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By Recall Management Division at 2:19 pm, Jul 02, 2010

**PACCAR** Inc

Law Department

June 25, 2010

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

10V-308  
(3 Pages)

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**  
**Kenworth Recall No.: 10KW-F**  
**Peterbilt Recall No.: 0610-D**

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 Kenworth models affected are 2008, 2009, and 2010 model years of certain T2000, T800, T660, W900, and C500 vehicles.

The Peterbilt models affected are 2009 and 2010 model years of certain 365, 367, 384, 386, 387, 388, and 389 vehicles.

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

Kenworth has delivered approximately 365 vehicles (293 U.S. and 72 Canadian) between May 14, 2007 and April 20, 2009. TRW records indicate they shipped 10,717 suspect I-Gen3 steering shafts to Peterbilt. Peterbilt has delivered 9596 vehicles (US and Canadian registration breakdown will be provided as they become available) manufactured between July 4, 2008 and April 20, 2009 that have the safety defect described below.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)

Kenworth vehicles manufactured between May 14, 2007 and April 20, 2009 and Peterbilt vehicles manufactured between July 4, 2008 and April 20, 2009.

Description of the Defect - 574.6(c)(5)

The circumferential weld around the steering shaft tube that welds the splined tube to the non-splined tube may be mislocated (i.e. not fully over the seam joining the tubes together). This condition may occur on the IGEN3 family of steering shafts manufactured by TRW between May 10, 2007 and April 20, 2009 (parts produced after April 20, 2009 were covered under original Kenworth recall 09KW8; NHTSA 09E-041 and Peterbilt recall 0609-C). 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 30, 2009 PACCAR notified NHTSA under recall number 09V258000 of a mislocated weld on a TRW steering shaft for Kenworth and Peterbilt vehicles built between April 21, 2009 and June 12, 2009.

On May 3, 2010, Thomas Built Bus (a subsidiary of Daimler Trucks North America) notified TRW that an IGEN3 steering shaft with an improperly located weld bead was found on a bus in North Carolina. TRW immediately initiated an investigation that included examination of the subject IGEN3 steering shaft. The manufacturing date of the suspect IGEN3 steering shaft was determined to be October 25, 2008. The failure mode of the subject IGEN3 steering shaft was similar to that reported in NHTSA campaign 09V258000. Based on this new information, TRW and PACCAR will initiate a campaign to examine all IGEN3 steering shafts produced from May 10, 2007 through April 20, 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.

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.

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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 "10KW-F."

The Peterbilt number for this campaign is "6010-D."

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Brian Van Bodegraven". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Brian Van Bodegraven  
Claims Manager