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OFFICE OF DEFECTS
INVESTIGATION

PACCAR Inc

Law Department
October 10, 2006

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

06V-391
(2 pages)

Re: **Chalmers Suspension Torque Rod Brackets**
Peterbilt Recall No.: 1006C
Kenworth Recall No.: 06KW1

Dear Mr. Person:

PACCAR Inc is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports." This motor vehicle safety defect involves vehicles manufactured by the Kenworth and Peterbilt divisions of PACCAR Inc.

Description of the Defect

PACCAR's Kenworth and Peterbilt divisions have determined that there is a potential safety defect with respect to the Adjustable Torque Rod Bracket for the Chalmers rear suspension. Chalmers has identified heat lot numbers 2426, 2406, and 2416 as having a high tin content. This defect may allow the bracket to fail prematurely causing the rear axle to shift position, resulting in loss of control of the vehicle.

Identification of Affected Vehicles

Kenworth has identified thirty (30) 2006 year vehicles, models C500, T800 and W900 manufactured between September 12 and September 22, 2006. Peterbilt has identified fourteen (14) 2006 year vehicles, models 357, 378, and 379 manufactured between September 20 and September 28, 2006. All identified trucks are located at dealers or with a body builder. None of the affected vehicles have been delivered to customers.

Chronology of Events Leading to Recall

September 26, 2006, during the manufacturing process at the Kenworth Chillicothe plant, a torque rod bracket for Chalmers 854-xx suspension failed during the installation of a rear suspension. Kenworth notified Chalmers who immediately began investigating the failure. On September 28, 2006 Kenworth notified Peterbilt Motors Company of the bracket failure. The week of September 30, 2006 Chalmers notified both Kenworth and Peterbilt that specific lot codes of the torque bracket did not meet their material property specifications. As of October 1,

2006 chassis containing the identified Chalmers suspension were held at the plant and at dealer locations.

Description of Remedy

Kenworth and Peterbilt will each initiate a Safety Recall of all affected trucks. The recall repair will consist of replacing the torque rod brackets, either at dealerships or the body builder before they are delivered to a customer.

Identification of Recall Schedule

The Kenworth number for this campaign is "06KW1". Peterbilt's number for this campaign is "1006C". PACCAR's truck divisions will administer the recalls.

Very truly yours,

A handwritten signature in black ink that reads "Kenneth R. Brownstein". The signature is written in a cursive, flowing style.

Kenneth R. Brownstein
Senior Counsel

cc: Patricia Wallace, NHTSA
Delie Lopez, NHTSA

KRB:kaf

E-mail: ken.brownstein@paccar.com