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RECALL MANAGEMENT DIVISION

PACCAR Inc

Law Department
February 26, 2007

07V-090
(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: **Brake Timing**
Kenworth Recall No.: 07KW2

Dear Mr. Person:

Kenworth Truck Company has decided that a non-compliance with Federal Motor Vehicle Safety Standard 121 (Air Brake Systems) 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 Noncompliance

In designing a Primaax suspension into certain Kenworth models, Kenworth engineering relocated a single brake relay valve. The relocation of this valve increased the overall air line length, exceeding the limit for the single valve system. A dual valve system should have replaced the single valve system. FMVSS 121 §5.3.3 *Brake actuation timing*, requires, "with an initial pressure of 100 psi, the air pressure in each brake chamber shall, when measured from the first movement of the service brake control, reach 60 psi in no more than 0.45 second in the case of trucks and busses". FMVSS 121 §5.3.4 *Brake release timing* requires, "with an initial service brake chamber air pressure of 95 psi, the air pressure in each brake chamber shall, when measured from the first movement of the service brake control, fall to 5 psi in not more than 0.55 second in the case of trucks and buses". Affected vehicles manufactured with the single valve system fail to meet this requirement.

Identification of Affected Vehicles

Kenworth has identified 65 affected vehicles; 2006 and 2007 models T800, T2000, C500, and W900 manufactured between May 23, 2005 and January 14, 2007.

Chronology of Events Leading to Recall

On January 9, 2007 Kenworth received notification that a truck had failed the brake timing regulatory requirements during certification by the final stage manufacturer on the completed vehicle. Kenworth investigated the air system design used and discovered that the brake valve was moved to the opposite rail, increasing the length of the air line, which in turn increased the wheelbase requiring a dual relay valve system. The vehicles were manufactured with a single valve system.

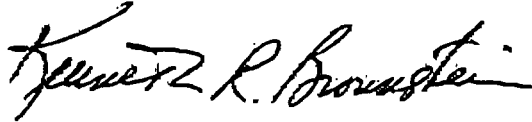
Description of Remedy

Kenworth will convert the affected vehicles from a single relay valve to a dual relay valve system.

Identification of Recall Schedule

The Kenworth number for this campaign is "07KW2". Kenworth 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 "Kenneth" being more prominent.

Kenneth R. Brownstein
Senior Counsel

cc: Patricia Wallace, NHTSA
Delia Lopez, NHTSA

KRB:kaf

E-mail: ken.brownstein@paccar.com