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By delia.lopez at 10:25 am, Dec 14, 2010

PACCAR Inc
Law Department

December 13, 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: **Dana DPL170XL Interaxle Driveline Failures**
Kenworth Recall No.: 10KWL
Peterbilt Recall No.: 1201F

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 both the Kenworth Truck Company and Peterbilt Motors Company 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 affected Kenworth models are certain 2007 and 2008 model year T600, T660, T2000, T800 and W900 vehicles equipped with 52 inch axle space dual drive Kenworth AG 380 suspensions with extended lube inter-axle drivelines manufactured by Dana Corporation.

The affected Peterbilt models are certain 2007 and 2008 model year 357, 378, 379, 385, 386, 387, 388, and 389 vehicles equipped with 52 inch axle space dual drive Peterbilt Low Air Leaf and Peterbilt Flex Air suspensions and with extended lube inter-axle drivelines manufactured by Dana Corporation.

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

The recall affects the above specified vehicles manufactured between February 2, 2006 and April 30, 2007.

Kenworth manufactured 5,438 vehicles (5,253 U.S. and 185 Canada) within the subject population. Peterbilt manufactured 7,435 vehicles (7,095 U.S. and 340 Canada) within the subject population.

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

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

The bearing surfaces of the SPL170XL extended lube universal joint manufactured by Dana Corporation that attaches the inter-axle driveline to the drive axle may become prematurely worn due to breakdown of lubrication and/or excessive heat. Prematurely worn bearing surfaces may result in the u-joint becoming loose and/or binding. If undetected, the condition may result in universal joint failure, allowing the inter-axle driveline to detach from the axle, which may cause the vehicle to become disabled in the roadway. A detached driveline also may pose a personal injury or property damage hazard.

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

On July 13, 2010, the National Highway Traffic Safety Administration (NHTSA) opened an investigation concerning SPL170XL extended lube inter-axle driveline failures. During the course of the investigation, PACCAR has reviewed warranty and field data, interviewed customers, and conducted testing regarding torsional loading and various causative factors. As of the date of this letter, testing continues regarding the root cause of the problem.

Description of Remedy - 573.6(c)(8)

The remedy of the recall is undefined at this point. PACCAR continues to work with Dana to investigate the root cause and the ultimate remedy for this defect.

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

PACCAR anticipates notification will be made to dealers and customers within the next 60 to 90 days.

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

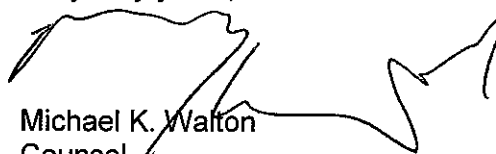
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

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

The Kenworth number for this campaign is "10KWL." The Peterbilt number for this recall campaign is "1210F."

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc