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DEFECTS INVESTIGATION
RECALL MGMT DIV.

PACCAR Inc
Law Department

April 24, 2008

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

George H. Person
Chief, 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-190
(3 pages)

Re: **Trailer Cable Connection**
Kenworth Recall No.: 08KW6

Dear Mr. Person:

PACCAR Inc is furnishing notification to NHTSA of the following safety related defect in accordance with 49 C.F.R. 573. This motor vehicle safety defect involves vehicles manufactured by the Kenworth division of PACCAR Inc. No Peterbilt vehicles are involved in this recall.

573.6(c)(1)

Kenworth Truck Company
P.O. Box 1000
Kirkland, WA 98083

573.6(c)(2) – Identification of Affected Vehicles

Models Affected: C500, T800, T600, T2000 and W900

Model Years Affected: 2007

Manufacture Dates: May 24, 2006 to November 21, 2006

Basis for Determining Population: All chassis' built with the Phillips QCS II trailer cable connection and trailer cable mounting bracket with "U-shaped" cut out without a reinforcement bracket. Phillips QCS II trailer cab connection implemented in production late May, 2006. Trailer cable connection reinforcement bracket implemented in production mid November, 2006. Population is based on models which have condition stated above and respective build dates.

573.6(c)(3) – Total Number

4,432 vehicles (3,573 U.S. and 859 Canadian)

573.6(c)(4) – Percentage of Vehicles Estimated to Contain Defect
Unknown

574.6(c)(5) - Description of the Defect

Certain Kenworth trailer cable mounting brackets have a “U-shaped” cut out that only partially support the trailer cable connection. Partial support of the cable connection may allow the molded boot and electrical ground pin to partially or completely pull away from the 7-way socket. Partial or complete detachment of the cable connection can cause reduced water resistance and potential loss of electrical ground. There is also a possibility the trailer lights may fail to illuminate without the operator’s knowledge. If this condition were to occur, other motorists may not be warned of tractor/trailer movements, increasing the risk of an accident.

574(c)(6) - Chronology of Events Leading to Recall

In May 2006, Kenworth introduced the QCS II sta-dry trailer cable with a new jacketed cable connection in order to provide improved protection from water intrusion. In response to feedback regarding flexibility of the QCS II cable connection, Kenworth issued an Engineering Change Notice (ECN) in June 2006 which incorporated a reinforcement bracket to provide increased support of the cable connection. The reinforcement bracket mitigated the issue of the molded boot and electrical ground pin pulling away from the 7-way socket. This ECN was implemented in November 2006. In March 2007, Kenworth published a technical bulletin (TIB 34-31) informing dealers the trailer cable connection was not fully supported and, under certain circumstances, might flex when inserting the trailer plug. The reinforcement bracket was communicated as a product improvement to alleviate the flexing.

In May 2007, NHTSA requested further information regarding TIB 34-31 and Kenworth subsequently communicated with NHTSA relating to the intent and scope of the TIB. In February 2008, NHTSA opened a preliminary evaluation of the adequacy of the trailer cable connection. Kenworth subsequently investigated the issue further and elected to proceed with a safety related recall.

573.6(c)(7) – Noncompliance – Test or Other Data
Not Applicable

573.6(c)(8) - Remedy

Authorized Kenworth dealerships will perform the needed repair. Dealers will install a reinforcement bracket between the flexible back of the QCS II molded boot and the frame bracket, and reattach the supporting bolts.

573.6(c)(9) – Information for Tire Recalls
Not applicable

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573(c)(10) – Communications sent to dealers and Owners

Notification will be made to dealers and customers within the next 30 days.

573.6(c)(11) – Copy of Proposed Owner Notification Letter

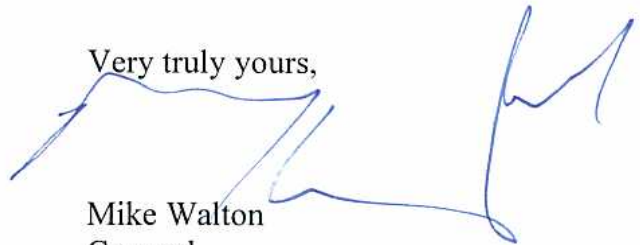
A draft of the customer letter will be sent for ODI to review and approval when available.

573.6(c)(12)

The Kenworth number for this campaign is “08KW6”.

If there are any questions regarding this information, please contact Shawn Miller, the Kenworth Safety and Compliance Manager, or me.

Very truly yours,



Mike Walton
Counsel

cc: Peter Kievitt, NHTSA
Patricia Wallace, NHTSA
Delia Lopez, NHTSA

MKW:kaf

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