

RECEIVED

APR 29 AM 11:13

PACCAR Inc.
Law Department
April 17, 2009

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

09V-140
(2 Pages)

Re: **Missing Caliper Tie Bar on Rear 73mm Hydraulic Brakes**
Kenworth Recall No.: 09KW2
Peterbilt Recall No.: 409B

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

The anchor plate tie bar for 73mm calipers was inadvertently deleted from the assembly drawing. The tie bar reinforces the anchor plate and is required only for 73mm calipers.

Under high torque brake applications two possible scenarios exist:

1. The slide pins could bind, resulting in a reduction of the brake torque applied on a wheel end and/or brake drag caused by incomplete brake release; or
2. The anchor plate could fatigue, resulting in a cracked and/or fractured anchor plate ear. This condition could result in the brake on a wheel end becoming inoperative, or part of the anchor plate ear becoming separated from the anchor plate and falling onto the roadway.

All of the affected trucks are 4x2 configurations.

Identification of Affected Vehicles

Kenworth has identified 2 vehicles manufactured from September 15, 2008 to March 16, 2009. The affected models are 2009 T270 and T370 trucks.

Peterbilt has not identified any U.S. vehicles affected by this defect.

Chronology of Events Leading to Recall

On February 25, 2009, Kenworth Engineering discovered that the Anchor Plate Tie Bar had been accidentally deleted from the assembly drawing. Kenworth Engineering alerted Peterbilt Engineering. An engineering change notice (ECN) was immediately written to update the drawing and correct parts for production. An investigation was initiated involving Kenworth and Peterbilt Design Engineering and the hydraulic disc brake supplier. Both divisions initiated a check of the affected trucks.

Description of Remedy

Kenworth and Peterbilt will inspect the brakes on the affected chassis for the presence of the Anchor Plate Tie Bar; and install the Anchor Plate Tie Bar if missing.

As of the date of this letter, Peterbilt has inspected and corrected all affected chassis (which affect Canadian trucks only) and Kenworth has made contact with both customers affected by this recall and scheduled inspections of their chassis.

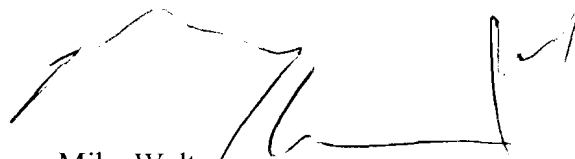
Identification of Recall Schedule

The Kenworth number for this campaign is "09KW2."

The Peterbilt number for this campaign is "408B."

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Mike Walton", with a stylized flourish extending to the right.

Mike Walton
Counsel

cc: Delia Lopez, NHTSA

MKW:kaf

E-mail: mike.walton@paccar.com
