



May 10, 2011

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: **T440 Quick Release Air Valve – Not Installed**  
**Kenworth Recall No.: 11KWC**

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 non-compliance 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 and 2012 model year T440 vehicles.

Population of Affected Vehicles - 573.6(c)(3)  
Vehicles manufactured between October 18, 2010 and February 9, 2011.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Kenworth delivered 5 vehicles (3 U.S. and 2 Canada) between October 18, 2010 and February 9, 2011 that may have the non-compliance defect described below.

Description of the Defect - 574.6(c)(5)  
The quick release air valve required in the full truck service brake air line gladhand connection may have not been installed in certain vehicles. The absence of the quick release air valve may allow the full truck service brake air line gladhand release timing to exceed the threshold of 0.75 seconds, failing to comply with the requirements of FMVSS 121. Because the release timing exceeds FMVSS by less than 1/10<sup>th</sup> of a second, Kenworth does not believe the non-compliance affects motor vehicle safety.

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

On March 9, 2011, the PACCAR St. Therese plant informed Kenworth that the quick release air valve may have not been installed on certain T440s. The quick release air valve was not assigned to the proper build station. The PACCAR St. Therese plant provided Kenworth with a list of potentially affected chassis and confirmed the assigned build station had been corrected on March 4, 2011.

On March 11, 2011 Kenworth Engineering and Safety and Compliance requested that the PACCAR Technical Center (PTC) evaluate if the potentially affected chassis would meet FMVSS 121 requirements for brake timing if the quick release air valve was not installed.

On April 25, 2011 testing was completed by PTC and results shared with Kenworth Engineering. Results determined that the release timing of the full truck service brake air line gladhand connection exceeded the release timing requirement (0.75 seconds) of FMVSS 121 for chassis with a combined length (wheelbase + end of frame cutoff) greater than or equal to 400 inches. Five chassis were affected.

On May 6, 2011 Kenworth completed its investigation and recommended a recall for this potential non-compliance issue.

Description of Remedy - 573.6(c)(8)

Kenworth dealers will install the quick release air valve in the full truck service brake air line with gladhand connection.

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

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

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

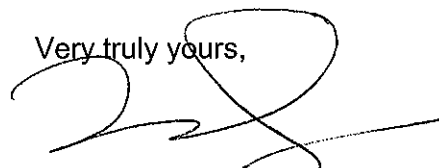
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

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

The Kenworth number for this campaign is "11KWC."

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

Very truly yours,



Brian Van Bodegraven  
Claims Manager  
PACCAR Inc