



May 5, 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: Sheetmetal Hood – Rear Support Bracket Interference (10KWC)

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 Truck Company division of PACCAR Inc.

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

Identification of Affected Vehicles - 573.6(c)(2)
The affected Kenworth model is the C500 with a sheetmetal hood. Both single and twin-steer models are affected; the set-back axle models are not affected.

Population of Affected Vehicles - 573.6(c)(3)
Vehicles manufactured between October 24th, 2008 and January 13th, 2010.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth delivered 25 vehicles (10 U.S. and 15 Canada) between October 24th, 2008 and January 13th, 2010 that may have the safety defect described below.

Description of the Defect – 573.6(c)(5)
During maneuvers with certain combinations of wheel turn, articulation and bump, the brake chamber can contact the rear hood support. The contact can damage the brake chamber leading to loss of braking function at the affected wheel end – increasing the risk of a crash.

Chronology of Events Leading to Recall – 573.6(c)(6)
With implementation of the new D2000/2200 axle line on June 30th, of 2008, the brake chamber clocking location was changed compared to the EFA20/22 axles. The previous clocking was oriented forward of the axle as opposed to the current rearward clocking. The interference was

George Person
May 4, 2010
Page 2

PACCAR Inc
Law Department

first reported by a district service manager on January 8th, 2010. Upon initial review, the cause of the damage was unknown. During further field feedback and full engineering analysis, the root cause of the issue was recognized.

The hood mounting bracket has been redesigned to eliminate potential interference with the brake chamber. All chassis built after January 13th, 2010 have been built with the updated bracket.

Description of Remedy – 573.6(c)(8)

The remedy of the recall will involve replacement or modification of the rear hood support with a larger cutout. Brake chambers will be inspected for damage, and replaced if any exists.

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

Kenworth anticipates notification will be made to dealers and customers within the next 30 days.

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

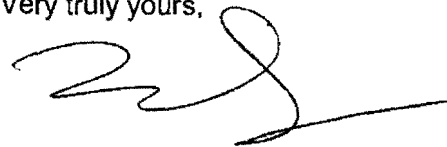
A draft of the customer letter will be sent to NHTSA's Recall Management Division for review and approval prior to initiation of the recall.

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

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

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

Very truly yours,



Brian Van Bodegraven
Claims Manager