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DEFECTS INVESTIGATION
RECALL MGMT DIV.

PACCAR Inc
Law Department
June 3, 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-246
(2 pages)**

Re: **Fuel Line Interference**
Kenworth Recall No.: 08KW7

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 division of PACCAR Inc.

Description of the Defect

Interference may exist on certain Kenworth vehicles equipped with dual under cab fuel tanks and an in-cab battery box (ICBB). A harness support bracket mounted on the under side of the cab may come into contact with the fuel line at the top of the fuel splitter valve. The edge of the bracket may compromise the fuel line causing an interruption in fuel flow, or loss of fuel resulting in compromised vehicle performance or potentially causing a fire.

Identification of Affected Vehicles

Kenworth has identified 36 vehicles manufactured from April 23, 2007 to April 25, 2008. Impacted models include 2007 and 2008 T270s and T370s; and 2007 T300s.

Chronology of Events Leading to Recall

This issue was discovered in December of 2007, on a T170 prototype built with dual under-cab fuel tanks and an ICBB. The T170 design was changed and the problem was alleviated for that application prior to production release.

The ICBB option was released for the T300, T270 and T370 in April, 2007, therefore engineering completed an investigation to confirm if there was an issue for the T300, T270 and T370 models as well. The potential for interference was confirmed in April 2008, by a T270 production build at the Ste. Therese plant and the review of 17 vehicles in the field.

To correct the issue for production, a redesigned ICBB cable routing bracket (R11-1615) and fuel splitter valve bracket (K11-1058) were implemented May 1, 2008, providing an additional 2 inches of clearance between the two components.

Description of Remedy

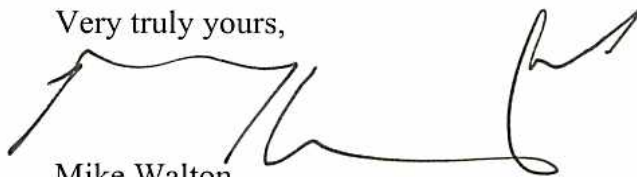
Kenworth will re-work the existing ICBB cable routing bracket and replace the fuel splitter valve bracket to provide adequate clearance between components.

Identification of Recall Schedule

The Kenworth number for this campaign is "08KW7."

Please let me know if you have any questions or concerns.

Very truly yours,



Mike Walton
Counsel

cc: Patricia Wallace, NHTSA
Delia Lopez, NHTSA

MKW:kaf

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