



March 18, 2005

Subject: New Safety Recall

SC0294, Brake Chamber/ Adjustable Length Torque Rod Interference

Attention:

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

Submitted via Email to Patricia Wallace.

The following information is submitted in accordance with the requirements of 49 CFR Part 573.6 as it applies to a defect relating to motor vehicle safety.

573.6(c)(1)

Mack Trucks, Inc.
P. O. Box M
Allentown, PA 18105-5000

573.6(c)(2)

Mack CHN and CXN Model, Heavy-Duty Class 8 vehicles equipped with air suspension, proprietary axles, and adjustable length torque rods that were manufactured on February 24 through September 19 of 2004.

The vehicles affected by this notification were selected by product identification codes that are used to identify a product option. All CHN and CXN models equipped with air suspension, proprietary axles, and adjustable length torque rods were selected from the inception of the problem on February 24, 2004 through the implementation of design changes on September 19, 2004, which resolved the issue.

573.6(c)(3)

Two hundred and ninety-one (291) vehicles potentially contain the defect.

573.6(c)(4)

The percentage of the 291 vehicles expected to contain the defect is unknown.

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573.6(c)(5)

There may exist interference between the adjustable torque rod and the brake chamber on the left side of the chassis. As a result of the interference, the spring brake chamber clamp ring could possibly be distorted over time resulting in loss of air, which could lead to the spring brake at the chamber being inadvertently applied.

573.6 (c)(6)

Chronology of principle events that were the basis for the determination:

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|---------|---|
| 2/9/05 | Office of Defect Investigations, NHTSA, contacted Mack Trucks regarding Product Improvement Campaign (PI599). Specific questions were ask regarding how much interference and the consequences of the interference. |
| 2/14/05 | Product Development forwarded answers to NHTSA's questions to the Regulatory Compliance Administrator for consideration. |
| 3/1/05 | Regulatory Compliance Administrator responded back to NHTSA that an investigation would be initiated. |
| 3/4/05 | Investigation submitted to the Product Regulatory Compliance Committee for a recommendation. |
| 3/14/05 | Mack Trucks decided that the condition described in this notification constitutes a defect and that such defect is safety related. |

573.6(c)(7)

Not applicable

573.6(c)(8)

Mack Trucks, Inc. will initiate a voluntary owner notification, and recall all 291 vehicles.

The recall repair will consist of replacing the adjustable torque rod, with a fixed length torque rod, and inspection and repair of the brake chamber if damages occurred as a result of the interference.

Reimbursement for cost incurred by the owner for "prenotification remedies" will be addressed on a case-by-case basis according to the "General Plan for Reimbursement of Pre-notification Remedies" which was published December 8th, 2004.



The number, which has been assigned to this recall by Mack Trucks, Inc., is SC0294.

The recall is tentatively scheduled to commence within 30 working days from the date of this notification. Advance copies of the Owner Notification and Dealer Bulletins will be submitted to NHTSA for review and approval prior to release to the owners and dealers.

If there are any questions regarding this information, please feel free to contact me.

Sincerely,

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