashes/Fires:</b>	1	3	4
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	Confidential	Confidential

\*Description of Other: MANUFACTURER WARRANTY REPORTS

## ACTION / SUMMARY INFORMATION

**Action:** This Preliminary Evaluation is closed. Paccar is conducting a Safety Recall 10V-634, copy attached.

### Summary:

Summary

On July 13, 2010, the Office of Defects Investigations (ODI) opened an investigation on model year (MY) 2007-2009 Peterbilt tractors equipped with the (SPL170XL extended lube inter-axle driveline). ODI opened this investigation based on one Vehicle Owners Questionnaire (VOQ) and certain Peterbilt field reports. During the course of the investigation, ODI reviewed PACCAR's IR (October 22, 2010) response with associated data related to Warranty and complaint information, mined field data, interviewed customers and visited local dealers within the Washington Metropolitan area. PACCAR conducted testing regarding torsional loading and identified various causative factors contributed to this safety defect finding. The Defect is a consequence of the bearing surfaces of the SPL170XL extended lube universal joint that attaches the inter-axle driveline to the drive axle becoming prematurely worn due to a breakdown of lubrication and/or excessive heat. Prematurely worn bearing surfaces may result in the u-joint becoming loose and/or binding. This condition may result in universal joint failure, allowing the inter-axle driveline to detach from the axle, which may cause the drive shaft to separate from the vehicle, increasing the risk of personal injury or property damage hazard.

ODI learned that the affected population of the alleged defect extended to peer models within PACCAR. In summary, the following vehicles are being recalled: MY 2007 and 2008 Kenworth trucks, models T600, T660, T2000, T800 and W900 and MY 2007/2008 Peterbilt trucks, models 357, 378, 379, 385, 386, 387, 388, and 389 all equipped with extended lube inter-axle drivelines manufactured by Dana Corporation. The recall affects vehicles manufactured between February 2, 2006 and April 30, 2007.

At this time PACCAR has not yet identified a fix for the inner-axle safety defect and is currently conducting testing with

the intent to provide a solution to the failure. ODI will monitor the development of PACCARS testing and ensure a timely repair for the consumer. This investigation is closed.

**RECEIVED**

By delia.lopez at 10:25 am, Dec 14, 2010

**PACCAR** Inc

Law Department

December 13, 2010

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

Jennifer Timian  
Chief, Recall Management Division  
Office of Defects Investigation (NEF-111)  
Safety Assurance  
National Highway Traffic Safety Administration  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Re: **Dana DPL170XL Interaxle Driveline Failures**  
**Kenworth Recall No.: 10KWL**  
**Peterbilt Recall No.: 1201F**

Dear Ms. Timian:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. This motor vehicle safety defect involves vehicles manufactured by both the Kenworth Truck Company and Peterbilt Motors Company divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)

Kenworth Truck Company  
10630 NE 38th Pl.  
Kirkland, WA 98033

Peterbilt Motors Company  
1700 Woodbrook Street  
Denton, TX 76205

Identification of Affected Vehicles - 573.6(c)(2)

The affected Kenworth models are certain 2007 and 2008 model year T600, T660, T2000, T800 and W900 vehicles equipped with 52 inch axle space dual drive Kenworth AG 380 suspensions with extended lube inter-axle drivelines manufactured by Dana Corporation.

The affected Peterbilt models are certain 2007 and 2008 model year 357, 378, 379, 385, 386, 387, 388, and 389 vehicles equipped with 52 inch axle space dual drive Peterbilt Low Air Leaf and Peterbilt Flex Air suspensions and with extended lube inter-axle drivelines manufactured by Dana Corporation.

Population of Affected Vehicles - 573.6(c)(3)

The recall affects the above specified vehicles manufactured between February 2, 2006 and April 30, 2007.

Kenworth manufactured 5,438 vehicles (5,253 U.S. and 185 Canada) within the subject population. Peterbilt manufactured 7,435 vehicles (7,095 U.S. and 340 Canada) within the subject population.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Unknown.

Description of the Defect - 574.6(c)(5)

The bearing surfaces of the SPL170XL extended lube universal joint manufactured by Dana Corporation that attaches the inter-axle driveline to the drive axle may become prematurely worn due to breakdown of lubrication and/or excessive heat. Prematurely worn bearing surfaces may result in the u-joint becoming loose and/or binding. If undetected, the condition may result in universal joint failure, allowing the inter-axle driveline to detach from the axle, which may cause the vehicle to become disabled in the roadway. A detached driveline also may pose a personal injury or property damage hazard.

Chronology of Events Leading to Recall - 574(c)(6)

On July 13, 2010, the National Highway Traffic Safety Administration (NHTSA) opened an investigation concerning SPL170XL extended lube inter-axle driveline failures. During the course of the investigation, PACCAR has reviewed warranty and field data, interviewed customers, and conducted testing regarding torsional loading and various causative factors. As of the date of this letter, testing continues regarding the root cause of the problem.

Description of Remedy - 573.6(c)(8)

The remedy of the recall is undefined at this point. PACCAR continues to work with Dana to investigate the root cause and the ultimate remedy for this defect.

Communications Sent to Dealers and Owners - 573(c)(10)

PACCAR anticipates notification will be made to dealers and customers within the next 60 to 90 days.

Copy of Proposed Owner Notification Letter - 573.6(c)(11)


A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

Identification of Recall Schedule - 573.6(c)(12)

The Kenworth number for this campaign is "10KWL." The Peterbilt number for this recall campaign is "1210F."

Please let me know if you have any questions or concerns.

Very truly yours,



Michael K. Walton  
Counsel  
PACCAR Inc