

# Part 573 Safety Recall Report

# 23V-749

**Manufacturer Name :** PACCAR Incorporated**Submission Date :** APR 11, 2024**NHTSA Recall No. :** 23V-749**Manufacturer Recall No. :** 23PBK**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST  
BELLEVUE WA 98004

Company phone : 940 591 4220

**Population :**

Number of potentially involved : 9

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2024-2024 Peterbilt 520

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

**Descriptive Information :** The recall population is vehicles built with certain Cummins L9N engines identified to PACCAR, in conjunction with Cummins Recall 22E080. The number of vehicles equipped with these engines which are being recalled is 9.

Production Dates : AUG 01, 2023 - SEP 14, 2023

VIN Range 1 : Begin : 3BPDX20X9RF116043 End : 3BPDX20X9RF118097  Not sequential**Description of Defect :**

**Description of the Defect :** The studded flange cap screw may have been built with incorrect length leading to the screw bottoming out while installing the lifting bracket to the cylinder head on engines built with certain lifting bracket options (LA9241, LA 9242, LA 9353, LA 9805, and LA 9730). Reference Cummins recall 23E-080.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** As described in Cummins Recall 23E080, the rear lifting bracket may detach from the cylinder head while the engine is being lifted, possibly causing the engine to swing or fall, potentially resulting in personal injury.

**Description of the Cause :** As described in Cummins Recall 23E080, the flanged studs that attach the rear lifting bracket to the cylinder head may have been 30mm long instead of 25mm long as required on the component drawing. This could allow the stud(s) to bottom out in the threaded hole(s) in the cylinder head, resulting in a lack of clamp load on the lifting bracket.

**Identification of Any Warning that can Occur :** None.

**Involved Components :**

Component Name 1 : Hexagon Double Ended Flange Stud

Component Description : Flanged Stud attaching rear lifting bracket to cylinder head

Component Part Number : 3944061

**Supplier Identification :****Component Manufacturer**

Name : Cummins Inc.

Address : 500 Jackson Street  
Columbus Indiana 47201

Country : United States

**Chronology :**

10-24-23: Peterbilt received notification from Cummins in an OEM Notification Letter.

10-25-23: Cummins notified Peterbilt Safety and Compliance that a NHTSA equipment recall (ID 23E-080) was filed for certain Cummins L9N engines that are equipped with lifting brackets with incorrect length flanged stud(s) that may detach from the cylinder head while the engine is being lifted, possibly causing the engine to swing or fall. Cummins provided the list of engine serial numbers (ESN) that may be affected. PACCAR began to review the affected population provided by Cummins.

10-27-23: Peterbilt Safety and Compliance held a meeting with Cummins to discuss the scope of the recall and actions taken by Cummins.

10-31-23: Peterbilt Safety and Compliance presented investigation to Peterbilt Safety Committee and concluded with concurring with Cummins that safety related defect does exist.

As of 10-31-23, PACCAR received 0 warranty claims and zero report(s) about trucks in the field that may be related between July 2023 and August 2023. Zero reports of deaths or injuries have been received.

## Description of Remedy :

Description of Remedy Program : As described in Cummins Recall 23E080, Inspect and replace, if required, the flanged stud in the rear lifting bracket arrangement with the correct length flanged stud.

Peterbilt Safety and Compliance was informed that 3 vehicles out of the population have been inspected/repared. Notification letters will be sent only to owners that have not yet received the repair.

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 : The remedy component is shorter (by 5mm) than the incorrect flanged stud used on the rear lifting bracket.

Identify How/When Recall Condition was Corrected in Production : Cummins attained clean point and sorted in house inventory. On September 16th, 2023, Cummins made corrections in production by using flanged studs with the correct length.

## Recall Schedule :

Description of Recall Schedule : Owners will be notified within 60 days. Cummins began repairing vehicle in the field prior to the filing of this report.

Owner notifications for remedy availability were sent on 12/13/2023.

Planned Dealer Notification Date : JAN 07, 2024 - JAN 07, 2024

Planned Owner Notification Date : JAN 07, 2024 - JAN 07, 2024

\* NR - Not Reported