

# Part 573 Safety Recall Report

# 23V-504

**Manufacturer Name :** PACCAR Incorporated**Submission Date :** AUG 04, 2023**NHTSA Recall No. :** 23V-504**Manufacturer Recall No. :** 23KWE and 23PBE**Manufacturer Information :****Population :**

Manufacturer Name : PACCAR Incorporated

Number of potentially involved : 72

Address : 777 106TH AVENUE NORTHEAST

Estimated percentage with defect : 50 %

BELLEVUE WA 98004

Company phone : 940 591 4220

**Vehicle Information :**

Vehicle 1 : 2023-2024 Peterbilt 536

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
 - Recalled product may not have had a thread locking material applied to fasteners  
 - Peterbilt Models 536 only 20 trucks

Production Dates : JAN 07, 2022 - APR 05, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2023-2024 Peterbilt 537

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
 - Recalled product may not have had a thread locking material applied to fasteners  
 - Peterbilt Model 537, only 8 trucks

Production Dates : SEP 29, 2022 - APR 03, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 3 : 2023-2024 Kenworth T480

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
- Recalled product may not have had a thread locking material applied to fasteners  
- Kenworth Model T480, only 3 truck

Production Dates : JUN 30, 2022 - MAR 28, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2023-2024 Kenworth T280

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
- Recalled product may not have had a thread locking material applied to fasteners  
- Kenworth Model T280, only 16 trucks

Production Dates : MAR 16, 2022 - MAY 08, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 5 : 2024-2024 Kenworth T380

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
- Recalled product may not have had a thread locking material applied to fasteners  
- Kenworth Model T380, only 6 truck

Production Dates : JAN 26, 2023 - MAR 13, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 6 : 2023-2024 Peterbilt 548

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : - Trucks built with TX-8 transmissions with flange mounted yokes that were missing engines, drivelines or rear axles during initial plant build and were completed offline at the overflow Manheim yard or Tente Est/Nord area next to the plant.  
- Recalled product may not have had a thread locking material applied to fasteners  
- Peterbilt Models 548, only 19 trucks

Production Dates : FEB 23, 2022 - MAY 04, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Defect :

Description of the Defect : A locking feature may not have been used on fastener threads while connecting the flange mounted yoke and may allow the driveline fasteners to become loose.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A driveline may detach from the truck without properly fastened flange yoke bolts and may increase the risk of a crash or injury.

Description of the Cause : A locking feature on the flange yoke fasteners may not have been applied when certain trucks were finished in an offline installation, originally due to component shortages during scheduled production.

Identification of Any Warning that can Occur : Driver may feel vibration while driving at certain speeds.

## Involved Components :

Component Name 1 : Nut-Hex, M12 Bolt and Loctite

Component Description : Fasteners and thread lock material

Component Part Number : K169-158-12CA, W34-1180, Loctite 243

## Supplier Identification :

**Component Manufacturer**

Name : PACCAR  
Address : NR  
NR  
Country : United States

## Chronology :

- 5/31/2023 Field Service reported that 2 medium duty trucks had loose or missing flange mounted driveline yokes at the rear of the transmission
- 6/1/2023 Safety & Compliance engaged the Quality group at the Ste. Therese plant. They confirmed this joint would have been tightened at the plant, not a supplier.
- 6/26/2023 Field Service looking to check additional trucks in the field. Quality group confirmed use of Loctite is required on all trucks as they inspect and replace fasteners.
- 6/30/2023 Engineering reconfirmed that these drivelines only the Ste. Therese plants.
- 7/12/2023 Quality group confirmed offline installation instructions for critical components had been updated with the TX-8 yoke requirement.
- 7/14/2023 A Joint Safety Committee meeting was held and determined a recall would be done.
- 7/27/2023 After recall submitted to NHTSA (7/21/2023), field service notified Safety & Compliance of another chassis with loose bolts that was not on the recall list.
- 7/28/2023 Checked with Ste. Therese plant Q.A. and requested another thorough search be completed on anything dealing with shortages, damage, etc. offline in the plant as well as offsite.
- 7/31/2023 Ste. Therese Q.A. found an additional 53 that could be suspect to add to the recall.
- 8/2/2023 Safety Committee notified of the additional chassis that should be added to recall
- 8/3/2023 Customer service ran address list and there are 5 Canadian trucks in Population, so a Transport Canada recall will be submitted as well as NHTSA amendment to the 573.
- As of 7/27/2023, Paccar received no warranty claims and 3 reports about trucks in the field that are related between 5/23/2023 and 7/27/2023. No reports of deaths or injuries have been received.

## Description of Remedy :

Description of Remedy Program : Paccar will notify owners, and dealers will replace the 4 fasteners and add a thread locking feature free of charge. 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 : The remedy component will include a thread locking feature to hold the joint from loosening.

Identify How/When Recall Condition was Corrected in Production : Normal scheduled production trucks were not affected. This was caused by an unscheduled offline installation. The offline installation instruction and sign off has been updated with the TX-8 transmission yoke requirement.

## Recall Schedule :

Description of Recall Schedule : Customers will be notified within 60 days. Field service group is already being proactive to contact customers ahead of sending letters.

Planned Dealer Notification Date : SEP 19, 2023 - SEP 19, 2023

Planned Owner Notification Date : SEP 19, 2023 - SEP 19, 2023

\* NR - Not Reported