

Part 573 Safety Recall Report**15V-457****Manufacturer Name :** PACCAR Incorporated**Submission Date :** JUL 18,2015**NHTSA Recall No. :** 15V-457**Manufacturer Recall No. :** 15KWK**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Company phone : 999-999-9999

Population :

Number of potentially involved : 334

Estimated percentage with defect : 0

Vehicle Information :

Vehicle : 2016-2016 Kenworth T440, T470, T660, T680, T800, T880, and W900.

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Service brake valve piping improperly connected

Production Dates : FEB 16, 2015 - MAR 09, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : The SR-7 spring brake valve assembly has two service brake connections that provide the valve with feedback from the primary and secondary service brake applications. These two service brake connections were incorrectly reversed during installation.

FMVSS 1 : 121 - Air brake systems

FMVSS 2 : NR

Description of the Safety Risk : If the SR-7 valve is piped incorrectly and there is normal reservoir pressure, the SR-7 valve will function properly. However, in the event of a failure in the primary or secondary circuit, the redundant circuit would not provide adequate service brake functionality and the truck would not meet FMVSS 121 S5.7.1 Emergency Stopping Distance requirements. The loss of service brake effectiveness may increase the risk of a crash that could result in personal injury or property damage.

Description of the Cause : Improper installation of service brake connections at factory

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

March 7, 2015 - The Kenworth Chillicothe factory discovered that service feedback lines #16 and #68 on the SR-7 Valves had been reversed during installation. The incorrect piping was brought to the attention of the on-site plant liaison engineers.

March 9, 2015 - The Chillicothe plant engineers reported the issue to Kenworth Division Engineering. The reverse installation of the service feedback lines in question was found to have started on February 23, 2015.

March 10, 2015 - Chillicothe plant QA inspected all affected chassis on site and corrected the piping on trucks with the issue. Kenworth Division Engineering contacted Bendix for SR-7 valve functionality and the impact from incorrect piping.

April 2, 2015 - Chillicothe plant identified all potentially affected chassis and established containment dates for production.

April 30, 2015 - Kenworth Safety Committee met to discuss the investigation and findings to date. The committee requested an examination of the impact on stopping distance in the event of a failure of the primary or secondary air systems. The investigation continued.

July 10, 2015 - The Safety Committee reconvened after further investigation had been completed and determined a noncompliance exists with the emergency stopping distance requirements of FMVSS 121 S5.7.1

Description of Remedy :

Description of Remedy Program : The remedy will consist of inspecting vehicles and removing and reconnecting the air lines to the correct ports of the SR-7 valve on any chassis found to be piped incorrectly. Kenworth will notify customers and dealers will perform the service free of charge.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Customer letters will be mailed within 60 days

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : SEP 17, 2015 - NR

* NR - Not Reported