

October 21, 2009

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

Attn: Mr. George Person

09V-415  
(2 Pages)

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

Re: **Insufficient Axle U-Bolt Torque on Air Glide (AG) 400L Rear Suspension**  
**Kenworth Recall No.: 09KWA**

Dear Mr. Person:

Kenworth Truck Company has determined that a non-compliance with Federal Motor Vehicle Safety Standard (FMVSS) 106 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 Defect

The axle U-bolts attaching the axle to the suspension leaf spring on certain AG400L rear suspensions may have received insufficient fastener torque during the installation process. The insufficient torque may allow the axle U-bolt to become loose, which may cause vibration in the rear suspension. If multiple fasteners were to become loose, the U-bolt holding the axle may lose clamp load and the rear axle may shift relative to the rear suspension leaf spring, which might result in an accident.

Chronology of Events Leading to Recall

This issue was communicated to the Quality Service Department at Kenworth Division via the Field Service organization in September 2009. Further evaluation of warranty claims revealed that certain chassis were serviced for loose AG400L axle U-bolts which were assembled at Kenworth's Chillicothe manufacturing plant. The Kenworth Chillicothe plant confirmed on September 23, 2009 that a DC tool used for axle U-bolt torque had only been utilized intermittently between AG400L implementation in early 2009 through the end of September 2009.

[mike.walton@paccar.com](mailto:mike.walton@paccar.com), Phone 425-468-7027

George H. Person  
October 21, 2009  
Page Two

The DC tool is currently in service for all chassis at the Kenworth Chillicothe manufacturing plant. Kenworth Chillicothe will have the DC tool audited daily to make certain the torque is as specified.

Identification of Affected Vehicles

Kenworth has delivered approximately 1,020 vehicles (914 U.S. chassis and 106 Canadian chassis) manufactured between November 12, 2008 and September 30, 2009 that may have the safety defect described above. The Kenworth models affected are 2009 and 2010 model year of certain T2000, T800, T660 and W900 vehicles.

Description of Remedy

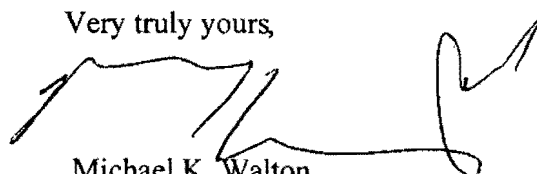
The remedy of the recall will involve inspecting the axle U-bolts for visible defects, including bent and/or smashed threads and re-torquing the axle U-bolts to factory specifications.

Identification of Recall Schedule

The Kenworth number for this campaign is "09KWA". Kenworth will notify customers and dealers within the next 30 days.

Please let me know if there are any questions or concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael K. Walton". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael K. Walton  
Counsel  
PACCAR Inc

cc: Delia Lopez, NHTSA

MKW: