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PACCAR Inc
Law Department

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SENT 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: **Half-Round Driveline Cap Screw Torque**
Kenworth Recall No.: 12KWF

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 T400, T600, T700, T800, and W900 trucks built at Kenworth's Chillicothe, Ohio factory between July 18, 2012 and August 10, 2012.

Population of Affected Vehicles - 573.6(c)(3)
The recall affects 535 U.S. registered vehicles.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Undetermined at this time.

Description of the Defect - 573.6(c)(5)
The cap screws which secure the main driveline to the forward rear axle may not have been torqued to manufacturer specifications at the time of assembly. The cap screws on the inter-axle driveline also may not have been properly torqued to specification.

Fasteners which are not properly torqued to specification can result in the driveline separating from the vehicle, which may cause personal injury or a vehicle crash.

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

On August 10, 2012, Quality Assurance personnel at Kenworth's Chillicothe plant discovered that an employee was torquing driveline cap screws to approximately 30 ft-lbs, but not employing a secondary torquing procedure in which the cap screws should have been further torqued to 115–135 ft-lbs. Plant personnel quarantined the affected trucks and began to identify the total population.

On August 14, Kenworth Quality Services and Safety and Compliance engineers were notified of the issue and a more comprehensive internal investigation was commenced. The investigation revealed there were no reports of any driveline failures or vibration affecting vehicle handling.

On August 16, the Kenworth Safety Committee concluded that, despite the absence of any actual failures, an under-torqued cap screw could lead to separation of the driveline at the U-joint. This condition could result in the detachment of a portion of the driveline, which could cause serious third party injury or damage. The condition could also cause an unexpected change in vehicle speed or progressive damage to the vehicle.

Description of Remedy - 573.6(c)(8)

The remedy will consist of verifying the torque and re-torquing each of the U-joint fasteners. Any parts showing excessive wear will be replaced.

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 "12KWF".

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc