

Part 573 Safety Recall Report

18V-931

Manufacturer Name : PACCAR Incorporated**Submission Date :** JAN 16, 2020**NHTSA Recall No. :** 18V-931**Manufacturer Recall No. :** 18PBE; 18KWH**Manufacturer Information :****Population :**

Manufacturer Name : PACCAR Incorporated

Number of potentially involved : 25,556

Address : 777 106TH AVENUE NORTHEAST

Estimated percentage with defect : 1 %

BELLEVUE WA 98004

Company phone : 940 591 4220

Vehicle Information :

Vehicle 1 : 2018-2019 Peterbilt 337, 348, 365, 367, 389, 567, 579, 587

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : The recalled clutches may include pressure plate levers that were manufactured out of specification. The recall population was determined based on part number. Eaton Electronic Clutch Actuation (ECA) Clutch part numbers 122002-35, 122003-42 are the OEM parts used in production. The aftermarket part numbers are 122002-35A and 122003-42A.

Production Dates : APR 03, 2017 - JUN 30, 2018

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Vehicle 2 : 2018-2019 Kenworth C500, T270, T370, T440, T660, T680, T800, T880, W900

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : The recalled clutches may include pressure plate levers that were manufactured out of specification. The recall population was determined based on part number. Eaton Electronic Clutch Actuation (ECA) Clutch part numbers 122002-35, 122003-42 are the OEM parts used in production. The aftermarket part numbers are 122002-35A and 122003-42A.

Production Dates : APR 05, 2017 - JUN 20, 2018

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : The pressure plate fingers in certain clutches manufactured between 4/1/2017 and 6/5/2018 may be susceptible to premature failure due to a manufacturing irregularity. Affected clutches may not fully release, such that an automated transmission could remain in gear and may overcome the park brake allowing the vehicle to move unexpectedly. This clutch is only used with the Eaton UltraShift Plus or the Eaton Advantage transmissions.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Premature failure of the pressure plate lever may result in the clutch not fully disengaging which in certain circumstances could lead to unintended motion of the vehicle, increasing the risk of a crash or injury.

Description of the Cause : The stamping die for the pressure plate lever was improperly maintained by the stamping supplier, causing the bend (coin) radius on the stamped pressure plate levers to be out of specification.

Identification of Any Warning that can Occur : Powertrain vibration, noises, and/or rocking of the cab or, if the vehicle is equipped, an audible warning and/or a visual display alternating between "AN" (Auto Neutral) and the engaged gear (e.g., R, 1, 2, 3, etc.) on the instrument panel.

Supplier Identification :**Component Manufacturer**

Name : Eaton

Address : 201 Brandon St
Auburn INDIANA 46796

Country : United States

Chronology :

November 7, 2018 - Eaton notified Peterbilt that the ECA clutches, manufactured between 4/1/2017 and 6/5/2018, used on the Eaton UltraShift Plus and Advantage transmission may have an internal component out of spec causing the clutch, in some circumstances, to not fully disengage which could result in unintended motion of the vehicle.

December 6, 2018 - Eaton provided PACCAR with the part numbers 122002-32 and 32A and 122003-42 and 42A and the serial number ranges for the suspect clutches (AU17040010001 to AU180529999 and SL17040110001 to SL180605999).

December 7, 2018 - Kenworth and Peterbilt met with Eaton to better understand root cause, start date and clean point of defect, why Eaton decided this defect is safety related and to discuss the field remedies.

Kenworth and Peterbilt requested Eaton provide their field service bulletin, software validation results and software availability, potentially affected clutch assembly shipment details and additional pictures describing the failure.

December 17, 2018 - Eaton provided the additional information requested. Eaton will provide an update to the transmission control module software that will detect when the operator selects neutral and, if the clutch prevents the shift to neutral, will send a signal to stall the engine and prevent unintended motion of the vehicle. This will remove engine torque from the powertrain allowing the transmission to shift into neutral.

December 20, 2018 - The Peterbilt and Kenworth Safety Committees convened a joint meeting and decided that the out-of-spec levers constituted a defect relating to motor vehicle safety.

Description of Remedy :

Description of Remedy Program : Peterbilt and Kenworth dealers will reflash the software for the transmission control module using updated software that Eaton developed to address this issue. The updated Eaton transmission control module software is designed to stall the engine if the clutch does not fully release preventing a shift into neutral thus preventing unintended vehicle movement.

How Remedy Component Differs from Recalled Component : The last Eaton clutch produced with out of spec pressure plate levers was June 5, 2018. The last PACCAR truck that could have been manufactured with a suspect clutch was manufactured on June 30, 2018. All trucks manufactured after June 30, 2018 would include Eaton clutches with pressure plate levers manufactured to Eaton's specifications.

Identify How/When Recall Condition was Corrected in Production : See above.

Recall Schedule :

Description of Recall Schedule : Dealer notifications will be sent within 45 days; owners will be notified within 60 days

Planned Dealer Notification Date : FEB 04, 2019 - FEB 04, 2019

Planned Owner Notification Date : FEB 19, 2019 - FEB 19, 2019

* NR - Not Reported