

August 23, 2001

**SENT VIA FACSIMILE & CERTIFIED MAIL (202) 366-7882****Attn: Mr. Jon White**

01V-268 ①

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

**Re: Dana Axle Tie Rod Ends  
Kenworth Recall No.: 01KW7**

Dear Sir or Madam:

On August 17, 2001, Kenworth Truck Company decided that a defect which relates to motor vehicle safety exists in the motor 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**

A condition called brake "sprag", which is characterized by a noise at the end of an applied stop, can develop in the brake system. This noise is the result of a pulsation of the brake lining with the brake drum during brake application. These noise vibrations occur at the resonant frequency of the front axle cross-tube assembly and cause unusually high strain forces in the threaded portion of the tie rod ends that are connected to the cross-tube assembly. Failure of a tie rod end can cause loss of steering control. Kenworth has received reports of tie rod end failures through its warranty system.

**Identification of Affected Vehicles**

An analysis of warranty claims has led to the identification of the Kenworth T300 model with 10,000 or 12,000 pound Dana front axles as the subject vehicles. This defect condition has been reproduced in testing of these models. Kenworth and Dana have identified a specific brake lining material as the critical factor leading to brake "sprag". Based on this information, Kenworth will recall approximately 3,000 T300's built between March 1996 and August 22, 2001 with a Dana 10,000 or 12,000 pound front axle and the suspect brake lining.

Chronology of Events Leading to Recall

In July 2001, Kenworth notified Dana of an increase in the number of warranty claims related to the failure of the tie rod ends on the T300 model. Dana shared with Kenworth that they had received additional warranty claims for this same failure on Kenworth T300's. On August 15, 2001, Kenworth conducted a conference call with Dana Axle. The condition leading to the failure, as described above, was confirmed. On August 17, 2001, the Kenworth Safety Committee concurred that a safety recall would be initiated.

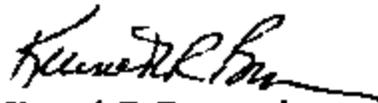
Description of Remedy

Vehicles involved in this campaign will be recalled. The brake linings on the front axle of each vehicle will be replaced with a lining made from a different composition. In addition, the tie rod ends on each vehicle will be replaced.

Identification of Recall Schedule

Kenworth anticipates that the owner notification campaign will be initiated within 30 days. The Kenworth number for this campaign is "01KW7".

Very truly yours,



Kenneth R. Brownstein  
Senior Counsel

KRB/kah