

July 13, 2012

12V-332
2 PagesSENT VIA FACSIMILE (202) 366-7882 & E-MAIL (RMD.ODI@DOT.GOV)

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: **Kenworth T680 Upper Bunk Restraint Buckle**
Kenworth Recall No.: 12KWD

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 recall involves vehicles manufactured by the Kenworth Truck Company 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 2013 model year T680 trucks built with a U84-1036-661, U84-1036-632, or U84-1036-601 bunk restraint belt and buckle.

Population of Affected Vehicles - 573.6(c)(3)
The recall affects 21 U.S. registered Kenworth vehicles manufactured between January 19, 2012 and May 15, 2012.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
All of the affected trucks may contain the safety defect described below.

Description of the Defect - 573.6(c)(5)
The upper bunk restraint belt, which includes three buckles, is located under the mattress. Each buckle includes a 90 degree angle bracket which is attached to the bunk structure. During bunk restraint pull testing, a buckle failure occurred at a load of 3,200 lbs. Kenworth's standard, which is more stringent than the FMCSA standard, requires the belt and buckle to withstand a pull test rated at 6,100 lbs.

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Chronology of Events Leading to Recall – 573.6(c)(6)

On June 8, 2012, test engineers conducted a restraint pull test in which the upper bunk restraint buckle failed at a load of 3,200 lbs. On July 2, 2012, the Kenworth Safety and Compliance department was notified of the bunk restraint pull test failure. Kenworth's Safety and Compliance department commenced an investigation, which included an inquiry regarding the procedure under which the pull test was run.

On July 3, 2012, Kenworth Safety and Compliance determined the pull test was properly conducted and preliminarily concluded that the use of the 90 degree angle bracket may have caused the premature buckle failure.

On July 6, 2012, the Kenworth Recall Committee determined the unexpected unlatching of the upper bunk restraint harness buckle could result in personal injury to an occupant in the event of a crash or sudden vehicle deceleration.

Description of Remedy - 573.6(c)(8)

The angle shaped bracket in the upper bunk restraints for the affected vehicle population will be removed and replaced with a fabric design. The replacement part has passed Kenworth's pull test.

Communications Sent to Dealers and Owners – 573.6(c)(10)

Subject to NHTSA approval, PACCAR anticipates initial customer letters will be sent within the next 30 days.

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

The Kenworth number for this campaign is "12KWD".

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael K. Walton". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael K. Walton
Counsel
PACCAR Inc