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14V-012
(3 pages)

PACCAR Inc

January 21, 2014

Via e-mail to 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: **Inteva Door Latch Assembly**
Kenworth Recall No. 14KWB/Peterbilt Recall No. PB114-A

Dear Ms. Timian:

Pursuant to 49 C.F.R. Part 573, PACCAR Inc hereby provides notice to NHTSA of its intention to voluntarily recall the affected population of vehicles identified below. This recall involves vehicles manufactured by the Kenworth Truck Company and Peterbilt Motors Company, both of which are divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)
Kenworth Truck Company
10630 NE 38th Pl.
Kirkland, WA 98033

Peterbilt Motors Company
1700 Woodbrook Street
Denton, Texas 76205

Identification of Vehicles Potentially Containing Defect - 573.6(c)(2)(ii)
The vehicles that may potentially contain the defect are:

- model year 2013 and 2014 Kenworth T680 chassis that were manufactured between January 1, 2012, and October 14, 2013.

- model year 2013 and 2014 Peterbilt 567 and 579 chassis that were manufactured between January 20, 2012, and October 11, 2013.

Component Containing the Defect – 573.6(c)(2)(iv)
Component Name: Inteva Door Latch Assembly

Country of Origin: United States

Manufacturer: Inteva Products, LLC
1401 Crooks Road

Troy, MI 48084

Contact: Dory Nelson

Telephone: (248) 655-8711

Kenworth Part Nos.: R56-1098, R56-1098R, R56-1165, R56-1165R

Peterbilt Part Nos.: R56-1121, R56-1121R

Total Number of Vehicles Potentially Containing Defect - 573.6(c)(3)
It is estimated that the recall potentially affects 6746 Kenworth vehicles and 4292 Peterbilt vehicles registered within the United States. Peterbilt also manufactured 18 service cabs between December 13, 2011 and February 27, 2013 that may potentially contain the defect described herein.

Percentage of Vehicles Estimated to Contain Defect - 573.6(c)(4)
It is estimated that all of the affected vehicles may contain defective door latches.

Description of the Defect - 573.6(c)(5)
In vehicles with faulty door latch assemblies, the door latches can either permanently lock while closed or can be opened from the outside even after "locking."

Chronology of Principal Events that Formed Basis for Recall – 573.6(c)(6)
February 19, 2013 – Warranty data indicated a failure mode based on feedback from operators who could not lock doors. The failure mode was thought to be related to a bellcrank issue that was known at the time, and plans were made to address it with a bellcrank change.

July 29, 2013 – A cab latch from a PTC winter test truck was delivered to engineering. This was the first indication of a failure mode where the door could not be unlocked. A meeting was held with Inteva Engineering that afternoon, and the parts were shipped overnight to Inteva's technical center in Cd. Juarez.

July 30, 2013 - Inteva confirmed the failure mode on the sample they received, and disassembled the latch to investigate root cause. It was discovered that the root cause was the same as the other latches that had been returned because the operator was unable to lock the door.

August 6, 2013 - Root cause was identified as fatigue loading of upper lock lever, caused by full travel of the inside lock lever. Specifically, when the faulty latches from the warranty claims were disassembled, the upper lock lever or ULL was found to be broken. The ULL is an internal plastic piece (fiber-reinforced nylon) that rotates transmitting force from the sill knob (or key cylinder) to the locking pawl in the latch. Inteva's investigation found that if cracked or broken, the ULL would

prevent the key cylinder from being effective at changing the status of the locking pawl in the latch. As a result, the door could be opened from the outside even after "locking." This failure mode was unique to PACCAR, which is the only OEM to use a bellcrank to multiply the lock knob travel/forces.

August 7, 2013 - Inteva presented findings of the root cause investigation to PACCAR, inclulding a preliminary timeline to a production clean point.

August 13, 2013 - Inteva presented a status review to PACCAR on the two leading design solutions: steel lock lever vs. redesigned plastic lock lever.

October 13, 2013- New latch was implemented at Inteva with the metal lock lever.

November 1, 2013 - Kenworth Engineering held a design review of door latch concerns and, thereafter, continued gathering additional information regarding failure rate differences between different designs. The Kenworth and Peterbilt Safety Committees held a series of joint meetings between November 2013 and January 2014.

January 16, 2014 - Kenworth and Peterbilt determined that trucks equipped with Inteva's global latches contain a defect affecting product safety for which a recall should be initiated.

Description of Remedy - 573.6(c)(8)
Kenworth and Peterbilt will notify owners, and dealers will replace the left and right door latch assemblies with new assemblies containing metal lock levers.

Communications Sent to Dealers and Owners – 573.6(c)(10)
Subject to NHTSA approval, a customer letter will be sent within 30 days.

Identification of Manufacturer's Campaign Number - 573.6(c)(11)
The Kenworth number for this campaign is "14KWB." The Peterbilt number for this campaign is "PB114-A."

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

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao
Counsel
PACCAR Inc