

PACCAR Inc

Law Department

August 30, 2000

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, D.C. 20590

00V-246.102 (01)

Re: TRW Automotive Tie Rod and Draglink Ball Socket Recall
Peterbilt Recall No.: 800-G
Kenworth recall No.: 00KW03

Dear Sir or Madam:

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

Description of the Defect

TRW model 20-EDL ball sockets used on certain ArvinMeritor and Eaton axle tie rods as well as certain TRW draglinks may wear-out prematurely due to improper case depth and/or hardness of the ball-socket bearing. Premature wear-out can result in separation of the ball from the socket and loss of steering control. There are no known occurrences of separation on Kenworth or Peterbilt vehicles.

Identification of Affected Vehicles

In order to capture the defective ball sockets, PACCAR is recalling all Kenworth models produced between July 5, 1999 and November 12, 1999 as well as all Peterbilt models produced between July 5, 1999 and October 31, 1999 with the above identified front axle assemblies and/or draglinks. Estimates at this time are that 2000 Kenworth and 1260 Peterbilt vehicles may be involved.

Chronology of Events Leading to Recall

On August 23 and August 24, 2000, respectively, Kenworth Truck Company and Peterbilt Motors Company received notice of the defect from TRW. On August 28 and August 29, 2000, respectively, the Product Safety Committees met to address this defect.

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Description of Remedy

Recalled vehicles will be inspected to determine the production date of the tie rods and/or the draglink. If this date falls between July 5, 1999 and October 3, 1999, or can not be determined, replacement parts will be installed.

Identification of Recall Schedule

PACCAR anticipates that the owner notification campaign will be initiated within 30 days. The Peterbilt number for the campaign is "800-G". The Kenworth number for the campaign is "00KW03".

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

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PACCAR Inc

Law Department

February 15, 2001

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, D.C. 20590

00K-246.102

Re: TRW Automotive Tie Rod and Draglink Ball Socket Recall
Peterbilt Recall No.: 800-G
Kenworth recall No.: 00KW03

Dear Sir or Madam:

In the initial notification letter to the National Highway Traffic Safety Administration on August 30, 2000 regarding this recall, the number of Peterbilt and Kenworth vehicles involved was estimated. The need for this estimate was that detailed information was not yet available from TRW as to the exact range of dates that defective parts may have been shipped to Peterbilt and Kenworth. Following the submission of the original notification letter to NHTSA, the information was received from TRW and a more precise number of vehicles involved were determined.

For Peterbilt Motors Company, the original estimated number of vehicles involved was 1260. The actual number involved is 1550. Kenworth Truck Company's estimate was 2000 vehicles with the actual number involved reaching 4826.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

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