

 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 100148	
		Date Received 16-SEP-2020		Repository ☐ Reference No. 11355468	
OWNER INFORMATION (Type or Print)					
Name		Address		Daytime Telephone Number	E-mail Address
City		State	Zip Code	Evening Telephone Number	
<i>The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).</i>					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side			Make	Model	Model Year
			KENWORTH	T680	2019
Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
Original Owner	Dealer's City		State	No: Cylinders	
Transmission Type	☐ Antilock Brakes	Powertrain	Multiple Failure:		Incident Date(s)
	☐ Cruise Control				
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 030000 BRAKES (PWS)				Failure Mileage	Failure Speed
				200000	55
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE					
Tire Make		Tire Model (Name or Number)		Tire Size (Example P215/65R15)	
DOT No. (Example: DOTM9ABC036)		☐ Original Equipment	Failure Location:		
		☐ Prior Repair			
Tire Component Code				Tire Failure Type:	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE					
Make:		Date Manufactured:		Model No./Name:	
Seat Type:		Installation System:			
Child Seat Component Code:		Failed Part:			
APPLICABLE INCIDENT INFORMATION					
(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)					
Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police	
☐ Yes ☒ No	☒ Yes ☐ No			N	
Narrative Description of Incident(S), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).					
UNIT DRIVING DOWN ROAD AND BRAKE CHAMBER FAILED CAUSING BRAKES TO SLOWLY APPLY WITHOUT OPERATOR BEING AWARE UNTIL SEEN SMOKE COMING FROM DRIVE AXLE BRAKES. THE LOW AIR PRESSURE LIGHT DID NOT ILLUMINATE, STAYED HIGH ENOUGH NOT TO ILLUMINATE A LOW AIR WARNING. 2 INDEPENDENT FIRE INSPECTIONS PROVED THIS WAS A HALDEX BRAKE CHAMBER FAILURE. THE CHAMBER WAS INSPECTED AND FOUND IT IS IN THE RANGE WHERE HALDEX HAD MANUFACTURING DEFECTS OF THE POWER COIL IN THE PARKING CHAMBER, HALDEX CONFIRMED THEY HAVE AN ISSUE WITH THE 3030 CHAMBER, AND NOT ISSUING A RECALL EVEN THOUGH PUBLIC SAFETY AS RISK. SPRING BRAKE BROKE AND PUNCTURED THE RUBBER DIAPHRAGM CAUSING THE DRIVER TO LOOSE CONTROL OF THE BRAKING SYSTEM AND CAUSING ANOTHER TOTAL LOSS OF TRUCK AND TRAILER. ENTIRE INTERSTATE HAD TO BE SHUTDOWN FOR A LONG PERIOD OF TIME. CAUSING MORE RISK TO PUBLIC SAFETY THE HALDEX CHAMBER HAS A FATAL DESIGN FLAW THAT HALDEX HAS ADMITTED TO AND CAN LEAD TO LOSS OF BRAKING AND BRAKE FIRES, CAUSING TIRE EXPLOSIONS AND CARGO EXPLOSIONS, WHEN THE SPRING COMPRESSES THE POWER COAT PROTECTIVE COATING IS DAMAGED AND CAUSES THE POWER SPRING TO RUST THIS RUST THEN CAUSES THE SPRING TO BRAKE AND PUNCTURE THE INTERNAL DIAPHR/					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY					
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.					