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DEFECTS

**PACCAR** Inc  
Law Department

June 23, 2009

09V-239  
(3 Pages)

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: **Bendix Drum Brake Assemblies, Wide Base Low Profile Tires and Airglide  
(AG) 400/460 Rear Suspensions  
Kenworth Recall No.: 09KW7**

Dear Mr. Person:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. This motor vehicle safety defect involves vehicles manufactured by the Kenworth division of PACCAR Inc. Peterbilt Motors Company is not affected by this recall.

Manufacturer - 573.6(c)(1)  
Kenworth Truck Company  
10630 NE 38th Pl  
Kirkland, WA 98033

Identification of Affected Vehicles - 573.6(c)(2)  
The Kenworth models affected are 2004 through 2009 model year T2000, T800, T600, W900 and T660 vehicles.

Population of Affected Vehicles - 573.6(c)(3)  
Kenworth has delivered approximately 3,423 vehicles (all U.S.) manufactured between April 23, 2003 and September 17, 2008 that may have the safety defect described below.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
The population of vehicles known to contain the defect is unknown at this time.

mike.walton@paccar.com

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Description of the Defect - 574.6(c)(5)

Increased brake excitation in a certain vehicle configuration which includes Bendix drum brakes, wide base low profile single tires, and an AG400 or AG460 rear suspension, due to its unique brake clocking and cam tube length, can cause fatigue and cracking to brake assembly components (i.e., brake cam tube mounting flanges, brake air chamber bracket, brake air chamber, brake spider). If undetected or ignored over an extended period of time, this potential cracking can cause a complete fracture of the cam tube, which could increase stopping distances and decrease parking brake hold capability.

Chronology of Events Leading to Recall - 574(c)(6)

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

In September 2008, Kenworth began testing in order to ascertain the root cause of the air brake chamber bracket and cam tube cracking, and to determine actual frequency profiles realized by the axle and brake assembly. The first test was an over the road test and the second an impact modal test. Kenworth determined that series 50 and 55 wide base low profile single tires can cause, in certain configurations, increased axle frequency content and brake excitation at the 40-50 Hz range.

Over the next several months, Kenworth then used both finite element analysis (FEA) and shake testing for further analysis. With respect to the FEA and shake testing, Kenworth utilized actual over the road data in order to change the test input function to a shaped Power Spectral Density (PSD) profile. This change permits a greater degree of confidence that results are representative of real world conditions.

Based on root cause analysis, FEA, shake testing, and warranty claim evaluation, as well as communications with Bendix, Kenworth has determined there is a significant distinction between the vehicle configuration which includes Bendix drum brakes, wide base low profile tires, and AG400 or AG460 rear suspension and other vehicle configurations. Kenworth has also determined that a cam tube support at the inner end of the cam tube is the best solution to resolve the resonant frequency issue.

Description of Remedy - 573.6(c)(8)

Kenworth authorized dealers will inspect the rear axle brake assembly, replace cracked rear axle brake assembly components where required, and install cam tube support brackets on all rear axle wheel ends.

Communications Sent to Dealers and Owners - 573(c)(10)

Kenworth anticipates notification will be made to dealers and customers within the next 30 days.

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Copy of Proposed Owner Notification Letter - 573.6(c)(11)

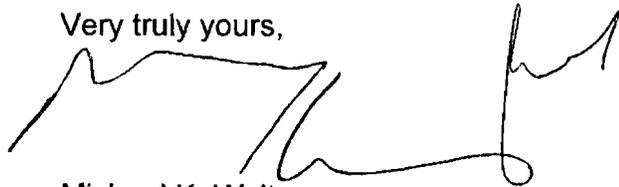
A draft of the customer letter will be sent for ODI to review and approve when available.

Identification of Recall Schedule - 573.6(c)(12)

The Kenworth number for this campaign is "09KW7."

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

Very truly yours,

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

Michael K. Walton  
Counsel  
PACCAR Inc

MKW: