



September 29, 2010

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

Jennifer Timian  
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: **Chassis Load Center Connection**  
**Kenworth Recall No.: 10KWG**

Dear Ms. Timian:

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 the Kenworth division of PACCAR Inc.

Manufacturer - 573.6(c)(1)  
Kenworth Truck Company  
10630 NE 38th Pl.  
Kirkland, WA 98033

Identification of Affected Vehicles - 573.6(c)(2)  
The affected Kenworth models are 2011 model year T660, T800, W900, C500, T440 and T470 vehicles.

Population of Affected Vehicles - 573.6(c)(3)  
The affected vehicles were manufactured between April 1, 2009 and August 30, 2010.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Kenworth delivered 3,795 vehicles (3,040 within the U.S. and 755 within Canada) between April 1, 2009 and August 30, 2010 which may have the safety related defect described below.

Description of the Defect - 574.6(c)(5)  
One of the four harness spade terminal connections to the chassis load center may become completely unseated. A completely unseated connection may result in a power loss to a portion of the vehicle's exterior lighting, potentially inhibiting visibility of the operator and/ or detection of the vehicle in certain conditions and increasing the risk of a crash.



Law Department

Chronology of Events Leading to Recall - 574(c)(6)

In mid-August 2010, Kenworth was notified by a dealer of some loose harness connections in the chassis load center. Kenworth notified its supplier and commenced an investigation. The engineering team subsequently inspected a number of vehicles, as well as the component supplier's assembly process. It was determined that the power lead was not fully seated during the manufacturing process and, as a result, was pulling away from the power bus internal to the box (four spade terminal connections). A series of inventory sorts at both the supplier and Kenworth manufacturing plants ensured proper connections for any chassis load center used on any vehicle built August 30, 2010 or later. In September 2010, Kenworth conducted shake tests to verify the suspected root cause and confirmed there were no additional manufacturing or design problems.

Description of Remedy - 573.6(c)(8)

The remedy will involve inspecting the harness and re-seating the female connectors on the male spade terminals.

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

Kenworth will notify its dealers and customers of the recall within the next 30 days.

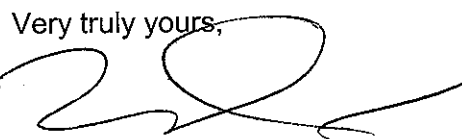
Copy of Proposed Owner Notification Letter - 573.6(c)(11)

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 recall number for this campaign is "10KWG."

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

Very truly yours,  


Brian Van Bodegraven  
Claims Manager  
PACCAR Inc