



April 12, 2004

VIA E-MAIL

Mr. Nigel Mortimer  
Transport Canada  
2780 Sheffield Road  
Ottawa, Ontario  
K1B 3V9 CANADA

Re: Wiring for Eaton Fuller Ultrashift Transmission  
Kenworth Recall No.: 04KW1

Dear Mr. Mortimer:

The enclosed initial defect notification was sent to NHTSA on April 12, 2004. There is 1 Canadian-registered Kenworth vehicle, model T800 manufactured December 20, 2003 involved in this recall.

Very truly yours,

A handwritten signature in black ink that reads "Kenneth R. Brownstein". The signature is fluid and cursive.

Kenneth R. Brownstein  
Senior Counsel

Enclosure  
KRB:ptg

E-mail: ken.brownstein@paccar.com



April 12, 2004

**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  
400 Seventh Street SW  
Washington, D.C. 20590

**Re: Wiring for Eaton Fuller Ultrashift Transmission  
Kenworth Recall No.: 04KW1**

Dear Mr. Person:

On April 9, 2004, Kenworth Truck Company decided that a safety defect and non-compliance with Federal Motor Vehicle Safety Standard No. 49 CFR Part 571.102.3.1.3 (Starter Interlock) exists in the motor vehicles described below. Kenworth is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports."

**Description of the Defect**

On certain W900, T800 and T600 vehicles equipped with an Eaton Fuller Ultrashift transmission it is possible to incorrectly wire the cab transmission harness during production installation. If this occurs, the neutral start feature of the transmission is disabled allowing the vehicle to start in gear. Therefore, these vehicles do not meet the requirements of FMVSS 102 (S3.1.3) STARTER INTERLOCK if the wiring is not properly installed.

**Identification of Affected Vehicles**

Based upon a search of manufacturing records, the following vehicles are involved:

Kenworth models W900, T800 and T600 manufactured between February 5, 2003 and January 13, 2004. Kenworth determined the recall population is comprised of 25 vehicles in total.

**Chronology of Events Leading to Recall**

In February 2003 Kenworth introduced the Eaton Fuller Ultrashift Transmission into production at certain manufacturing facilities. In January 2004 Kenworth began production of the transmission at its KenMex manufacturing plant. During a vehicle pilot inspection on an early production unit at KenMex it was discovered that the neutral start wiring circuit of the transmission could be incorrectly connected to the ether start wiring circuit of the engine.

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Procedures were immediately initiated at all manufacturing facilities to insure that the correct connections were being made and the transmission functioned properly. The harnesses associated with the defect are being redesigned to eliminate the possibility of an improper connection. To date, there have been no reports of any incidents related to this defect.

Description of Remedy

Kenworth will initiate a Safety and Non-compliance Recall of all potentially affected trucks with the Ultrashift transmissions where the recall repair will consist of inspecting and correcting the connections in the wiring harness if the defect is found.

Reimbursement Prior to Recall

Refer to the general reimbursement plan submitted by PACCAR. The start date for the reimbursement period will be one year prior to issuing this notification, April 12, 2003. The end date for the reimbursement will be 10 days after the last mailing of the initial owner notification pursuant to 49 CFR 577.5.

Identification of Recall Schedule

Kenworth anticipates that the owner notification campaign will be initiated within 30 days. Kenworth's number for this campaign is "04KW1".

Very truly yours,



Kenneth R. Brownstein  
Senior Counsel

KRB:ptg

E-mail: ken.brownstein@paccar.com