



December 22, 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: Hood Strut Safety Latch Not Automatically Engaging Due To Magnet Strength
Kenworth Recall No.: 10KWK**

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 certain 2011 model year T660 and T700 vehicles.

Population of Affected Vehicles - 573.6(c)(3)
Vehicles manufactured between August 9, 2010 and November 4, 2010.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth manufactured 1,592 vehicles (1,510 U.S. and 82 Canada) between August 9, 2010 and November 4, 2010, that may have the safety defect described below.

Description of the Defect - 574.6(c)(5)
In normal operation, the safety latch feature is automatically set and prevents the hood from closing. With too strong of magnets, the safety latch feature may not automatically set, 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 and the hood may unexpectedly close, increasing the risk of personal injury and/or vehicle damage.



Law Department

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

Kenworth implemented a process change on June 29, 2010 which allowed the supplier of the hood latch, AS Raymond, to install dual magnets to ensure the safety latch would remain in the "disengaged" position when the hood was closed. On October 21, 2010, the Kenworth Chillicothe plant informed Kenworth Engineering that, on some vehicles, the safety latch would stay in the "disengaged" position when the hood was opened and would not automatically "engage".

Kenworth Engineering opened an investigation into this matter and determined that, although the dual magnets were ensuring the safety latch stayed in the "disengaged" position when the hood was to be closed, the dual magnets on some units were causing the safety latch to stay in the "disengaged" position when the hood was opened.

Kenworth Engineering concluded its investigation and changed the installation from dual magnets back to a single magnet based on the potential defect described above.

Description of Remedy - 573.6(c)(8)

The remedy of the recall will involve replacement of the dual magnets with a single magnet.

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

Kenworth anticipates notification will be made to dealers and customers within the next 30 days.

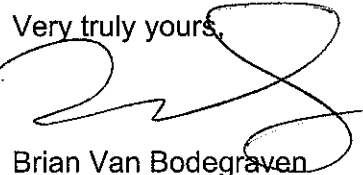
Copy of Proposed Owner Notification Letter - 573.6(c)(11)

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 "10KWK."

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

Very truly yours,


Brian Van Bodegraven
Claims Manager
PACCAR Inc