

Part 573 Safety Recall Report

22V-939

Manufacturer Name : PACCAR Incorporated

Submission Date : DEC 16, 2022

NHTSA Recall No. : 22V-939

Manufacturer Recall No. : 22PBL



Manufacturer Information :

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST

BELLEVUE WA 98004

Company phone : 940 591 4220

Population :

Number of potentially involved : 15,658

Estimated percentage with defect : 4 %

Vehicle Information :

Vehicle 1 : 2015-2023 Peterbilt Models 320 & 520

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : -All models 320/520 vehicles with Hendrickson HMX suspensions and in refuse applications, built within the above production dates.

- Recalled components do not have additional bracket support.

- 15,658 total vehicles affected (4,215 Model 320's and 11,818 Model 520's)

Production Dates : JAN 01, 2014 - NOV 30, 2022

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : Peterbilt is seeing failures on the Model 320 and Model 520 tracking rod brackets with Hendrickson HAULMAAX/EX suspensions in refuse operations. The majority of failures occur on the forward drive axle tracking rod bracket where it is welded to the axle housing.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Tracking rod brackets may become detached from the axle. If this happens the axle loses its primary lateral stability and may increase the risk of a crash.

Description of the Cause : Contributing factors include specific customer high load duty cycles and weld quality.

Identification of Any Warning that can Occur : No prior warning

Involved Components :

Component Name 1 : Bracket, Tracking Rod

Component Description : Tracking Rod Bracket Welded to Rear Axle Housing

Component Part Number : 03-06233M001

Supplier Identification :

Component Manufacturer

Name : Peterbilt Motors Company

Address : 1700 Woodbrook St.
Denton Texas 76205

Country : United States

Chronology :

7/27/2021 - Safety & Compliance notified of a rollover in Houston, TX (chassis 100009, truck built 11/13/2014). Truck had a previous repair to the track rod bracket and axle housing with an unknown process/welder. Investigation by engineering and manufacturing of weld processes at plants.

8/16/2021 – Inspection and repair procedure drafts began internal review.

8/21/2021 – Notified of a rollover in Detroit (Chassis 173523, truck build date 7/15/2016). No pictures or parts were provided nor potential cause of incident.

10/15/2021 – Model 520 SRT truck weld inspection trial with dye penetrant conducted at Denton plant.

11/23/2021 to 4/7/2022 – Engineering worked with Rush dealer group on weld procedure, inspection and repair with service techs.

12/16/2021 – Notified NHTSA of this issue being investigated.

3/24/2022 – Update given to NHTSA

3/30/2022 – Notified of rollover in Denver (Chassis 174470, truck build date 1/13/2017)

4/5/2022 through end of 2022 – PACCAR Technical Center (PTC) testing initiated. Testing continued on current production and addition of “Wrench” reinforcement variations. A Second test stand was built to run more tests concurrently.

7/9/2022 – Customer data collection initiated

7/14/2022 – Update given to NHTSA

8/18/2022 – Updated inspection procedure

9/14/2022 – Draft of a reinforcement installation procedure provided to field service and Rush dealer group. “Wrench” reinforcement bracket installed at Rush Phoenix after continued testing at PTC.

10/11/2022 – Updated given to Safety Committee

10/20/2022 – Update on issue given to NHTSA

11/16/2022 – “Wrench” reinforcement production part installed in plant.

11/28/2022 – “Shorty” reinforcement production part installed in plant for other height variation

12/13/2022 – Safety Committee meeting

Description of Remedy :

Description of Remedy Program : Paccar will notify owners, and dealers will inspect welds on affected vehicles and add an additional bracket to shore up support between the tracking rod bracket and the axle housing. Owners who incurred costs to obtain a remedy for the problem addressed in 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 : Recalled components do not have additional bracket support.

Identify How/When Recall Condition was Corrected in Production : An additional support bracket is welded between the tracking rod bracket and axle housing. This bracket was put into full production 11/30/2022.

Recall Schedule :

Description of Recall Schedule : Customers will be notified within 60 days.

Planned Dealer Notification Date : FEB 14, 2023 - FEB 14, 2023

Planned Owner Notification Date : FEB 14, 2023 - FEB 14, 2023

* NR - Not Reported