



June 10, 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: T660 Hood Strut Safety Latch Retaining Pins Loose/Missing – 10KWE

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 models are certain 2009-2010 model year T660 vehicles.

Population of Affected Vehicles - 573.6(c)(3)
Vehicles manufactured between July 1, 2008 and July 31, 2009

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth delivered 5,008 vehicles (4,796 U.S. and 212 Canada) between July 1, 2008 and July 31, 2009 that may have the safety defect described below.

Description of the Defect – 573.6(c)(5)
The retaining pins securing the hood strut lock tube to the hood strut assembly may become loose and fall out allowing the lock tube to rotate on the strut assembly. In its normal operation the safety latch feature is automatically set and it prevents the hood from closing. With the hood closed and the retaining pins missing, the lock tube may rotate relative to the hood strut resulting in a non-operational safety latch feature when the hood is opened. A non-operational safety latch feature may not be detected by an operator increasing the risk of personal injury and/or vehicle damage should the hood unexpectedly close.

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PACCAR Inc
Law Department

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

Kenworth's Customer Service received notification from certain dealers that retaining pins holding the lock tube to the hood strut assembly were becoming loose and falling out allowing the lock tube to rotate freely around the hood strut. Subsequent review of warranty data indicated elevated warranty claim counts for vehicles built from mid 2008 through mid 2009. Warranty claim counts prior to and post this period were insignificant.

Further investigation of the loose or missing retaining pins identified attempting to close the hood with the lock cylinder in place as the failure mode. The suspected root cause is insufficient material properties and/or sizing of the retaining pin and/or pivot disc

Description of Remedy – 573.6(c)(8)

Kenworth will replace the pivot disc and lock tube retaining pins with a revised pivot disc and cap screws.

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)

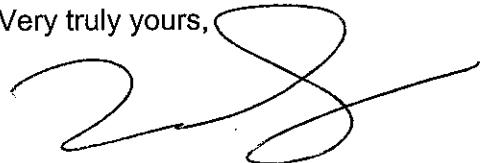
A draft of the customer letter will be sent to NHTSA's Recall Management Division for review and approval prior to initiation of the recall.

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

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

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

Very truly yours,



Brian Van Bodegraven
Claims Manager