



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline Vehicle Owner's Questionnaire

TO REPORT VEHICLE SAFETY DEFECTS
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY

Date Received

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2004 AUG 19 PM 5:49

Od. or _____
rt. dt. _____
od. rt. _____
up. lr. _____

Reference No.

OWNER INFORMATION (Type or Print)

Name _____
Street No. _____ Apt. No. _____
City Prairie Village State KS Zip Code _____

Daytime Telephone Number

() _____

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

PRODUCT INFORMATION

Vehicle Identification No. (VIN.) (17 Digits)		(Located at bottom of windshield on driver's side)		Make	Model	Year
				<u>Kenworth</u>	<u>T2000</u>	<u>2003</u>
Purchased Date	Dealer's Name			Engine Size (CID/CC/L)		☐ Turbo
	Dealer's City			No. Cylinders		☐ Diesel
☐ New ☐ Used	State			Zip Code		☐ Gas
Transmission Type			Restraint System	Cruise Control	Drivetrain	Vehicle Type
☐ Manual			☐ Driver's Side Air Bag ☐ Motorist	☐ Yes	☐ Front	☐ Car ☐ Sport Utility
☐ Automatic			☐ Passenger's Side Air Bag ☐ 2-Point Belt	☐ No	☐ Rear	☐ Van ☐ Truck
			☐ 3-Point Belt		☐ 4-Wheel	☐ Minivan ☐ Motorcycle
Body Style			☐ Other <u>School</u>			
☐ 2-Door ☐ 4-Door			☐ Stationwagon			
☐ Pick Up Truck			☐ Other			

FAILED COMPONENT(S)/PART(S) INFORMATION

Part Name(s)	Location	Failed Part(s)	Handicap Adaptive Equip
	☐ Left ☐ Right	☐ Original	☐ Yes
	☐ Front ☐ Rear	☐ Replacement	☐ No

TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Brand	Tire Name
Complete Tire Size	DOT No.
No. of Failures	Date(s) of Failure(s)
	Mileage at Failure(s)
	Vehicle Speed at Failure(s)
Failed Part(s) Available?	NHTSA Previously Contacted?
☐ Yes ☐ No	☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies). Attach photos if available.)

Crash	Fire	Number of Persons Injured	Number of Fatalities	Reported to Manufacturer
☐ Yes ☐ No	☐ Yes ☐ No			☒ Yes ☐ No

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies).

I DO NOT OWN THIS VEHICLE BUT WE DRIVE IT
FOR HIRE. PLEASE READ THE ATTACHED LETTER
THIS IS A SAFETY PROBLEM! PLEASE HELP!

Continued on back.

The Privacy Act of 1974 - Public Law 93-579 This information is requested pursuant to 49 U.S.C. Chapter 301. You are under no obligation to respond to this questionnaire. Your response may be used to assist NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Mail postage free or fax to 202-366-7882

Dear Safety Representative,

It is my understanding that the log book is designed as a safety control by insuring that truck drivers get the amount of sleep needed to safely operate a motor vehicle.

Many studies have proven that sleep is a must for safe operation of heavy machinery such as a Kenworth model T2000.

Even in a quality cab such as the T2000 there are plenty of noises to overcome to get a shift of rest but someone at Kenworth has threatened this concept by with the advent of a devise that insures that many drivers will not get this much needed sleep.

The idea Kenworth had was that a driver not forget to cancel a turn signal and drive aimlessly down the road with a signal light flashing for miles on end by installing a very sharp audible devise with a piercing sound like many alarm clocks have. In fact it is the alarm clock speaker. And to further complicate things a resourceful driver might well loose his or her job by disabling this devise to gain sleep and sanity because this devise is also the Low Air Indicator warning that is required by law. This is necessary because most heavy equipment braking systems operate on air pressure. So if there is no air the driver probably needs to know that.

Turn signals are necessary to convey the intent of the operator to other motorists and pedestrians alike and are used to indicate that a driver will be making a turn onto another thoroughfare or into a service or business. It is also used to change lanes. Lane changes occur for many reasons including traffic congestion, lane selection for routing, courtesy for emergency vehicles such as Highway Patrol aiding and ticketing on the road shoulder, and other motorists using this area. This adds a safer distance between stopped vehicles and large vehicles that are moving on the highway. It may also be used to signal a heads up to following traffic to be alert because the driver feels that their view of a hazard may be obstructed by road trajectory combined with the size dimensions of the signaling vehicle.

Many trucking companies use a combination of two drivers in one vehicle called a *Team*. This helps to insure rested drivers on expedited deliveries. Obviously both drivers cant drive at one time so one driver is required to sleep in a fairly accommodating unit attached to the driving area called a *Sleeper Berth or Sleeper*.

Since the Sleeper is attached to the driving quarters the operating driver must be considerate to his or her co-driver by limiting noises as much as possible to insure that a restful sleep is obtained. This is important be cause the drivers life and safety depends on the rest that co-driver gets as much as the co-driver depends on the safe driving of the driver operating the vehicle as they sleep. Many Teams operate on 5 hours on and 5 hours off cycles. Meaning that while one works 5 hours the other sleeps 5 hours. Though law allows other schedules effectively one drives while one sleeps. This schedule may go on for days weeks and even months at some companies.

So, for just one shift imagine that you are home in bed and you have been up later than normal and have to get up early for a great important and testing task. Also imagine that this will be 5 hours of sleep. Now imagine that someone has set your alarm clock to go off once an hour for five hours. Do you think that you would be rested? Maybe. Now lets say that it is set to go off every half hour while you try to sleep. That might become irritating and you might make it through a work shift without dozing off. But if you *did* doze off and someone was injured or died from it would that be a problem? Well I think

it is safe to say that turn signals don't go off with the luxury of regularity and I feel it very conservative to say that that a driver might signal for some reason 5 to 10 times per hour. Even at *two* times per hour you would be awakened *ten* times in your 5 hour rest (rest?) period. Even more times in a longer sleep period.

My personal experience with this is that the noise becomes a torture. Psychologically it becomes physically painful. I tend to only use my signal when I absolutely must to avoid the sharp noise and irritation and aggravation and to spare my partner this grief. This subjects me to ticketing but I no longer care. It tries my stamina and deprives us of rest and silence. Even for a solo driver the noise is simply ridiculous, unnecessary, and uncomfortable to say the least.

I feel this is a safety *hazard* rather than a benefit and I know that I am not alone. I have conversed with many drivers operating the T2000 for other trucklines and they have admitted disconnecting the devise. Many did not even know that it is inclusive of the low air warning..

Can't there be a better idea and a fix for this? Can't Kenworth do a voluntary recall on this well intended idea but obvious blunder? Isn't it possible to separate and isolate the Low Air System and install a normal and quieter signal indicator?

I like the concept. Drivers of all ages occasionally forget to cancel a signal.

But couldn't a warning come on once a signal has been on for an unusual length of time and have a way to override it if it is legitimate?

I am in much need of your help in this matter and time is of the essence.



PS. I do not own this vehicle but venture to say there are well over 100,000 on U.S. Highways every day. Drivers are disabling this device and driving without it. My intent is not to force people to drive with the insane noise but to have the manufacturer fix the problem that forces drivers to resort to disabling the device. PLEASE help!