

Part 573 Safety Recall Report

17V-593

Manufacturer Name : PACCAR Incorporated

Submission Date : SEP 22, 2017

NHTSA Recall No. : 17V-593

Manufacturer Recall No. : P817-C



Manufacturer Information :

Population :

Manufacturer Name : PACCAR Incorporated

Number of potentially involved : 17,737

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Estimated percentage with defect : 2 %

Company phone : 999-999-9999

Vehicle Information :

Vehicle 1 : 2016-2016 Peterbilt 220, 320, 325, 330, 337, 348, 365, 367, 382, 384, 386, 389, 389G, 567, 579 and 587

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Dana Steer Axle Recall

Population was determined based on serial numbers of affected axles

Recalled products may develop loose connection between the tie rod taper joint and steering knuckle

Production Dates : FEB 18, 2015 -JUN 26, 2015

VIN Range 1 :Begin :

NR

End : NR

☐ Not sequential

Vehicle 2 : 2016-2016 Kenworth T3, T4, K3, T660, T680, T800, T880, W900,

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Dana Steer Axle Recall

Population was determined based on serial numbers of affected axles

Recalled products may develop loose connection between the tie rod taper joint and steering knuckle

Production Dates : FEB 24, 2015 -JUL 09, 2015

VIN Range 1 :Begin :

NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : In affected steer axles, the castellated nut on the Dana axle tie rod may not be adequately torqued. As a result, the tie rod may become loose in the steer axle knuckle. Dana initiated a recall for this issue. The issue affects an estimated 1.8 percent of the recall population.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A loose tie rod to steering knuckle connection may cause the tie rod to disconnect from the steering knuckle, which can result in a reduction of steering control (normally loss of the right front tire steering) leading to an increased risk of a crash.

Description of the Cause : The castellated nuts in the tie rods may not have been properly torqued during assembly of D-series and E-series front axles.

Identification of Any Warning that can Occur : A loose tie rod end connection to the steering knuckle may produce front-end noise/clunking and/or looseness in steering.

Supplier Identification :**Component Manufacturer**

Name : Dana, Inc.

Address : 3939 Technology Dr
Maumee OHIO 43537

Country : United States

Chronology :

3/2/2017 - UPS identified a Kenworth chassis with a loose castle nut. UPS inspected over 1800 chassis to verify tie rod castle nut torque, and identified 100 chassis with under torqued castle nuts.

4/4/17 - Dana conducted testing of the tie rod to knuckle joint and determined that an under torqued castle nut and/or a worn steering knuckle bore would not result in loss of vehicle control.

5/19/17 - PB Cowan Systems chassis 264648 built on 3/18/15 experienced a failure of the tie rod to steering knuckle joint that resulted in loss of steering to the right front tire. The vehicle's tire separated from the wheel, and the vehicle to slid to a stop.

6/22-6/29/17 - Dana inspected 74 trucks in the field, including trucks from the Cowan fleet, for loose castle nuts. No additional loose castle nuts were found.

8/22/17 - Dana provided Kenworth and Peterbilt with serial numbers for 21,503 axles that were produced by Dana between 3/1/15 and 5/16/15 and shipped to PACCAR. Subsequently, Kenworth and Peterbilt developed

list of affected chassis numbers based on Dana serial numbers.

9/18/2017 - Kenworth and Peterbilt evaluated safety risk and decided a defect relating to motor vehicle safety exists. recall should be conducted.

Description of Remedy :

Description of Remedy Program : Peterbilt and Kenworth will notify affected customers. The remedy identified by Dana Inc. will consist of having dealers inspect the suspect tie rod connections on each affected axle. If a loose castle nut is found it will be properly torqued. Dana will replace the tie rod stud and knuckle on axles where the nuts cannot be sufficiently torqued.

How Remedy Component Differs from Recalled Component : Remedy components are properly torqued.

Identify How/When Recall Condition was Corrected in Production : Dana advised that it implemented process controls to ensure proper torque of the tie rod nuts in its Monterey, Mexico facility.

Recall Schedule :

Description of Recall Schedule : Notifications will be sent within 60 days.

Planned Dealer Notification Date : OCT 31, 2017 - OCT 31, 2017

Planned Owner Notification Date : NOV 10, 2017 - NOV 10, 2017

* NR - Not Reported