Part 573 Safety Recall Report 21V-906

Manufacturer Name : PACCAR Incorporated
Submission Date : DEC 09, 2021
NHTSA Recall No. : 21V-906
Manufacturer Recall No. : 21KWG and 21PBM

Manufacturer Information :

Manufacturer Name : PACCAR Incorporated
Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004
Company phone : 940 591 4220

Population :

Number of potentially involved : 908
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2019-2022 Kenworth and Peterbilt T880, W990, 567, 579, 389
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : Vehicles with certain software versions, a work or winch brake switch option, either a wrecker or auto hauler application, and a lower value for the work brake speed interlock parameter.
Production Dates : AUG 22, 2018 - NOV 11, 2021
VIN Range 1 : Begin : 1NK1X4TX6KJ300654 End : 1NKZL40X3NJ124251 ☑ Not sequential

Vehicle 2 : 2022-2022 Peterbilt 536 and 537
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : ehicles with certain software versions, a work or winch brake switch option, either a wrecker or auto hauler application, and a lower value for the work brake speed interlock parameter.
Production Dates : APR 08, 2021 - SEP 28, 2021

Description of Defect :

Description of the Defect : The work brake (also known as winch brake) may unintentionally disengage the service brakes during winching operations, causing the vehicle to roll.
FMVSS 1 : NR
FMVSS 2 : NR
Description of the Safety Risk : If the work brake disengages, it may cause unintended vehicle movement. This may increase the risk of a crash and/or injury.

Description of the Cause :	Slight vehicle movement during winching causes the wheel speed sensor to detect vehicle movement. There is “noise” in the wheel speed sensor at lower vehicle speeds, and erroneous values are communicated. These erroneous values exceed the speed interlock, causing the work brake to disengage.
Identification of Any Warning that can Occur :	None.

Involved Components :

Component Name 1 :	Not Applicable
Component Description :	Not Applicable
Component Part Number :	Not Applicable

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

10-23-20: Driver reports hearing air exhaust and work brakes release during a winching operation, causing the vehicle to roll. No injuries or property damage was reported. Driver was able to manually apply brakes. Field service notified, engineering initiates investigation, and troubleshooting guidance is provided.
12-01-20: Field visits are completed with no issues identified, and unable to replicate customer complaint. All involved parts replaced as a precaution were reviewed with no issues identified. Investigation is placed in monitor status.
07-29-21: Dealership notifies Kenworth of customer reporting work brakes automatically disengaging on July 19. Investigation begins to understand details of recent event.
08-19-21: Technical team on-site at customer replicates complaint. Two trucks were used, one was winching the other truck. During the winching operation, the vehicle moved slightly, the team heard air exhaust, and the work brakes released. Upon further review, the wheel speed sensor noted there is “noise” in the sensor signal at speeds up to 7mph, and may be communicating an erroneous value. Certain vehicles are equipped with a work brake speed interlock, which causes the work brake to disengage at speeds above a set value. The team hypothesized that the “noise” in the sensor signal may be exceeding the speed interlock value, resulting in the work brakes disengaging. The investigation continued to evaluate this hypothesis further.
10-27-21: Team completes investigation and recommends increasing speed interlock value for all vehicles in

wrecker applications.
11-10-21: The affected population is confirmed.
11-12-21: Production clean point for wrecker applications.
11-16-21: Safety committee meeting held. The committee agrees that a safety defect exists and that the affected population shall be recalled.
11-18-21: Production clean point for auto hauler applications.

Description of Remedy :

Description of Remedy Program :	Paccar will notify owners. Each suspect vehicle will have the speed interlock parameter value increased. This requires the vehicle software to be re-flashed to update the value. Owners who incurred costs to obtain a remedy for the problem addressed by the recall in advance of receiving notification may seek reimbursement through the process outlined in the general reimbursement plan on file.
How Remedy Component Differs from Recalled Component :	No physical components are affected. This is a software parameter update only. Any time the vehicle is connected to a Paccar service tool, the software version and parameters are compared with the back-office. Any parameter updates will inform the technician to complete a mandatory update.
Identify How/When Recall Condition was Corrected in Production :	The speed interlock parameter value was increased for all affected vehicles on 11/18/2021. Any vehicles which had already been built but were still on site at Paccar plants had the correct parameter value updated prior to being sold.

Recall Schedule :

Description of Recall Schedule :	Owner notifications will be sent within 60 days.
Planned Dealer Notification Date :	JAN 18, 2022 - JAN 18, 2022
Planned Owner Notification Date :	JAN 18, 2022 - JAN 18, 2022

* NR - Not Reported