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**PACCAR** Inc  
Law Department

October 10, 2012

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: **Kenworth T270 and T370 Air Lines Routing**  
**Kenworth Recall No.: 12KWH**

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 2012 and 2013 model year K270 and K370 medium-duty trucks built with Eaton Ultrashift transmissions between December 7, 2011 and April 6, 2012.

Population of Affected Vehicles - 573.6(c)(3)  
The recall affects 15 Kenworth vehicles registered within the United States.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
The number of vehicles containing the defect described below is currently unknown.

Description of the Defect - 573.6(c)(5)  
The air harness from the treadle valve on the affected vehicles was routed in a manner that can cause the air brake lines to be squeezed between the cab and the electronic clutch actuator of the Eaton Ultrashift transmission. Significant movement between the cab and transmission can cause progressive wear and an eventual leak in the air lines. Air lines which leak can cause reduced brake function, which may result in a crash.

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

On June 27, 2012, personnel at Kenworth's Ste. Therese plant observed a potential routing problem on a medium-duty vehicle where the air harness from the treadle valve was squeezed between the front sill and the electronic clutch actuator. The Ste. Therese personnel developed a new routing for the affected vehicle. On June 28, 2012, Ste. Therese personnel inspected other trucks at the plant which were ordered by the customer and implemented the routing change.

On July 18, 2012, Ste. Therese personnel determined the issue was not isolated to the one customer's specification. Over the next seven weeks, Kenworth personnel identified other potentially affected units and evaluated potential failure modes associated with pinched or abraded air lines.

On September 7, 2012, the Safety Committee reviewed the findings and requested that Kenworth field service inspect a representative sample of affected trucks to assess impingement or wear. In the interim, Kenworth initiated a field campaign to modify the routings on the affected population of trucks.

On October 2, 2012, the Kenworth Safety Committee reviewed the findings of the field inspections. In one case, the Committee observed a hole in one of the air lines due to contact with bolt heads on the top of the Ultrashift transmission. The Committee concluded that, if undetected, a hole could lead to a loss of air in the brake system.

Description of Remedy - 573.6(c)(8)

The remedy of the recall will involve an update of the under cab harness routing on the affected chassis.

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 "12KWH".

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

Very truly yours,



Michael K. Walton  
Counsel  
PACCAR Inc