



July 28, 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: **Fontaine Ultra LT Fifth Wheel Partial Coupling
Kenworth Recall No.: 11KWE**

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 related defect involves vehicles manufactured by the Kenworth Truck Company division of PACCAR Inc. The Peterbilt Motors Company division is not affected by this recall.

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 T700 vehicles equipped with Fontaine Ultra LT model fifth wheels.

Population of Affected Vehicles - 573.6(c)(3)
Certain vehicles manufactured between October 5, 2010 and October 13, 2010.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth has delivered 10 vehicles, all of which were registered within the United States, that may have the safety defect described below.

Description of the Defect - 574.6(c)(5)
During the trailer coupling process, it is possible for a driver to partially close the Fontaine Ultra LT model fifth wheel around the trailer kingpin without the fifth wheel being fully engaged and locked. A partially coupled fifth wheel may result in a trailer unexpectedly separating from the tractor, increasing the risk of a crash.

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

In July 2011, NHTSA representatives informed Kenworth's Safety and Compliance department that another heavy truck manufacturer had initiated a recall relating to the Fontaine Ultra LT fifth wheel. Kenworth subsequently contacted Fontaine representatives for details and began investigating the potential safety related issue. Fontaine confirmed all affected Kenworth chassis had already been repaired at the direction of Fontaine in March 2011.

Kenworth's investigation revealed no incidents where a trailer inadvertently uncoupled from a Kenworth tractor due to the defect. Nevertheless, Kenworth's Recall Committee concluded a safety related defect existed.

Description of Remedy - 573.6(c)(8)

Fontaine replaced the fifth wheel lock bar with a newly designed lock bar which does not cause partial engagement of the fifth wheel. Nine of the ten vehicles involved in this recall were equipped with the newly designed lock bars in the February / March 2011 time frame under the direction of Fontaine. The tenth affected vehicle had the entire fifth wheel replaced. The replacement fifth wheel was manufactured with the product enhancement.

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

Because repairs have been completed to all affected chassis, Kenworth does not believe a customer letter is required. Kenworth will report 100% compliance with the recall in the first quarterly report.

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

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

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc