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2007 FEB 8

RECALL MANAGEMENT DIVISION

PACCAR Inc

Law Department

January 30, 2006

07V-033
(2 pages)

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: **Fifth Wheel King Pin Air Release Valve & Plumbing
Peterbilt Recall No.: 107A**

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 Peterbilt division of PACCAR Inc.

Description of the Defect

In early November 2006, Kenworth's Chillicothe manufacturing plant discovered that a certain percentage of the RA529 king pin release air valves manufactured by Bachman Valve Corporation were manufactured with the internal spool installed backwards. Kenworth notified Peterbilt of the defective valve; Peterbilt determined that their Denton plant had received defective valves from Bachman.

With the internal spool installed backwards, the air option of the king pin release system is inoperable. This condition alone does not create a safety issue. The proper repair would be to replace the RA529 valve with a fully functional valve.

To address the situation in production at the Peterbilt Denton plant, the vehicle's air lines were mistakenly reversed rather than replacing the valve.

With the lines reversed, Peterbilt has determined that under certain scenarios, there is the possibility that the king pin can be released without the driver's knowledge. When this occurs, the driver could drive away and the trailer could become disengaged.

Identification of Affected Vehicles

Peterbilt has identified 164 affected vehicles, models 387 and 379 manufactured between October 9, 2006 and November 17, 2006.

Chronology of Events Leading to Recall

In early November 2006 Peterbilt received notification from Kenworth Reliability that they discovered the RA529 air valve was manufactured incorrectly. Over the course of the next week, Peterbilt began investigating the number of valves involved, and determining the various methods used by production to correct vehicles once the leak was found.

Description of Remedy

Peterbilt will inspect the functionality of the king pin release system and suspect valve. If any vehicles have a non-conforming valve or incorrect plumbing, it will be replaced and re-plumbed.

Identification of Recall Schedule

The Peterbilt number for this campaign is "107A". Peterbilt will administer the recall.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kenneth R. Brownstein". The signature is fluid and cursive, with the first name being the most prominent.

Kenneth R. Brownstein
Senior Counsel

cc: Patricia Wallace, NHTSA
Delie Lopez, NHTSA

KRB:kaf

E-mail: ken.brownstein@paccar.com