

January 19, 2009

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

George H. Person  
Chief, Recall Management Division  
Office of Defects Investigation (NEF-111)  
Safety Assurance  
National Highway Traffic Safety Administration  
1200 New Jersey Ave SE  
Washington, D.C. 20590

Re: **Updated 573 notification for recall number 08V-485.  
Brake Assemblies and Airglide (AG) 400 Rear Suspension with Long Stroke Brake  
Chambers and Wide Based Tires  
Kenworth Recall No.: 08KWB**

Dear Mr. Person:

PACCAR Inc is furnishing an updated notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports." This motor vehicle safety defect involves vehicles manufactured by the Kenworth division of PACCAR Inc.

Description of the Defect

A vehicle configuration which includes an AG400 rear suspension, long stroke brake chambers and wide base tires (super singles), may develop an increase in lateral and vertical axle movement. This movement may cause part or parts of the brake assembly (i.e., brake cam tube support, brake chamber bracket, brake spider) to develop fatigue cracks, possibly resulting in the failure of the part or parts within the brake assembly. A failure can reduce braking performance of the affected wheel end brake assembly.

Identification of Affected Vehicles

Kenworth has identified 130, 2004 through 2009 model year vehicles, models T2000, T800, T600, W900 and T660, manufactured between July 7, 2003 and September 11, 2008.

Chronology of Events Leading to Recall

On August 26, 2008, NHTSA notified Kenworth it had received two vehicle owner questionnaires related to the failure of brake assemblies in two 2007 T2000 trucks. At the time of NHTSA's inquiry, Kenworth's Safety & Compliance Department had been investigating the issue based on warranty data.

In the two week period subsequent to NHTSA's inquiry, Kenworth identified a particular vehicle configuration (involving a AG400 rear suspension, long stroke brake chambers and wide base tires (super singles) as a significant contributor to brake assembly fatigue cracking. Kenworth

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Safety & Compliance notified NHTSA of its findings and decided that Kenworth would notify customers with the above stated configuration of this potential safety defect.

Description of Remedy

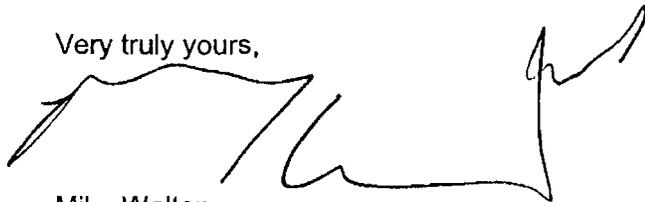
The remedy will be inspection of the rear axle brake assembly, replacement of cracked rear axle brake assembly components (where required) and installation of the cam tube support brackets on all of the rear axle wheel ends.

Identification of Recall Schedule

The Kenworth number for this campaign is "08KWB."

Please let me know if you have any questions or concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Mike Walton". The signature is stylized and somewhat cursive, with a prominent loop at the end.

Mike Walton  
Counsel

cc: Patricia Wallace, NHTSA  
Delia Lopez, NHTSA

MKW:kaf

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