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13V-573
(2 pages)

PACCAR Inc

November 15, 2013

SENT VIA E-MAIL (RMD.ODI@DOT.GOV)

Jennifer Timian
Chief, 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: **Noncompliance Relating to Brake Application and Release Timing**
Kenworth Recall No.: 13KWL

Dear Ms. Timian:

Pursuant to 49 C.F.R. Part 573, PACCAR Inc hereby provides notice to NHTSA of its intention to voluntarily recall the affected population of vehicles identified below. This recall involves vehicles manufactured by the Kenworth Truck Company, a division of PACCAR Inc.

Manufacturer - 573.6(c)(1)

Kenworth Truck Company
10630 NE 38th Pl.
Kirkland, WA 98033

Identification of Potentially Noncompliant Vehicles - 573.6(c)(2)(ii)

The potentially noncompliant vehicles are model year 2007-2014 Kenworth T800 and W900 vehicles that were manufactured between March 22, 2006 and July 15, 2013.

Total Number of Potentially Noncompliant Vehicles - 573.6(c)(3)

The recall potentially affects 17 vehicles (8 T800s and 9 W900s) registered in the United States.

Percentage of Vehicles Estimated to be Noncompliant - 573.6(c)(4)

Kenworth estimates that all 17 vehicles may be noncompliant with FMVSS 121.

Description of the Noncompliance - 573.6(c)(5)

Chassis equipped with a Primaax tridem rear suspension and a pusher and/or tag axle failed the FMVSS 121 brake timing test. The forward axle's left brake chamber of the tridem drive axle failed the application timing by 0.01 second. The forward and center axle chambers of the tridem drive axles failed the release timing by 0.07

second (left chamber), 0.04 second (right chamber), 0.03 second (left chamber) and 0.07 second (right chamber), respectively.

Chronology of Events Leading to Recall – 573.6(c)(6)

On August 28, 2013, Bendix performed ESP validation testing for the Primaax tridem rear suspension and discovered that the combination with a pusher and/or tag axle failed the requirements of the FMVSS 121 brake timing test.

On or about September 23, 2013, Kenworth contracted Link Commercial Vehicle Testing to retest the chassis using Paccar's standard test setup and to validate Bendix's initial timing results.

On September 27, 2013, Link Commercial Vehicle Testing completed the brake timing testing and identified a solution to modify the brake system piping to meet the brake timing requirements of FMVSS 121.

On November 8, 2013, the Kenworth Safety Committee decided that the brake air system contained a safety defect for which a recall must be initiated.

Description of Remedy - 573.6(c)(8)

Kenworth proposes to remedy the defect by modifying the air brake system to use updated brake piping as follows:

- The control line from the tee at the axle 3 and 4 relay valve to the control line of the axle 5 relay valve will be reduced from 3/8" to 1/4";
- The tee in the left side of axle 3 that is used for anti-compounding will be replaced with a coupler;
- A new 3/8" line will be routed from a delivery port on the axle 3 and 4 relay valve to the anti-compounding port; and
- An inline quick release valve will be added on the service line to the trailer connection.

Kenworth expects that these changes will balance the rear brake timing and will result in FMVSS 121 brake timing compliance.

Communications Sent to Dealers and Owners – 573.6(c)(10)

Subject to NHTSA approval, a customer letter will be sent within 30 days.

Identification of Manufacturer's Campaign Number - 573.6(c)(11)

The Kenworth number for this campaign is "13KWL."

Please let me know if you have any questions or concerns.

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao
Counsel
PACCAR Inc