

**RECEIVED**

By delia.lopez at 8:25 am, Oct 28, 2010

**PACCAR** Inc

Law Department

October 27, 2010

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

10V-535  
(2 Pages)

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: **AG400L Air Disc Brakes – Drive Axle Brake Orientation**  
**Kenworth Recall No.: 10KWH**

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 2009-2011 model year T660, T700, T800, and W900 with the AG400L suspension and air disc brakes.

Population of Affected Vehicles - 573.6(c)(3)  
Vehicles manufactured between December 22, 2008, and August 2, 2010

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Kenworth manufactured 475 vehicles, (417 U.S. and 58 Canada), between December 22, 2008, and August 2, 2010, that may have the safety defect described below.

Description of the Defect - 574.6(c)(5)  
The air disc brake caliper, a hand-specific part, could be installed on the wrong side of the drive axle potentially causing interference with the suspension bracket and U-bolts on the AG400L rear suspension as the outermost brake pads wear and the floating caliper moves inboard. As this interference gets larger, it prohibits the floating caliper's movement, subsequently reducing the outer pad's pressure on the disc which can eventually lead to reduced braking performance, increasing the risk of a crash.

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

On July 22, 2010 Kenworth received a field report regarding caliper interference on a single truck. Kenworth opened an investigation which included inspecting and repairing the truck and verifying assembly within the Kenworth manufacturing plant. Kenworth's investigation also included testing to determine the potential effects of this configuration. The investigation was completed on October 22, 2010 and the Kenworth's safety committee recommended a voluntary recall of the affected chassis.

Description of Remedy - 573.6(c)(8)

The remedy of the recall will involve verifying the correct orientation of the brake caliper. If the orientation is correct, no further action is necessary. If the caliper orientation is incorrect, the calipers will be removed and inspected for damage. If damage exists, they will be replaced. If no damage exists, they will be re-mounted in the correct orientation. The brake pads will be checked for proper wear and replaced with new parts 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.

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

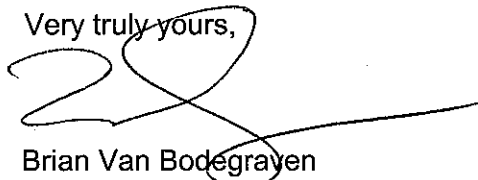
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

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

The Kenworth number for this campaign is "10KWH."

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

Very truly yours,



Brian Van Bodegraven  
Claims Manager  
PACCAR Inc