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2007 JUNE 29  
RECALL MANAGEMENT DIVISION

**PACCAR** Inc  
Law Department  
June 18, 2007

07V-279  
(2 Pages)

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

Attn: Mr. George Person

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: **Caterpillar Oil Fill Cap in Kenworth Chassis**  
**Kenworth Recall No.: 07KWB**

Dear Mr. Person:

PACCAR Inc is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports." This motor vehicle safety defect involves vehicles manufactured by the Kenworth division of PACCAR Inc.

#### Description of the Defect

PACCAR's Kenworth division has determined that there is a potential safety defect with respect to the oil fill cap on certain pre-2007 Caterpillar C11, C13 and C15 engines. The cap can become dislodged due to cap damage or improper installation and become lodged in the u-joint of the steering driveline and steering gear on certain Kenworth chassis. If the cap becomes lodged in this area, it may result in difficulty steering the vehicle and/or cause complete steering lock-up.

#### Identification of Affected Vehicles

Kenworth has identified 28,968 vehicles that may have the safety defect described above. Affected models are 2005 -2007, T600, T2000 and T800 vehicles manufactured with CAT C11, C13 or C15 engines manufactured between August 8, 2004 and November 13, 2006.

#### Chronology of Events Leading to Recall

Kenworth engineering received notification of an incident pertaining to the above described problem from Kenworth field service on January 17, 2007. Engineering opened an investigation and notified CAT of the condition and requested it investigate the location of the oil cap retention chain. During the investigation, Kenworth received additional reports of this issue and was informed by CAT that it was also receiving similar reports through their field organization. It was discovered from these reports that this problem was not limited to vehicles equipped with a chain to retain the oil cap. Kenworth and Caterpillar recently completed their investigation and determined that the Kenworth steering gear geometry/location and chassis configuration was the only OEM that would have the potential for the problem described above.

Description of Remedy

Revised oil cap retention based on the engine model/configuration will be incorporated to prevent steering lock up.

Identification of Recall Schedule

The Kenworth number for this campaign is "07KWB". Kenworth or Caterpillar will administer the recall. This will be determined within the next 2 weeks.

Very truly yours,

A handwritten signature in black ink that reads "Kenneth R. Brownstein". The signature is written in a cursive style with a prominent initial "K".

Kenneth R. Brownstein  
Senior Counsel

cc: Patricia Wallace, NHTSA  
Delia Lopez, NHTSA  
JP Kumar, Caterpillar  
Thomas Lane, Caterpillar

KRB:kaf

E-mail: [ken.brownstein@paccar.com](mailto:ken.brownstein@paccar.com)