

Part 573 Safety Recall Report

17V-322

Manufacturer Name : PACCAR Incorporated**Submission Date :** MAY 16, 2017**NHTSA Recall No. :** 17V-322**Manufacturer Recall No. :** 17KWB**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Company phone : 999-999-9999

Population :

Number of potentially involved : 23

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2012-2018 Kenworth T800, T880

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Kenworth models T800 and T880 that have certain configurations and are equipped with Neway ADZ tridem rear suspensions do not comply with FMVSS 121

Production Dates : OCT 31, 2011 - APR 07, 2017

VIN Range 1 : Begin : NR End : NR

 Not sequential**Description of Defect :**

Description of the Defect : Certain Kenworth model T800 and T880 vehicles equipped with Neway ADZ tridem rear suspensions do not comply with FMVSS 121. The brake control airline between the two relay valves is plumbed with a 3/8" airline but should be plumbed with a 1/4" line to balance the service brake application timing and meet the FMVSS requirement.

FMVSS 1 : 121 - Air brake systems

FMVSS 2 : NR

Description of the Safety Risk : An incorrectly sized airline may result in increased stopping distance, which in turn could lead to a crash or injury.

Description of the Cause : The brake control airline between the two relay valves is plumbed with a 3/8" airline but should be plumbed with a 1/4" line to balance the service brake application timing and meet the FMVSS requirement.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR
Address : NR
NR
Country : NR

Chronology :

4/7/2017 – While developing a new brake piping diagram, Kenworth Engineering referenced the Neway ADZ Tridem rear suspension brake piping design and discovered a discrepancy. Upon closer review, Kenworth Engineering discovered that FMVSS 121 Brake Piping requirements were not met in trucks of certain configurations which were equipped with Neway ADZ tridem rear suspensions. Specifically, noncompliances were found on Kenworth T800 models equipped with Neway ADZ tridem rear suspensions with wheelbases greater than 350 inches, and T880 models equipped with Neway ADZ tridem rear suspensions with wheelbases equal to or greater than 300 inches. Kenworth confirmed that, with the exception of the vehicles described above, its brake piping design was appropriate for all other Kenworth vehicles equipped with Neway ADZ tridem rear suspensions.

4/28/2017 – Kenworth Engineering reviewed PACCAR Technical Center's Brake Timing Test data to determine the affected population. One Kenworth model C500 vehicle had the same noncompliance but that vehicle is registered in Canada and will be included in the Canadian recall population.

5/11/2017 - The Kenworth Safety Committee met and decided that the population of vehicles defined above fail to comply with FMVSS 121.

Description of Remedy :

Description of Remedy Program : Kenworth will notify affected owners and dealers will repair affected vehicles free of charge. The brake air system will be modified to use updated brake piping as follows:

- Replace control port fitting on forward R-12 Relay valve
- Replace control port fitting on rear R-12 Relay valve
- Replace control line between relay valves with ¼" nylon tubing

These changes balance the rear brake timing and will result in FMVSS 121 brake timing compliance.

How Remedy Component Differs NR
from Recalled Component :

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

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : JUL 10, 2017 - NR

* NR - Not Reported