



April 8, 2010

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

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: Over-Torque of Non-LMS Hubs – Model T270/T370 Vehicles Only (10KWA)

Dear Mr. Person:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 C.F.R. part 573, "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. The recall involves vehicles manufactured by the Kenworth division of PACCAR Inc.

Manufacturer – 573.6(c)(1)  
Kenworth Truck Company  
10630 NE 38<sup>th</sup> Place  
Kirkland, WA 98033

Identification of Affected Vehicles - 573.6(c)(2)  
The affected Kenworth models are certain 2010 model year T270 and T370 vehicles equipped with non-LMS hubs. The recall does not apply to vehicles equipped with LMS hubs.

Population of Affected Vehicles - 573.6(c)(3)  
Vehicles manufactured between June 1, 2009 and August 6, 2009 that may have the safety defect described below. All of the affected vehicles were sold within the United States.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Unknown. There are 23 vehicles within the affected population.

Description of the Defect – 573.6(c)(5)  
The spindle nut attaching the hub and bearing to the axle spindle (steer or drive) may have been over-torqued during the hub installation process. An over-torque of the spindle nut may cause the bearing to seize, possibly resulting in the overheating of the wheel end. As a result, a wheel end fire may occur.

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

George Person  
April 8, 2010  
Page 2

**PACCAR** Inc  
Law Department

Kenworth Engineering was notified of a warranty claim related to excessive front axle bearing wear due to an over-torqued spindle nut. Kenworth's St. Therese plant was notified of the potential over-torque issue and asked to investigate. Personnel within the St. Therese plant determined that non-LMS hub spindle nuts were incorrectly being torqued in the same manner as LMS hub spindle nuts, which has the effect of removing all free play from the bearing.

Description of Remedy – 573.6(c)(8)

The remedy of the recall will involve replacing the bearings for the affected chassis. The spindle and hub will be inspected for scoring and replaced if necessary.

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 for review and approval prior to initiation of the recall.

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

The Kenworth number for this campaign is "10KWA". Kenworth will administer the recall.

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

Very truly yours,



Brian Van Bodegraven  
Claims Manager