

PACCAR Inc
Law Department

March 27, 2003

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

Attn: Mr. George Person

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

Re: ArvinMeritor FF98x series non-drive steer axle hubs
Kenworth Recall No.: 03KW2
Peterbilt Recall No.: 303-A

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Dear Mr. Person:

On March 26, 2003, PACCAR determined that a defect which relates to motor vehicle safety exists in the motor vehicles described below, and is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports."

Description of the Defect

SKF supplies hub units to ArvinMeritor for assembly into the unitized FF981 axle assembly. SKF has identified a total population in the industry of 18,719 hub units at risk of premature spalling, hub units with an improperly honed component, and hub units with surface irregularities on the sealing surface. These defects have caused premature spalling of the affected bearings and will eventually lead to a break down of the bearing. ArvinMeritor has demonstrated by track and road tests that the operator should have ample forewarning of an impending failure by activation of the ABS warning light, pronounced steering wheel vibration, brake drag, pulling and a noisy front-end. However, the industry is aware of at least 84 cases of progressive failure (wheel off or fire) events.

Identification of Affected Vehicles

Peterbilt has identified approximately 250 vehicles built at the Denton and Madison plants during the effected time periods identified by ArvinMeritor. Kenworth has not identified effected vehicles at this time. However, Peterbilt and Kenworth are awaiting from ArvinMeritor

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identification of affected axles, by axle serial number, which will define the exact population. Kenworth and Peterbilt will initiate a Safety Recall of all affected chassis.

Chronology of Events Leading to Recall

Kenworth and Peterbilt received the NHTSA notification from SKF USA Inc. dated March 10, 2003. In this filing SKF determined a defect exists but did not believe the defect related to motor vehicle safety. However, on or around March 26, 2003, the respective Kenworth and Peterbilt Product Safety Committees concluded this was indeed a safety related defect due to the number of progressive incidents and concurred that a safety recall should be initiated.

Description of Remedy

At this time a remedy has not been determined. However, it is being developed in conjunction with ArvinMeritor and SKF.

Reimbursement Prior to Recall

PACCAR is submitting a general reimbursement plan simultaneously with this notification. The start date for the reimbursement period will be one year prior to issuing this notification, March 27, 2002. The end date for the reimbursement will be 10 days after the last mailing of the initial owner notification pursuant to 49 CFR 577.5.

Identification of Recall Schedule

Kenworth and Peterbilt anticipate that the owner notification campaign will be initiated within 30 days. Kenworth's number for this campaign is "03KW2". Peterbilt's identifier for this campaign is "303-A".

Very truly yours,


Kenneth R. Brownstein
Senior Counsel

KRB:ptg

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