

December 23, 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: AeroCab Sub-Assembly-Fasteners
NHTSA Recall No.: 04V-533
Kenworth Recall No.: 04KW7**

Dear Mr. Person:

Enclosed is a complete set of the final documents to be used in this recall. They include the customer letter, dealer instructions and detailed repair procedure.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

Enclosure

Division of PACCAR

FEDERAL RECALL CAMPAIGN 04KW7

**T600, T800, AND W900 MODELS BUILT AT RENTON JANUARY 2, 2004 THROUGH MAY 4, 2004
AND CHILLICOTHE JANUARY 2, 2004 THROUGH MAY 12, 2004 WITH BIII CABS (AEROCAB SUB-
ASSEMBLY R25-1074) – HUCK FASTENERS**

Kenworth Truck Company has decided that a defect which relates to motor vehicle safety exists in certain Kenworth T600, T800, and W900 models built between January 2, 2004 and May 4, 2004 at the Renton factory and January 2, 2004 through May 12, 2004 at the Chillicothe factory. The huck fasteners on the BIII AeroCabs may not provide sufficient clamp load for the cab structure. A total of 2,851 U.S. and 698 Canadian trucks are involved in the campaign. The chassis list and a copy of the customer letter are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator of "04KW7" in the campaign field.

SITUATION

During a quality inspection it was determined that the huck bolts in the BIII AeroCabs were not properly installed. It was discovered that the component supplier had a process that was out of tolerance. Their investigation revealed that the huck gun had a worn tool collar. The primary joints in question are the attaching structure to the left-hand door aperture. If the huck bolts are not properly installed, the cab structure could be compromised and not provide adequate protection for the occupant in an extreme loading condition (i.e. frontal and/or side impact or a vehicle rollover situation).

RESOLUTION

Kenworth Truck Company has initiated a recall to correct this condition. The affected vehicles will need to have the huck bolts for the cab attaching structure of the left-hand door aperture removed and properly re-installed. Use the attached repair procedure for this recall repair.

It is a violation of Federal law for a dealer to sell or lease new vehicles covered by this recall until the defect or noncompliance has been corrected.

WARRANTY

Dealer will need to submit one long claim for this repair, using Claim Type "C" and 04KW7 in the campaign field.

Coding:

Failure Codes: 002 015 007
Failure Type: 225
Work Accomplished: 35
Responsibility Code: 05
Campaign Code: 04KW7

Labor:

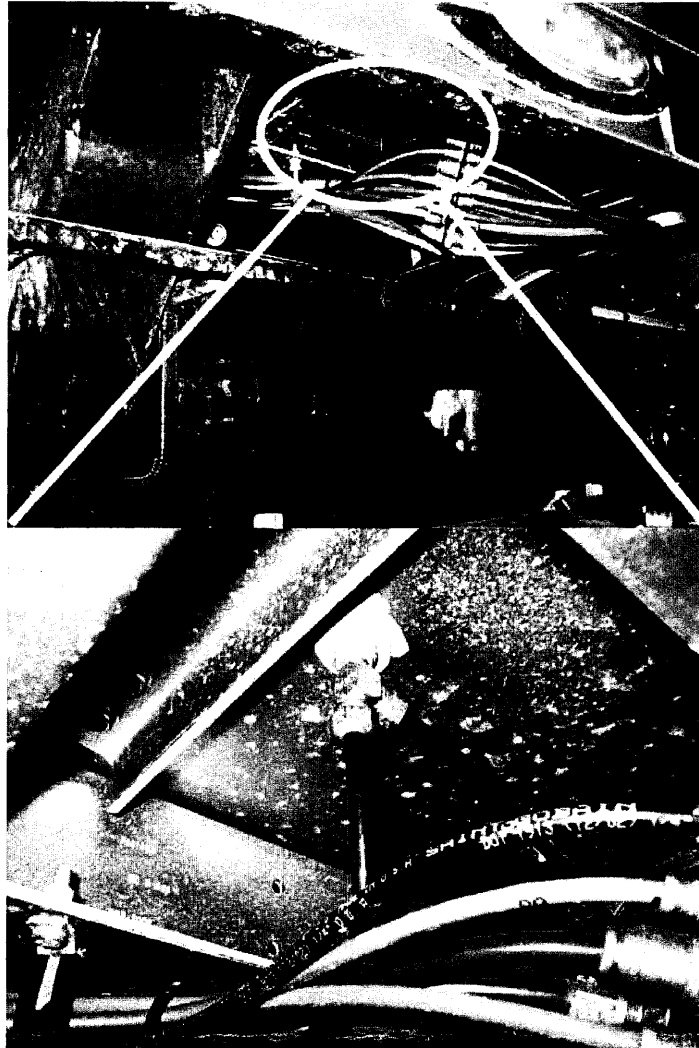
Replacing hucks: 02F-510 for 2.5 hours
Paint – single stage: 53A-500 for 1.5 hours, or
Paint – base/clear: 53A-501 for 2.0 hours
Muffler R&R (if req'd.): 43A-010 for .75 hours

Parts:

D8400-2236 Hucks (16 ea.)
D8400-2116 Hucks (16 ea.)
D8400-2169 Magna-Lok Hubs (17 ea.)
W01-10-04T09N019Z Self-Tapping Screws (11 ea.)
Paint and materials as required (should average \$50 - \$75).

NOTE: Recall applies to driver's side only.

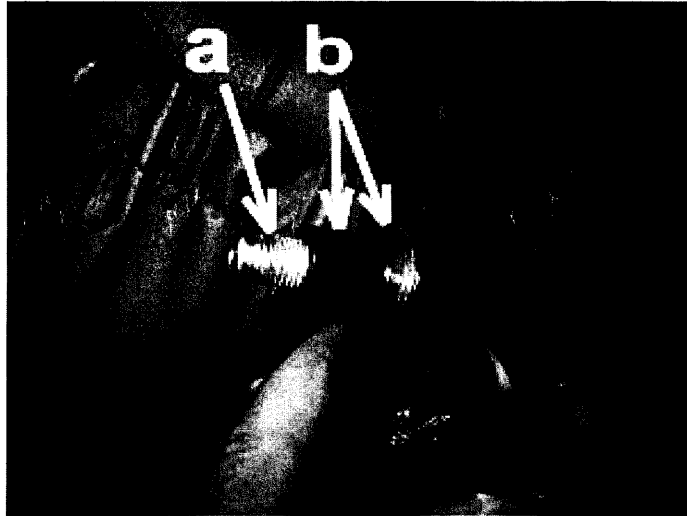
- 1) Remove driver's seat air fitting below floor.



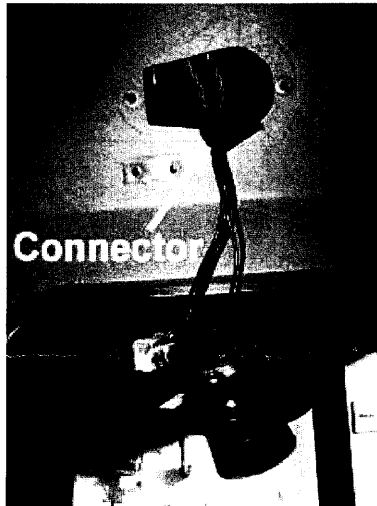
- 2) Remove driver's seat.
 - a. Upon installation, torque bolts to 17-23 ft-lbs.

NOTE: Keep track of where fasteners go as it can get confusing upon installation.

- 3) Remove upper seat belt D-loop.
 - a. Upon installation, torque bolt to 35-50 ft-lbs.
 - b. Upon installation, don't forget the collar and washer.



- 4) Remove lamp.



- 5) Remove sun visor, A-Pillar cover, and screws on driver's side of interior.



- 6) Starting from the rear, pull panel down and twist at front.



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PROCEDURE**

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- 7) Remove pad behind door.



- 8) Use a shop towel to prevent metal chips from dropping into the seat belt cover.



Interior removed



- 9) Remove these 2 liner button retainer brackets to access the huck bolts.



- 10) Trace door latch position to aid in reassembly.

NOTE: Door adjustment is not needed as part of this procedure.

- 11) Remove door latch.

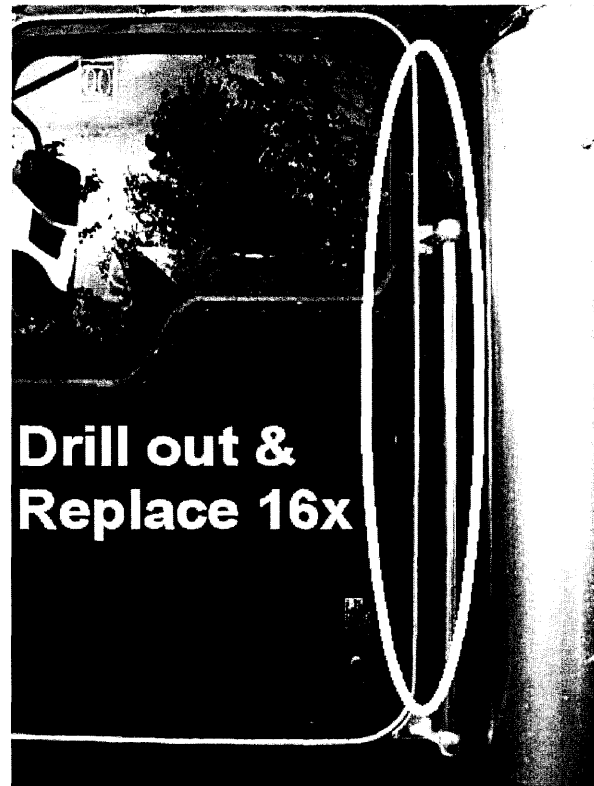


12) Remove grab handle, replace 16 Hucks (P/N D8400-2236 & D8400-2116), repaint panel.

NOTE: Use a punch to help guide the drill bit.

NOTE: To prevent panels from shifting, do not remove all 16 hucks at once.

Remove and replace 8 (every other huck) before removing and replacing the other 8.



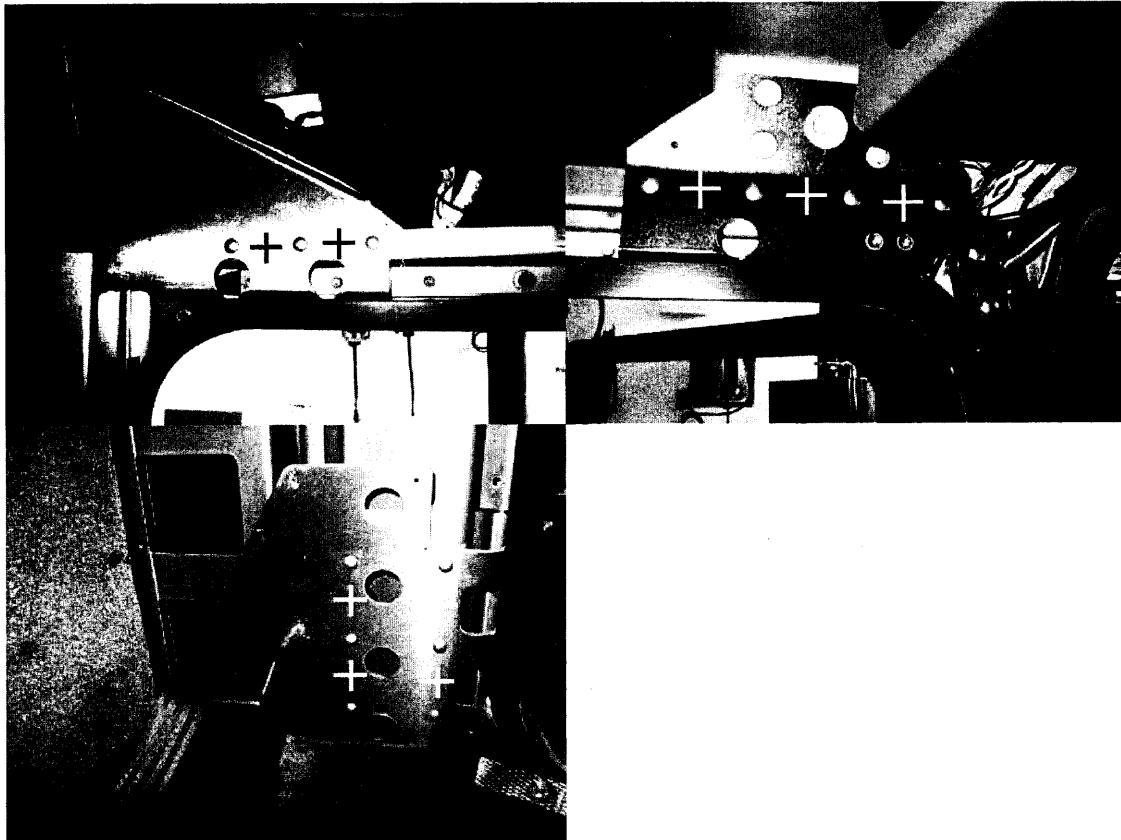
13) Drill out (8) hucks, enlarge holes to 0.261 inch (letter drill size G), and install Magna-Lok Hucks (P/N D8400-2169).

NOTE: Use a punch to help guide the drill bit.



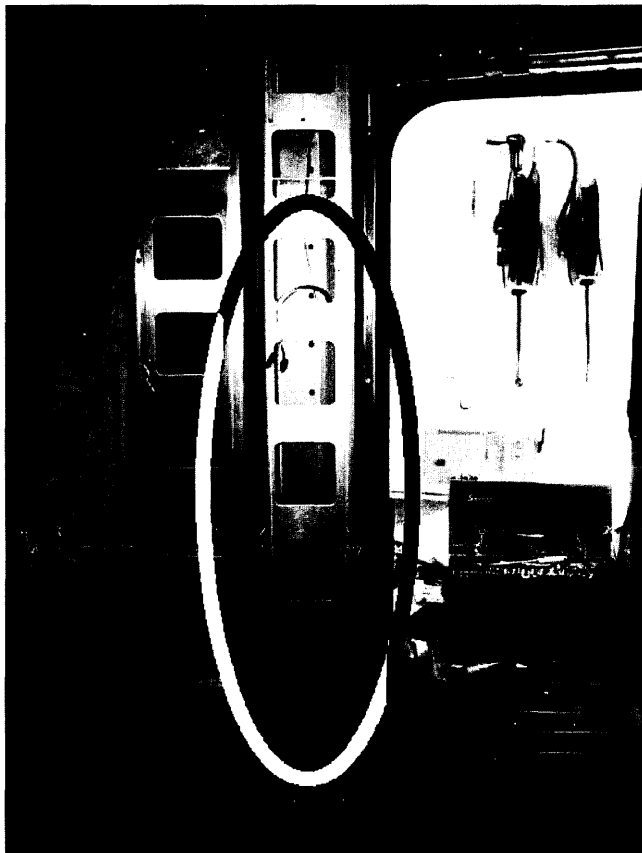
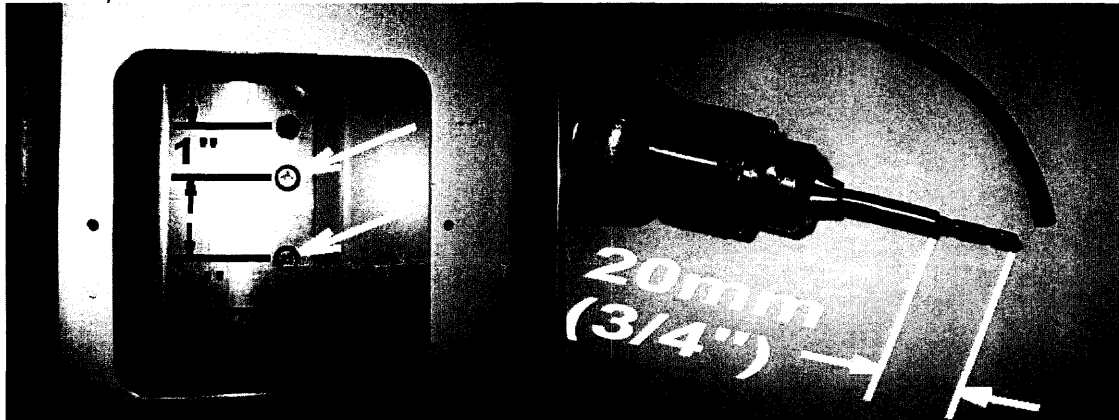
14) Drill (9) 0.261 inch (letter drill size G) holes and install the Magna-Lok Hucks (P/N D8400-2169).

NOTE: Ensure not to drill into or pinch a harness.



14) Using a #21 drill bit, drill (11) pilot holes and install P/N W01-10-04T09N019Z Self Tapping Screws.

NOTE: Using an air line cut to length, create a drill stop to prevent piercing the outer sleeper skin.

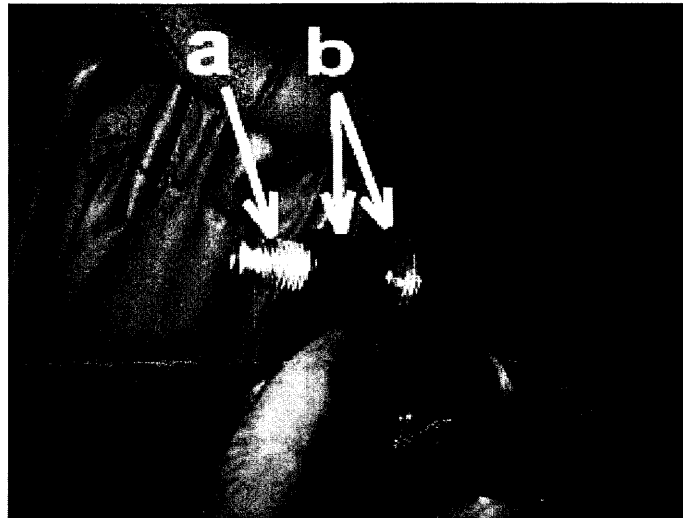


15) Reinstall interior.

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- 16) Install upper seat belt D-loop.
 - a. Torque bolt to 35-50 ft-lbs.
 - b. Don't forget the collar and washer.



- 17) Torque driver's seat bolts to 17-23 ft-lbs.
- 18) Torque grab handle bolts to 7-11 ft-lbs.

