



June 21, 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: **T660 Hood Strut Safety Latch**
Kenworth Recall No.: 11KWD

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 2012 model year T660 vehicles.

Population of Affected Vehicles - 573.6(c)(3)
Vehicles manufactured between April 18, 2011 and May 20, 2011.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth has delivered 74 vehicles (72 within the United States and 2 within Canada) between April 18, 2011 and May 20, 2011 that may have the safety defect more fully described immediately below.

Description of the Defect - 574.6(c)(5)
Kenworth's 2012 model year T660 vehicles are equipped with a safety latch attached to the hood strut which is designed to automatically engage when the hood is opened. For the affected population, if the hood strut were to separate, the safety latch may not engage. A non-operational safety latch may not be detected by an operator and the hood may unexpectedly close, increasing the risk of personal injury.

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

On May 20, 2011, the Kenworth manufacturing plant in Renton, Washington discovered that three (3) locking hood struts used in the model T660 (from lot code W010176) did not function as designed when the safety latch feature was disengaged. After the three struts were removed from the vehicles, testing showed the struts could come apart. Later the same day, all Kenworth plants were instructed to quarantine hood struts with lot code W010176. The component supplier, Associated Spring Raymond (ASR), was informed of the finding and the quarantine.

On May 24, 2011, ASR commenced an investigation. It subsequently determined that an internal rod on some struts had not been riveted to an internal guide due to a manufacturing error. Further investigation isolated the error to a single lot (W010176) which was shipped only to the Renton plant.

Beginning on May 26, 2011, Kenworth engineers tested the safety implications of a defective strut. In one of the tests, the hood strut shaft separated from the strut body, allowing the hood strut shaft and safety latch device to fall forward and inboard onto the bumper, defeating the automatic locking device. After analysis of its findings and those of ASR, Kenworth's recall committee convened and recommended initiating a safety related recall.

Description of Remedy - 573.6(c)(8)

Kenworth dealers will inspect the hood strut for the specific lot code and, if the strut is within the lot code, replace the strut.

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 "11KWD."

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc