Part 573 Safety Recall Report

16V-066

Manufacturer Name : PACCAR Incorporated
Submission Date : FEB 03, 2016
NHTSA Recall No. : 16V-066
Manufacturer Recall No. : 216-A

Manufacturer Information :

Manufacturer Name : PACCAR Incorporated
Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004
Company phone : 999-999-9999

Population :

Number of potentially involved : 11
Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2015-2016 Peterbilt 365 and 367
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style :
Power Train : NR
Descriptive Information : Certain 2015 and 2016 Peterbilt model 365 and 367 trucks may have been delivered with Marmon-Herrington front drive steer axles that have undertorqued hex nuts on the flange yoke assembly.
Production Dates : AUG 27, 2014 - JUN 05, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Defect :

Description of the Defect : Certain Marmon-Herrington axles may contain hex nuts on the flange yoke assembly that were not torqued to specification. The defect has been identified only in front drive steer axles that have an eight (8) hole flange yoke installed with 3/8" flange bolts. Potentially affected components are Marmon-Herrington axle models MT14, MT17 and MT22 built from July 28, 2014 to July 22, 2015.
FMVSS 1 : NR
FMVSS 2 : NR
Description of the Safety Risk : If the hex nuts on the flange yoke are not tightened to specification, the driveshaft may disconnect from the drive axle, resulting in a loss of propulsion and increasing the risk of a crash.
Description of the Cause : NR
Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : Marmon-Herrington

Address : 13001 Magisterial Drive
Louisville KENTUCKY 40223

Country : United States

Chronology :

11/6/2015 - Marmon-Herrington notified Peterbilt that it found a defect on Marmon-Herrington front drive axle models MT14, MT17, and MT22 manufactured from July 28, 2014 to July 22, 2015.

11/10/2015 - Peterbilt Safety & Compliance opened an investigation into the use of these axles on Peterbilt vehicles. A search was started on suspect part numbers to identify chassis that may have been built with these axles.

12/9/2015 - A teleconference was held with Eric Gillon of Marmon-Herrington to reconcile the Peterbilt suspect chassis list with the list of affected axle serial numbers provided by Marmon-Herrington.

1/5/2016 - The list of potentially affected Peterbilt chassis was completed. Eleven chassis were found to be potentially affected.

1/21/2016 - The issue and findings were presented to Peterbilt's Safety Committee, which concurred that the defect relates to motor vehicle safety and a vehicle recall should be conducted.

Description of Remedy :

Description of Remedy Program : The remedy identified by Marmon Herrington will consist of inspecting the axle flange yoke bolts and nuts, if improper torque is observed the hex nuts should be tightened to the appropriate torque.

How Remedy Component Differs from Recalled Component : NR

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

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : FEB 29, 2016 - FEB 29, 2016

Planned Owner Notification Date : FEB 29, 2016 - FEB 29, 2016

* NR - Not Reported