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DEFECTS INVESTIGATION  
RECALL MGMT DIV.

**PACCAR** Inc  
Law Department  
March 6, 2008

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  
1200 New Jersey Ave SE  
Washington, D.C. 20590

**08V-104  
(2 pages)**

Re: **Premier Model 690 Pintle Hook**  
**Kenworth Recall No.: 08KW4**  
**Peterbilt Recall No.: 208D**

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

Certain trailer hitch assemblies manufactured by Premier Manufacturing have been manufactured out of specification resulting in a reduction of fatigue strength of the pivot pins. This reduction of fatigue strength could cause the pivot pin to crack and eventually break causing the trailer to detach from the truck while in motion.

Identification of Affected Vehicles

Kenworth has identified 46, 2007 – 2009 year vehicles, models T800 and W900, manufactured between June 1, 2006 and January 31, 2008. Peterbilt has identified 272 2007 -2009 models 357, 365, 367, 378, 379, 384, 385, 386, 388 and 389 manufactured between June 1, 2006 and January 31 2008.

Chronology of Events Leading to Recall

In November, 2007 National Highway Traffic Safety Administration informed Peterbilt Motors Company that a customer experienced, and subsequently reported, a trailer hitch failure causing the trailer to partially detach. After contacting the trailer hitch manufacturer, Premier Manufacturing, it was discovered that three similar failures had been reported. Three of the four failed pivot pins and a control pivot pin were evaluated by an independent metallurgical laboratory. The metallurgical results concluded that the pins had fractured due to low load amplitude-high cycle fatigue at the shoulder radius region of the thread relief area. Two of the three failed pins had a machined shoulder radius below the manufacturing specification which potentially could act as a significant stress concentration contributor. It was also noted that

surface pitting and eventual corrosion along the crack region promoted failures. In December, 2007 Premier Manufacturing and Peterbilt visited a customer who owned a small fleet of trucks, one of these trucks had experienced a failure. Ten vehicles were inspected; four of the ten hitches were noted to possess loose pivot pins within the frame of the hitch which could potentially increase the fatigue stress and may have been brought on by insufficient pre-load put on the pivot pin nut when it was originally assembled. All ten inspected hitches had the pivot pins removed and replaced with new pins. The removed pivot pins were then evaluated by the same independent laboratory, results being available in mid-January, 2008. Wet fluorescent magnetic particle inspection revealed no evidence of cracking, however, significant surface pitting and corrosion were found on one pin and another pin was noted to have a shoulder radius machined below the specified dimension.

Description of Remedy

Kenworth and Peterbilt will replace the potentially defective pivot pin.

Identification of Recall Schedule

The Kenworth number for this campaign is "08KW4". Peterbilt's number for this campaign is "208d". Kenworth and Peterbilt will administer this recall.

Very truly yours,

  
Mike Walton  
Counsel

cc: Patricia Wallace, NHTSA  
Delia Lopez, NHTSA

MKW:kaf

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