

ASB

PACCAR

Law Department

May 13, 1999

RECEIVED

MAY 27 PM 6:57

OFFICE
DEFECTS INVESTIGATION

99V-055.003

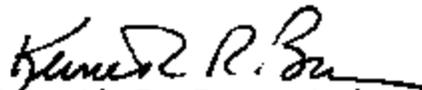
Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: Safety Recall Campaign 98KW1
Chassis Built with Meritor Automatic Slack Adjusters All
Models Built Between January 11, 1999 and April 7, 1999.

Dear Sir:

Enclosed are (3) copies of notification letters, which were
mailed by Kenworth Truck Company to its dealers/service managers
on April 15, 1999, and mailed to customers on April 30, 1999.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:mab
C99KW1-4r.DOC

EXECUTIVE SECRETARIAT
MAY 25 PM 4:07
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE



DEPT:	CUSTOMER SERVICE
CATEGORY:	Product Recall
TITLE:	Campaign 99KW1 Meritor Auto. Slack Adjusters
NUMBER:	C-E-089 PG: 1 OF 1
DATE:	4/15/99
VALID UNTIL:	Superseded

A Division of PACCAR

**FEDERAL RECALL CAMPAIGN 99KW1
CHASSIS BUILT WITH MERITOR AUTOMATIC SLACK ADJUSTERS
ALL MODELS BUILT BETWEEN JANUARY 11, 1999 AND APRIL 7, 1999**

Kenworth Truck Company has determined that a defect which relates to motor vehicle safety may exist in certain Kenworth vehicles built between January 11, 1999 and April 7, 1999. A total of 238 United States and 75 Canadian vehicles are involved in the campaign. The chassis list, sorted by dealer, and a customer letter are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator "99KW1" in the "Campaign" field.

SITUATION

The Meritor Automatic Slack Adjuster may not have been properly torqued to the specified value of 15-20 lbs.-ft. The automatic slack adjuster on these vehicles may lose adjustment in service due to normal brake wear. It is possible that this may go undetected during normal routine inspections, and may lead to ineffective braking and increased vehicle-stopping distance.

RESOLUTION

Kenworth Truck Company requests that all trucks on the enclosed chassis list be inspected to verify guide pawl cap torque value on the automatic slack adjusters. Tighten the guide pawl cap to 15-20 lbs.-ft torque per attached diagram.

PARTS

No parts are required for this service.

WARRANTY

Submit a DWC quick claim 99KW1 for retorquing of the automatic slack adjuster which allows for 18 minutes to complete the repair.

TRANSMITTAL/HANDLING INSTRUCTIONS

RETAIN:

Dealer Principal Service Manager
 Truck Manager Warranty Manager
 Parts Manager Other

Supersedes #: Dated:
Questions? Call: Recall Specialist
(425) 828-5418



TECHNICAL BULLETIN

Check Pull Pawl Assemblies for Meritor Automatic Slack Adjusters Shipped Between January 8, 1999, and January 14, 1999

Check that the torque for all automatic slack adjuster (ASA) pull pawls is 15-20 lb-ft (20-27 N·m). Meritor requires this inspection because some ASAs shipped between January 8, 1999 (Julian date 99 8), and January 14, 1999 (Julian date 99 14) could have loose pawl assemblies. To locate an ASA's shipping date, refer to the Julian date printed on the label attached to the ASA. **T**

For complete maintenance and service instructions on Meritor's PayMaster® Automatic Slack Adjusters, refer to Maintenance Manual No. 4B, *PayMaster® Automatic Slack Adjuster*. To order a copy of this publication, call Meritor's Customer Service Center at 800-535-5580.

Inspect and Tighten the Automatic Slack Adjuster Pull Pawl

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Serious personal injury can result.

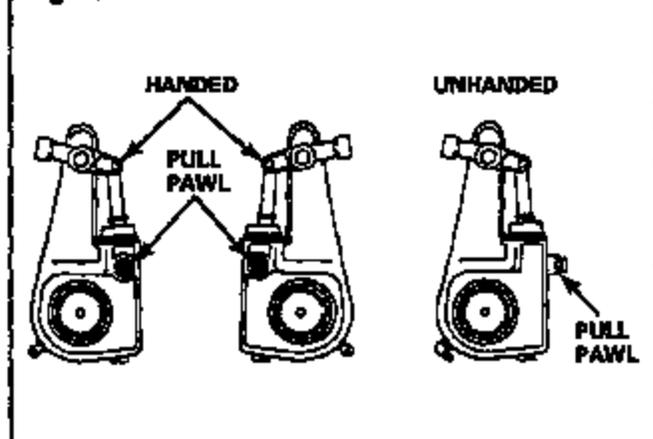
1. Park the vehicle on a level surface and block the wheels.

⚠ WARNING

When you work on a spring chamber, carefully follow the service instructions of the chamber manufacturer. Sudden release of a compressed spring can cause serious personal injury.

2. If the brake has a spring brake, compress and lock the spring, so that the brake is released completely. Check that no air pressure remains in the service half of the air chamber.
3. Locate the automatic slack adjuster pull pawl. The pull pawl is located in one of three possible locations. Figure 1.

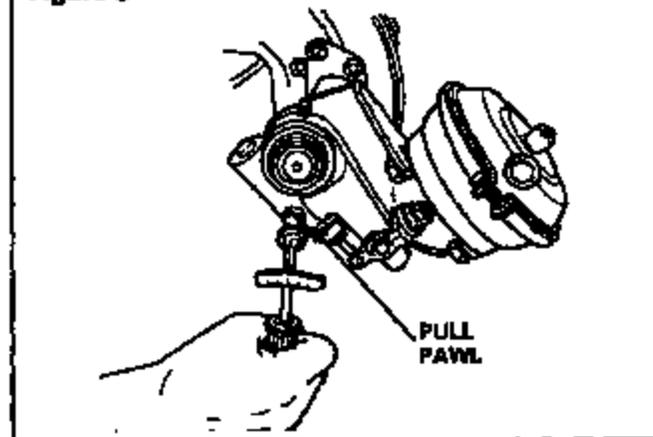
Figure 1



NOTE: Use a crow's foot wrench or adapter when the pull pawl is difficult to access.

4. Use a dial-type or click-type torque wrench fitted with a 3/4-inch socket to tighten the pull pawl to 15-20 lb-ft (20-27 N·m). Figure 2. **T**

Figure 2



(Date)

Dear Sir/Madam,

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

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety may exist in certain Kenworth truck models built between January 11, 1999 and April 7, 1999. Your Kenworth truck was manufactured during this period and may have been manufactured with incorrectly torqued automatic slack adjusters.

Kenworth was notified by Meritor that the Meritor automatic slack adjuster may not be torqued to the specified value of 15 - 20 lbs.-ft. The automatic slack adjuster on these vehicles may lose adjustment in service due to normal brake wear. It is possible that this may go undetected during normal routine inspections and lead to ineffective braking and increased vehicle stopping distances. This could lead to loss of vehicle control and/or vehicle crash without prior warning.

Meritor has initiated a recall campaign to inspect and retorque the automatic slack adjuster. This procedure should take approximately one-half hour. All work will be performed at no charge to you. Please contact your nearest Kenworth dealer and make arrangements to have the inspection performed.

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 98033-9923; Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time or without charge, you may submit a complaint to: Director, Vehicle Safety and Energy Operations, Road Safety and Motor Vehicle Regulation, Transport Canada, Ottawa, Ontario K1A 0N5.

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

We regret any inconvenience that this may cause. We are convinced that it is essential to the safe operation of your truck.

Sincerely,

Morten Hopland
National Warranty Manager

PACCAR Inc

Law Department

May 13, 1999

Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

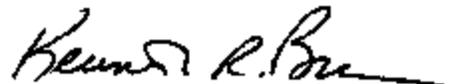
RE: Safety Recall 449-A (PACCAR Number 99-PB-01)
Meritor Automatic Slack Adjusters
Expiration Date: None

99V-055.003

Dear Sir:

Enclosed are (3) copies of notification letters, which were mailed by Peterbilt Motors Company to its dealers/service managers on May 3, 1999, and mailed to customers on May 10, 1999.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:mab
99-78-01.DOC



TECHNICAL BULLETIN

Check that the torque for all automatic slack adjuster (ASA) pull pawls is 15-20 lb-ft (20-27 N·m). Meritor requires this inspection because some ASAs shipped between January 8, 1999 (Julian date 99 8), and January 14, 1999 (Julian date 99 14) could have loose pawl assemblies. To locate an ASA's shipping date, refer to the Julian date printed on the label attached to the ASA. 

For complete maintenance and service instructions on Meritor's PayMaster® Automatic Slack Adjusters, refer to Maintenance Manual No. 4B, *PayMaster® Automatic Slack Adjuster*. To order a copy of this publication, call Meritor's Customer Service Center at 800-536-5560.

Inspect and Tighten the Automatic Slack Adjuster Pull Pawl

WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Serious personal injury can result.

1. Park the vehicle on a level surface and block the wheels.

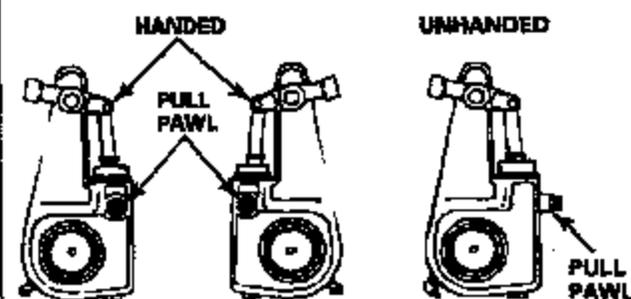
WARNING

When you work on a spring chamber, carefully follow the service instructions of the chamber manufacturer. Sudden release of a compressed spring can cause serious personal injury.

2. If the brake has a spring brake, compress and lock the spring, so that the brake is released completely. Check that no air pressure remains in the service half of the air chamber.
3. Locate the automatic slack adjuster pull pawl. The pull pawl is located in one of three possible locations. Figure 1.

Check Pull Pawl Assemblies for Meritor Automatic Slack Adjusters Shipped Between January 8, 1999, and January 14, 1999

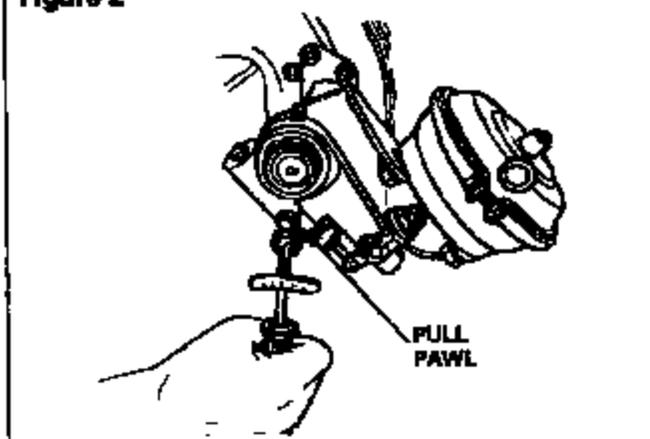
Figure 1



NOTE: Use a crow's foot wrench or adapter when the pull pawl is difficult to access.

4. Use a dial-type or click-type torque wrench fitted with a 3/4-inch socket to tighten the pull pawl to 15-20 lb-ft (20-27 N·m). Figure 2. 

Figure 2



Free Stroke Measurement

CAUTION

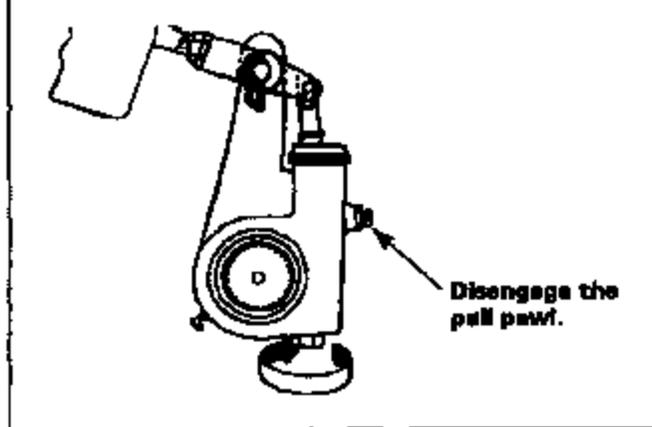
You must disengage a pull pawl or remove a conventional pawl before rotating the manual adjusting nut, or you will damage the pawl teeth. A damaged pawl will not allow the slack adjuster to automatically adjust brake clearance. Replace damaged pawls before putting the vehicle in service.

NOTE: During preventive maintenance on an in-service brake, check both the free stroke as described below and the adjusted chamber stroke.

On some applications, you may find the in-service free stroke to be slightly longer than specified in Step 5. However, this is not necessarily a concern, as long as the adjusted chamber stroke is within the limits shown in the Commercial Vehicle Safety Alliance (CVSA) charts at the end of this publication.

1. Disengage the pull pawl.
2. Turn the adjusting nut in the direction shown in **Figure 3** until the linings touch the drum and then turn the adjusting nut in the opposite direction 1/2 turn.

Figure 3



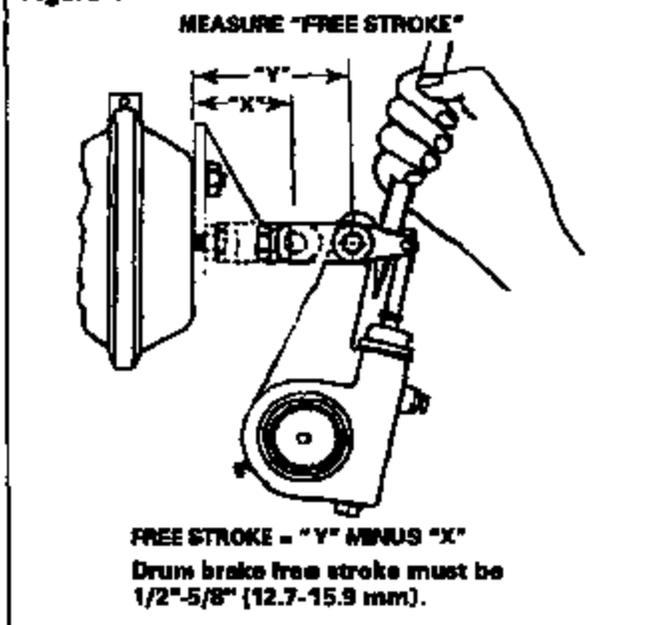
3. Measure the distance from the center of the large clevis pin to the bottom of the air chamber while the brake is released. Refer to "X" in **Figure 4**.
4. Use a pry bar to move the slack adjuster so that the linings are against the drum (applying the brakes). Measure the same distance again while the brakes are applied. Refer to "Y" in **Figure 4**.

CAUTION

Do not set **FREE STROKE** shorter than specifications set by the Commercial Vehicle Safety Alliance (CVSA) charts. If **FREE STROKE** is too short, linings can drag and damage the brake.

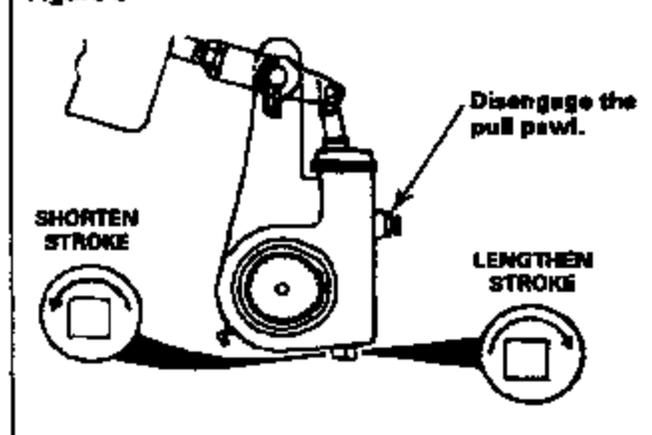
5. The difference between measurement "X" and measurement "Y" is the **FREE STROKE**, which sets the clearance between the linings and drum (rotor). **FREE STROKE** for drum brakes must be within 1/2-inch - 5/8-inch (12.7-15.9 mm). **Figure 4**.

Figure 4



6. If it is necessary to adjust the stroke, turn the adjusting nut 1/8 turn in the direction shown in **Figure 5** and check the stroke again. Continue to measure and adjust the stroke until it is adjusted correctly.
7. Release the pull pawl.

Figure 5



Check the Automatic Slack Adjuster

1. Disengage the pull pawl.
2. Lengthen the stroke by rotating the adjusting nut four (4) clockwise turns.
3. Release the pull pawl.
4. Use a pry bar to move the slack adjuster so that the linings are against the drum (applying the brakes).
5. Measure the FREE STROKE. Refer to the "Free Stroke Measurement" section of this publication.
 - If the automatic slack adjuster adjusts correctly: Proceed to the next step.
 - If the automatic slack adjuster does not adjust correctly: Refer to Section 8 of Meritor Maintenance Manual No. 4B. To order this publication, call Meritor's Customer Service Center at 800-535-5560.

WARNING

When you work on a spring chamber, carefully follow the service instructions of the chamber manufacturer. Sudden release of a compressed spring can cause serious personal injury.

6. If the brake has spring chambers, carefully release the spring.
7. Adjust the brakes. Refer to Maintenance Manual No. 4B, *PayMaster® Automatic Slack Adjuster*.
8. Remove the blocks from the wheels.
9. Test the vehicle to ensure that the brake system is operating correctly before you return the vehicle to service.

Commercial Vehicle Safety Alliance (CVSA) North American Out-of-Service Criteria Reference Charts

"Standard Stroke" Clamp-Type Brake Chamber Data

Type	Outside Diameter (inches)	Brake Adjustment Limit (inches)
6	4-1/2	1-1/4
9	5-1/4	1-3/8
12	5-4/16	1-3/8
16	6-3/8	1-3/4
20	6-25/32	1-3/4
24	7-7/32	1-3/4
30	8-3/32	2
36	9	2-1/4

"Long Stroke" Clamp-Type Brake Chamber Data

Type	Outside Diameter (inches)	Brake Adjustment Limit (inches)
16	6-3/8	2.0
20	6-25/32	2.0
24	7-7/32	2.0
24*	7-7/32	2.5
30	8-3/32	2.5

* For 3" maximum stroke type 24 chambers

NOTE: A brake found at the adjustment limit is not a violation.



Meritor Heavy Vehicle Systems, LLC
2136 West Maple Road
Troy, MI 48064 U.S.A.
800-538-5680
www.meritorauto.com

Information contained in this publication was in effect at the time the publication was approved for printing and is subject to change without notice or liability. Meritor Heavy Vehicle Systems, LLC, reserves the right to revise the information presented or discontinue the production of parts described at any time.

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A DIVISION OF PACCAR

**Dealer Warranty Claim
Full Truck**

Claim Information - Truck Claim (Screen 1)

Claim Type: C	New/Carr/Appeal	Sequence Number
Spec. Warranty Type	Campaign Number 499-A	Policy Number
Dealer Initials	Dealer Com. Code	Pre-Auth. Number
Customer Name	Customer City/State	

Chassis Information

Selling Dealer:	No. Trucks:	Model:
Plant/ Chassis:	Delivery Date:	NIS: <input type="checkbox"/>
K/M Mileage:	Service Type:	

Repair Information

Repair Ord/Inv. No:	Repair Date:	Vendor Code:
Fail Comp. Brand:	Fail Comp. Model:	Fail Type: 451
Fail Comp. Serial:	Accident (Y/N):	Pri Failed Part No:
Fail Comp. Location 013 002 028	Resp. Code:	NSI Number:

Dealer Communications - Truck Claim (Screen 2, Use form back if needed)

Complaint	SAFETY RECALL 499-A COMPLETED PER INSTRUCTIONS	Seq. No.
Cause		
Correction		

Parts/Labor Information

Requested Prorated Pct:	Part Ship Date:	Loc.
Total Amount Claimed:	Doc. Ship Date:	
Sublet Type (E/N):	Sublet Number:	
Sublet Parts \$:	Sublet Labor \$:	

Labor

	Labor Code	Labor Hrs.		Labor Code	Labor Hrs.		Labor Code	Labor Hrs.
	999-003	0.3						

Dealer Warranty Claims - Truck Claim Parts List (Screen 3)

Part Number	Part Description	Dealer Net	Qty	Seq. No.	
				Source	Return

Part Line Edit (on screen buttons)

Part Number	Part Description			Dealer Net	Qty	Source	Rt. Pt.
Add part line	Edit Part Line	Delete Part Line	Import Pick List				