

PACCAR Inc

Law Department

March 21, 2003

SENT VIA FACSIMILE (202) 366-7882 & AIRBORNE EXPRESS

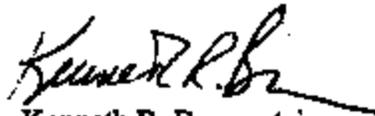
George Person, Chief
Recall Management Division
Office of Defects Investigation (NEF-111)
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street SW, Room 5319
Washington, D.C. 20590

**Re: Phillips Trailer Light Line
Kenworth Recall No.: 03KW1
NHTSA Recall No.: 03V-045**

Dear Mr. Person:

Enclosed are three (3) copies of the notification letter that was sent by Kenworth Truck Company to its dealers/service managers on March 12, 2003. Also enclosed are three (3) copies of the owner notification letter that was mailed on March 14, 2003.

Very truly yours,


Kenneth R. Brownstein
Senior Counsel

KRB:ptg
Enclosure

E-mail: kenn.brownstein@paccar.com

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OFFICE OF DEFECTS
INVESTIGATION

7356



03V-045

Department	Customer Service	
Category	Product Recall	
Title	Phillips Trailer Light Line	
Number	03KW1	
Initial Release Date	03/12/03	Page 1 of 6
Revision Date		

Recall

FEDERAL RECALL CAMPAIGN 03KW1

ALL MODELS BUILT MAY 23, 2002 THROUGH FEBRUARY 19, 2003 AT THE CHILLICOTHE, RENTON AND STE. THERESE PLANTS WITH PHILLIPS TRAILER LIGHT CORDS

Kenworth Truck Company has decided that all Kenworth models built with Phillips trailer light cords (straight and coiled) between May 23, 2002 and February 19, 2003, fail to comply with the requirements of the U.S. and Canadian Federal Motor Vehicle Safety Standard No. 121, "Air Brake Systems, - (Lack of) Antilock power circuit for towed vehicles" and Standard No.108, "Lamps, Reflective Devices, and Associated Equipment, - Required motor vehicle lighting equipment (trailer lighting equipment must function)". A total of 7,750 U.S. and 1,079 Canadian trucks are involved in the campaign. The Chassis, Dealer / Chassis lists and a copy of the customer letter are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator of "03KW1" in the campaign field.

SITUATION

Kenworth Field Service found excessive corrosion present in the Phillips trailer light cord and Pollak receptacle connector. The Phillips trailer light cord is connected to what was Kenworth's standard (Pollak) 7-way connector mounted at the back the cab or sleeper. This issue affects only chassis with trailer connections. Further investigation found that Phillips removed a rubber grommet from the light cord connector in May 2002. It was determined that missing a grommet can cause significantly more corrosion in the connection. This can cause intermittent flickering/flashing of the trailer lights and/or loss of power for the trailer antilock brake system, or in extreme cases a fire may occur.

RESOLUTION

Kenworth initiated a recall to inspect and repair any suspect trailer light line cord connections. Refer to the attached procedure for inspection and repair of the trailer light line and connector.

It is a violation of Federal law for a dealer to sell or lease new vehicles covered by this recall until the defect or noncompliance has been corrected.

WARRANTY

File the appropriate quick claim for reimbursement of this recall repair.

03K1A	Corrosion inspection of both the light cord and the truck connector (only-no parts needed replacement), and add light cord grommet. Allow 0.25 hour labor.
03K1B	Corrosion inspection of both the light cord and the truck connector, and replace the light cord plug. Allow 0.6 hour labor.
03K1C	Corrosion inspection of both the light cord plug and the truck connector, and replace the tractor connector, and add light cord grommet. Allow 0.75 hour labor.
03K1D	Corrosion inspection of both the light cord and the truck connector, and replace the light plug connector (includes grommet) and the tractor/truck connector. Allow 1.0 hour labor.

Federal Recall Campaign 03KW1 All Models Built May 23, 2002

PARTS

If required, the following parts will be available from PACCAR Parts.

Quantity	Part Number	Description
2	16-004KWPHM	Grommet
1	16-720 or 15-720	Phillips connector, plastic Phillips connector, metal
1	16-730	Phillips Light Line Plug

i **NOTE:** This recall applies only to the connector on the truck or tractor and the truck or tractor end of the detachable light line. Any work done to the trailer end of the light line will be filed under normal warranty.

PROCEDURE

1. Park the vehicle on a level surface and apply the park brakes. Turn the ignition switch to the "off" position and remove the keys. Be certain that all electrical power to the trailer connector is turned off, or disconnected, prior to this procedure.
2. Remove the detachable portion of the trailer light line from the truck and trailer. Inspect the plugs for any signs of corrosion, arching or over heating. If any of these are present, replace the 16-730 light line plug, being certain that 16-004KW grommets are installed.

If the plugs do not have any visible signs of corrosion or over heating, install the 16-004KW grommets in the plugs per the following procedure.

- a. Using Channel lock pliers, unscrew cable guard from back of plug.



b. Pull cable guard back to access cable clamp.



c. Pull cable clamp back out of plug housing.



d. Slide grommet with slit over cable.



e. Push grommet into housing.



f. Push cable clamp over grommet.



Federal Recall Campaign 03KW1 All Models Built May 29, 2002

- g. Push cable guard over cable clamp into housing.



- h. Reinstall cable guard using channel lock pliers.



- i. For identification purposes, apply a strip of black electrical tape around the cable just behind the cable clamp.
3. Remove the rubber boot from the truck portion of the light line connection. Inspect both sides of the connector for signs of corrosion, arcing or overheating. The photo below shows the maximum allowable corrosion.

Federal Recall Campaign 03KW1 All Models Built May 23, 2002



If corrosion exceeds this limit, the connector must be replaced using either a Phillips 16-720 (plastic body) or a Phillips 15-720 (metal body) connector. If the wire ends are corroded, they must be trimmed and solder dipped prior to insertion into the body of the connector, the set screws must be tightened to 7-9 inch pounds.

4. Connect the light line to the truck and trailer, then check all circuits for proper operation.



March 14, 2003

Dear Kenworth Owner,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kenworth Truck Company has decided that all Kenworth models built with Phillips trailer light cords (straight and coiled) between May 23, 2002 and February 19, 2003, fail to comply with the requirements of the U.S. Federal Motor Vehicle Safety Standard No. 121, "Air Brake Systems, S5.1.6.3 - (Lack of) Antilock power circuit for towed vehicles" and Standard No. 108, "Lamps, Reflective Devices, and Associated Equipment, S5.1 - Required motor vehicle lighting equipment (trailer lighting equipment must function)". The subject vehicles were manufactured with a Phillips trailer light cord. Your truck was manufactured with this configuration.

Kenworth Truck Company has found excessive corrosion present in the Phillips trailer light cord and Pollak receptacle (connector) connection. The Phillips trailer light cord is connected to the Pollak 7-way connector mounted to either the back of a cab or sleeper. This issue affects chassis with trailer connections only. It was determined that missing a grommet can cause significantly more corrosion in the connection. This can cause intermittent flickering/flashing of the trailer lights and/or loss of power for the trailer antilock brake system, or in extreme cases a fire may occur.

Kenworth has initiated a recall to correct this condition by installing the missing grommet, inspecting the plug and connector and if necessary, replacing any suspect trailer light cord plugs and/or connectors. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have this work completed. This work may take up to an hour and will be performed at no charge to you.

If you believe you had this repair made prior to receiving this notification, please contact your nearest dealership for possible reimbursement.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000, Attn: Customer Service Department, phone 425-828-5000.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Safety Assurance, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll free auto safety hotline at 1-888-327-4236.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

If you no longer own this vehicle, we would appreciate your advising us of the new owner if you know their name. The enclosed card may be used for this purpose.

We regret any inconvenience that this work may cause.

Sincerely,

Rick Drollinger

Director of Customer Service