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09V-490
(2 Pages)

PACCAR Inc
Law Department

December 22, 2009

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL (RMD.ODI@DOT.GOV)

Attn: Mr. George Person

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 Clamp Load for Steering Gear Mounting Fastener

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. The recall affects only the Kenworth Truck Company division of PACCAR Inc.

Manufacturer – 573.6(c)(1)

Kenworth Truck Company
10630 N.E. 38th Place
Kirkland, WA 98033

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

The affected Kenworth models are certain 2010 model year T2000, T800, T660 and W900S vehicles.

Population of Affected Vehicles - 573.6(c)(3)

Kenworth has delivered approximately 3,799 vehicles (3,078 chassis in the United States and 721 chassis in Canadian) between July 1, 2009 and October 23, 2009 that may have the safety defect described in this notice.

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 – 573.6(c)(5)

The fasteners attaching the steering gear to the front drive bracket may have received insufficient torque during the installation process, resulting in less than the required clamp load. The insufficient clamp load may allow the fastener(s) to become loose over time and fall away

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George Person
December 22, 2009
Page 2

from the vehicle. If multiple fasteners were to become loose, the vehicle steering may wander, which may cause a loss of vehicle control and an accident.

Chronology of Events Leading to Recall – 573.6(c)(6)

On October 19, 2009, Kenworth began receiving calls from customers complaining of loose steering gear fasteners for vehicles built from August 2009 through October. Beginning in late October, Kenworth audited steering gear fastener static torque on vehicles in the field built as early as January of 2009. Analysis of the field data showed that the average static torque value decreased significantly for vehicles built from July 1, 2009 through October 23, 2009. On October 23, 2009, a torque change was made to ensure that the steering gear fasteners were torqued properly to achieve appropriate clamp load.

Description of Remedy – 573.6(c)(8)

The remedy of the recall will involve inspecting the fasteners for visible looseness, including bent and/or smashed threads. If any fasteners have visible defects they will be replaced. The loose fasteners will be re-torqued.

Communications Sent to Dealers and Owners - 573(c)(10)

Kenworth anticipates notification will be made to dealers and customers within the next 30 days. In the interim, Kenworth already has advised its dealers to inspect for and correct the problem.

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

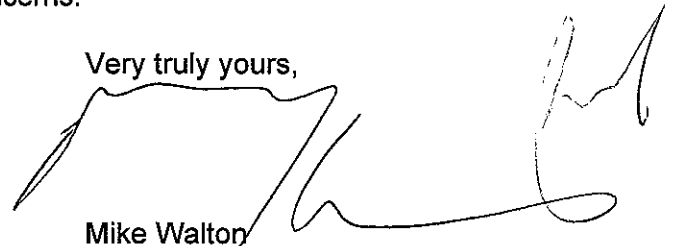
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

Identification of Recall Schedule – 573.6(c)(12)

The Kenworth number for this campaign is "09KWB". Kenworth will administer the recall.

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

Very truly yours,



Mike Walton
Counsel
PACCAR Inc