



Law Department

March 31, 2003

03V-126 ① of ②

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

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MVS
2003 MAR 31 A 10:49
OFFICE OF DEFECTS INVESTIGATION

**Re: Meritor P 18x7 Rear Brake – Air Tank Volume Non-Compliance
Kenworth Recall No.: 03KW3**

Dear Mr. Person:

On March 27, 2003, Kenworth Truck Company decided that a non-compliance with Federal Motor Vehicle Safety Standard No. 49 CFR Part 571.121, S5.1.2.1 (Air Brake systems) exists in the motor vehicles described below. Kenworth is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports."

Description of the Defect

Certain T800 and C500 vehicles equipped with Meritor P 18x7 brakes w/ 36" brake chambers, were manufactured with a combined air reservoir volume less than 12 times the combined volume of all service brake chambers. Therefore, these vehicles do not meet the requirements of FMVSS 121 (S5.1.2.1) AIR BRAKE SYSTEMS. The air volume calculations were based on 18x7 brakes w/ 30" chambers.

Identification of Affected Vehicles

Based upon a search of manufacturing records, the following vehicles are involved:

Kenworth models T800 and C500 manufactured between January 21, 1991 and February 25, 2003. Kenworth determined the recall population is comprised of 45 vehicles in total.

Chronology of Events Leading to Recall

On March 24th Kenworth Application Engineering notified Design Engineering of a configuration error in one of their chassis. Upon further investigation, it was determined that the computer program that calculates air volume requirements was based on 30" chambers and did not take into account the 36" chamber on the Meritor axle. These chassis may not meet the FMVSS 121 (S5.1.2.1) requirement. Following further review by engineering, the Kenworth Safety Committee concurred on March 27, 2003 that a noncompliance condition existed that is not safety related.

Description of Remedy

All affected chassis with this axle\brake configuration, will require additional air volume. Based on the chassis configuration, this may be accomplished by adding an additional tank or changing one of the existing air tanks to a larger size.

Reimbursement Prior to Recall

Refer to the general reimbursement plan submitted by PACCAR. The start date for the reimbursement period will be one year prior to issuing this notification, March 28, 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 anticipates that the owner notification campaign will be initiated within 30 days. Kenworth's number for this campaign is "03KW3".

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:ptg

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