

Part 573 Safety Recall Report

17V-554

Manufacturer Name : PACCAR Incorporated**Submission Date :** SEP 22, 2017**NHTSA Recall No. :** 17V-554**Manufacturer Recall No. :** 817-D and 17KWE**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Company phone : 999-999-9999

Population :

Number of potentially involved : 2,977

Estimated percentage with defect : 39 %

Vehicle Information :

Vehicle 1 : 2009-2010 Peterbilt 210 and 220

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Peterbilt and Kenworth LFNA trucks with front axle sway bar.
The recall population was determined based on sway bar link part number. The LFNA is the only installation in which a front axle sway bar is used.

Production Dates : MAR 05, 2008 - APR 03, 2009VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 2 : 2010-2018 Kenworth K270, K370

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : NR

Descriptive Information : Please see descriptive information for Peterbilt models**Production Dates :** JAN 14, 2009 - AUG 21, 2017VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 3 : 2012-2018 Peterbilt 210, 220, 330, 337

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Peterbilt and Kenworth LFNA trucks with front axle sway bar.
The recall population was determined based on sway bar link part number. The LFNA is the only installation in which a front axle sway bar is used.

Production Dates : MAR 15, 2011 - AUG 15, 2017VIN Range 1 : Begin : NR End : NR Not sequential

Description of Defect :

Description of the Defect : The front axle sway bar link may come loose on the frame rail end and fall into the path of the drag link, possibly binding the steering system.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the driver's side sway bar link detaches from the frame rail and falls rearward it can become lodged between the draglink and front shock absorber and may impact the ability of the vehicle to steer properly. Interference with steering may increase the risk of a crash.

Description of the Cause : During assembly, the front axle sway bar link on some vehicles may have been attached to the frame rail with a missing or incorrectly installed hardened flat washer. The correct assembly requires that the hardened flat washer be positioned between the nut and the upper sway bar link bushing. On affected vehicles, the hardened flat washer may have been left off or installed on the incorrect (inboard) side of the sway bar bushing. Without the washer in the correct location, over time, the upper sway bar link tube can work itself outboard off of the bushing. The hardened washer is larger than the upper sway bar link tube so that, when installed properly, it prevents the link from working off of the bushing.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

July 14, 2017 - Peterbilt was notified that a sway bar link arm on a Model 220 in service came loose and interfered with the steering linkage, preventing the vehicle from making a right hand turn.

July 17, 2017 - Peterbilt Safety and Compliance Manager was notified of the anomaly in the sway bar assembly where the retaining washer (ACHF356) used to hold the link arm on the sway bar was missing or incorrectly installed. When the washer is missing the link arm may be able to slide over the retaining nut. Warranty review showed claims on trucks built in 2014, 2015 & 2016.

July 18, 2017 - Affected customer initiated an inspection of all their LFNA front sway bar installations.

July 21, 2017 - Customer reports that (12) of (31) trucks inspected were found to have either a missing sway bar link washer or the washer installed on the inboard (or frame) side of the link rather than the outer side of the link.

July 26, 2017 - Confirmed that the nut can be properly torqued with the washer missing or installed on the wrong side of the bushing. Also confirmed that the flange nut outside diameter is slightly smaller than the sway bar link inside diameter.

August 8, 2017 - Leyland plant provided copies of their production work instructions, which were forwarded to Kenmex plant for their review. KenMex to update their work instructions.

August 17, 2017 - An installation drawing for the front axle sway bar has been created (B93-6027) and will be released.

August 22, 2017 - The PB and KW Joint Safety Committee reviewed the front axle sway bar investigation.

August 29, 2017 - PACCAR decided that a defect affecting motor vehicle safety exists.

Description of Remedy :

Description of Remedy Program :	PACCAR will conduct a safety campaign. Authorized dealers will inspect the upper sway bar link attachment for the presence of the hardened washer between the bushing and the nut and install the washer if not present. This work will be performed free of charge.
How Remedy Component Differs from Recalled Component :	Remedied components will have a hardened washer between the bushing and the nut.
Identify How/When Recall Condition was Corrected in Production :	An installation drawing for the front axle sway bar was created to ensure that a hardened washer is properly placed between the bushing and the nut on vehicles in production.

Recall Schedule :

Description of Recall Schedule :	Notifications will be sent in a single mailing on or before October 30, 2017
Planned Dealer Notification Date :	OCT 30, 2017 - NR
Planned Owner Notification Date :	OCT 30, 2017 - NR

* NR - Not Reported