KENWORTH

A PACCAR COMPANY

Kenworth Truck Company
P.O. Box 1000
Kirkland, Washington 98083-1000

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

Re: **TRW IGEN3 Steering Shaft Weld, *Amended Vehicle Population***
Kenworth Recall No.: 09KW8
Peterbilt Recall No.: 609-A

Dear Mr. Person:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. This motor vehicle safety defect involves vehicles manufactured by both the Kenworth and Peterbilt divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)
Kenworth Truck Company
10630 NE 38th Pl.
Kirkland, WA 98033

Peterbilt Motors Company
1700 Woodbrook Street
Denton, TX 76205

Identification of Affected Vehicles - 573.6(c)(2)
The affected Kenworth models are 2009 model year T2000, T800, T660 and W900 vehicles.

The affected Peterbilt models are 2009 model year 389, 388, 386, 384, 367, 365 and 387 vehicles.

Population of Affected Vehicles - 573.6(c)(3)
Kenworth has delivered ***1,130 vehicles*** (***1,008*** within the U.S. and ***122*** within Canada) and Peterbilt has delivered ***1,188 vehicles*** (***1,088*** within the U.S. and ***100*** with Canada) manufactured between April 21, 2009 and June 12, 2009 that may have the safety defect described below.

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Number of Vehicles Known to Contain Defect - 573.6(c)(4)
The number of vehicles within the affected population which is known to contain the defect cannot be determined at this time.

Description of the Defect - 574.6(c)(5)
The circumferential weld around the steering shaft tube that welds the splined tube to together). This condition may occur on the IGEN3 family of steering shafts manufactured by TRW between April 21, 2009 and May 26, 2009. Mislocation of the circumferential weld may allow the splined tube and non-splined tube to rotate relative to one another during a low speed, high torque turn, possibly resulting in a separation of the two tubes. A separation of the splined and non-splined tubes would cause a loss of steering control and increase the risk of a vehicle accident.

Chronology of Events Leading to Recall - 574(c)(6)
On June 10, 2009, one TRW IGEN3 steering shaft, part #418022-10, was rejected by QA personnel at the Peterbilt Denton plant due to the steering shaft being miswelded. The defect was found when the steering was turned against the steering stops during the vehicle manufacturing process and the splined tube and non-splined tube rotated relative to one another due to the inadequate weld. The rejected shaft was manufactured at TRW on May 15, 2009. Subsequent discussions with TRW revealed that the Kenworth Chillicothe plant had experienced a similar event on May 22, 2009 (TRW IGEN3 part #418050-1). Neither steering shaft weld passed the TRW 300 ft. lb. torsional proof load test. As a result of the two reported failures, TRW implemented an inspection of the suspect weld joint of all of the steering shafts in its inventory on May 26, 2009.

Between June 10 and June 12, 2009, all Kenworth and Peterbilt vehicles in the process of being built and vehicles which were ready for delivery were inspected with the use of a special gauge provided by TRW. Potentially problematic steering shafts were returned to TRW for further evaluation.

On June 22, 2009, TRW reported that an additional three steering shafts which had been returned from Kenworth's Mexicali plant did not pass its 300 ft. lb. torsional proof load test.

Upon receiving the results of TRW's evaluation of the returned steering shafts, the Kenworth and Peterbilt Safety Committee convened and determined that a safety defect could exist with the TRW IGEN3 steering shafts which were manufactured between April 21, 2009 and May 26, 2009.

Description of Remedy - 573.6(c)(8)
Kenworth and Peterbilt authorized dealers will inspect the steering shaft using a weld placement gauge provided by TRW. Any steering shaft found to have a misweld will be replaced at no cost to the customer.

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Communications Sent to Dealers and Owners - 573(c)(10)
Kenworth and Peterbilt anticipate notification will be made to dealers and customers within the next 30 days.

Copy of Proposed Owner Notification Letter - 573.6(c)(11)
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

Identification of Recall Schedule - 573.6(c)(12)
The Kenworth number for this campaign is "09KW8."
The Peterbilt number for this campaign is "609-A."

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

Sincerely,

Shawn T. Miller
Manager, Product Safety and Compliance
Kenworth Truck Company

cc: Delia Lopez, NHTSA
Mike Walton (via email)
Rod Curbo (via email)

STM:ldr
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