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Law Department

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February 12, 2003

OFFICE OF  
DEFECTS INVESTIGATION

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

03V-045 ① of ②

**Re: Phillips Trailer Light Line  
Kenworth Recall No.: 03KW1**

Dear Mr. Person:

On February 5, 2003, Kenworth Truck Company determined that a defect exists which relates to motor vehicle safety and does not satisfy the requirements of S5.1.6.3 (Antilock power circuit for towed vehicles) of FMVSS-121, nor S5.5 (Special wiring requirements) of FMVSS-108 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

In May 2002, Phillips Industries, 12012 Burke Street, Santa Fe Springs, CA 90670, removed a rubber grommet from the trailer light line connector supplied to Kenworth. Kenworth chassis equipped with trailer connections are experiencing corrosion at the 7-way trailer connector with the light line because of the missing grommet. This causes intermittent flashing/flickering of the trailer lights. The elimination of this grommet allowed water to enter the connection and begin corroding, which can cause a short and/or possible fire hazard.

Identification of Affected Vehicles

Based upon preliminary information from an initial search of manufacturing records, the following vehicles are involved:

Kenworth models T300, T600, T800, W900, C500, T2000, and K100E manufactured between May, 23 2002 and February 14, 2003 equipped with trailer connections. From

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the initial review, Kenworth determined the recall population is comprised of 7,750 vehicles in total.

Chronology of Events Leading to Recall

Kenworth Field Service received calls that customers were bringing their vehicles to dealers with complaints about intermittent flashing/flickering of the trailer lights. Field Service investigated the complaint and found the light line connections had corrosion and in some cases shorted out. At that time Kenworth investigated its plants and suppliers to determine if any design or process changes occurred in the last 12 months. The investigation found that the supplier, Phillips, removed a rubber grommet from the light line connector in May 2002 without Kenworth's knowledge. Kenworth performed various tests to evaluate the light lines and determined that light lines without the grommet experienced corrosion. Kenworth received testing results from Phillips on February 5, 2003 confirming Kenworth's conclusions. Kenworth conducted a safety committee meeting to initiate the recall.

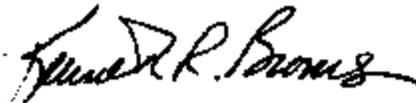
Description of Remedy

Vehicles involved in this campaign will be recalled. Phillips and Kenworth Engineering are currently developing an inspection and repair procedure. Phillips will install the missing grommet on all affected chassis. If a connector is found defective it will be replaced with a new connector.

Identification of Recall Schedule

Kenworth anticipates that the owner notification campaign will be initiated within 30 days. Kenworth's number for this campaign is "03KW1".

Very truly yours,



Kenneth R. Brownstein  
Senior Counsel

KRB:ptg

Email: [ken.brownstein@paccar.com](mailto:ken.brownstein@paccar.com)