

PACCAR

Law Department

October 10, 2000

00V-246.102

Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: Federal Recall Campaign 00KW3
Chassis Built with Arvin Meritor & Eaton Axles With
TRW Tie Rod Ball Sockets
All Models Built Between July 7, 1999 and December 3, 1999
Expiration Date: None

Dear Sir:

Enclosed are (3) copies of the notification letters that were mailed by Kenworth Truck Company to its dealers/service managers on October 6, 2000 and to its customers on October 10, 2000.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:ksh
00KW3-DV doc

Enclosure

October 10, 2000

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety exists in Kenworth trucks built between July 7, 1999 and December 3, 1999, with a TRW Type 20-RDL model tie rod ball socket in the front axle. Your truck was built with this configuration.

Kenworth Truck Company was notified by TRW that chassis built with Arvin/Meritor and Eaton front axles with TRW Type 20-RDL model (tie rod) ball socket assemblies contain a heat-treated steel bearing with below specification case hardness and/or depth. This may cause premature wear-out of the socket and could eventually separate from the tie rod assembly, which could result in loss of vehicle control and/or vehicle crash without prior warning.

Kenworth has initiated a recall campaign to correct this condition. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have the tie rod ball socket assembly inspected and, if necessary, replaced. This work may take approximately 1½ hours, depending on the modification, and will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000; Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Enforcement, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll free auto safety hotline at 1-800-424-9393. Washington DC area residents may call 202-366-0123.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose.

We regret any inconvenience that this may cause. We are convinced that this work is essential to the safe operation of your truck.

Sincerely,

Morten Hopland
National Warranty Manager

October 10, 2000

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the Canada Motor Vehicle Safety Act.

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety exists in Kenworth trucks built between July 7, 1999 and December 3, 1999, with a TRW Type 20-BDL model tie rod ball socket in the front axle. Your truck was built with this configuration.

Kenworth Truck Company was notified by TRW that chassis built with ArvinMeritor and Eaton front axles with TRW Type 20-BDL model (tie rod) ball socket assemblies contain a heat-treated steel bearing with below specification case hardness and/or depth. This may cause premature wear-out of the socket and could eventually separate from the tie rod assembly, which could result in loss of vehicle control and/or vehicle crash without prior warning.

Kenworth has initiated a recall campaign to correct this condition. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have the tie rod ball socket assembly inspected and, if necessary, replaced. This work may take approximately 1 1/2 hours, depending on the modification, and will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000; Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Director, Vehicle Safety and Energy Operations, Road Safety and Motor Vehicle Regulation, Transport Canada, Ottawa, Ontario K1A 0N5.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose.

We regret any inconvenience that this may cause. We are convinced that this work is essential to the safe operation of your truck.

Sincerely,

Morten Hopland
National Warranty Manager

PACCAR Inc

Law Department

October 10, 2000

00V-246.102

Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: Safety Recall #800-G
20-EDL Model Ball Sockets
Expiration Date: None

Dear Sir:

Enclosed are (3) copies of the notification letters that were mailed by Peterbilt Motors Company to its dealers/service managers on October 2, 2000, and to its customers on October 10, 2000.

Very truly yours,

Kenneth R. Brownstein
by *KRB*

Kenneth R. Brownstein
Senior Counsel

KRB:kah
10/10/00-03:12:42c

Enclosure

October 2, 2000

**SUBJECT: SAFETY RECALL #800-G
20-EDL MODEL BALL SOCKETS
EXPIRATION DATE: NONE**

Dear Sir/Madam:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicles Safety Act.

Peterbilt Motors Company has decided that a defect which relates to motor vehicle safety exists in certain Peterbilt vehicles which were manufactured between July 5, 1999 and November 30, 1999. Your vehicle has been identified as being manufactured during this timeframe with the possible defect. These vehicles may contain a type 20-EDL ball socket in a portion of the front axle steering system (tie-rod assembly or draglink), or in the tie-rod assembly of a factory-installed steerable pusher/tag axle (if so equipped). This ball socket may wear prematurely and separate, resulting in a loss of steering control and possibly to a vehicle accident without warning.

Peterbilt has initiated a recall campaign to inspect for, and if necessary correct this condition by replacing the defective ball socket(s). Please contact the nearest Peterbilt dealership immediately to have your truck inspected and, if necessary, repaired. This procedure should take no more than 2 hours unless your vehicle has a factory installed steerable pusher/tag axle, which may increase the total time required to 3 1/2 hours. This work will be performed at no charge to you.

If you require further information about this recall, or experience any difficulty in making arrangements for the repair, please contact: Peterbilt Motors Company, 1700 Woodbrook Street, Denton, Texas 76205-7164, attention: Customer Service Department 940/591-4171.

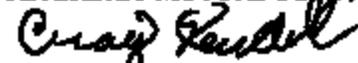
If you conclude that Peterbilt Motors Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Enforcement, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington DC 20590, or call the toll free safety hotline at 1-888-327-4236.

If you no longer own this truck, we would appreciate your advising us of the new owner, if the name is known to you. The enclosed postage-paid envelope may be used for this purpose.

We regret any inconvenience this may cause, however we are convinced that it is essential for the safe operation of your vehicle.

Sincerely,

PETERBILT MOTORS COMPANY



Craig W. Kendall
National Customer Service Manager