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13V-222  
(3 pages)

**PACCAR** Inc

May 24, 2013

SENT VIA 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: **Pollak Ignition Switch**  
**Kenworth Recall No.: 13KWF**  
**Peterbilt Recall No.: 0513-E**

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 Kenworth vehicles that may potentially contain the defect are model year 2014 trucks that were manufactured between May 6, 2013, and May 17, 2013. The potentially affected vehicle models are Kenworth Models T170, T270, T370, T470, T660, T680, T800, T880, and W900.

The Peterbilt vehicles that may potentially contain the defect are model year 2014 trucks that were manufactured between May 1, 2013, and May 17, 2013. The potentially affected vehicle models are Peterbilt Models 330, 337, 348, 365, 367, 382, 384, 386, 388, 389, 389K, 567, 579, and 587.

**Component Containing the Defect – 573.6(c)(2)(iv)**

Component Name: Ignition Switch

Country of Origin: United States

Manufacturer: Stoneridge Control Devices, a subsidiary of Stoneridge, Inc.  
Pollak Division

Business Address: 300 Dan Road  
Canton, MA 02021

Contact: Gordon Woodbine, Quality Engineer

Telephone: (781) 830-5372

**Total Number of Vehicles Potentially Containing Defect - 573.6(c)(3)**

The recall affects 530 Kenworth vehicles registered within the United States.

The recall affects not more than 810 Peterbilt vehicles. PACCAR Inc is working to develop an accurate estimate of the number of Peterbilt vehicles that potentially contain the defect. The Peterbilt plant received 810 potentially defective switches, but the defect was discovered while many trucks were either on the production line or otherwise within Peterbilt's direct control. As a result, many vehicles containing the defect have been remedied prior to delivery to the field. PACCAR Inc will submit a supplemental report once the affected Peterbilt vehicles registered in the United States have been identified.

**Percentage of Vehicles Estimated to Contain Defect - 573.6(c)(4)**

At this time, it is estimated that up to 50 percent of the affected vehicles may actually contain the defect.

**Description of the Defect - 573.6(c)(5)**

An internal defect in the ignition switch causes the starter to engage when a key is partially inserted, before the key is turned. Unintended engine startup may produce unexpected movement, which may result in personal injury or a crash.

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

On May 15, 2013, Kenworth Renton observed that the engine starter of an on-line truck engaged when a key was partially inserted into the switch. The engine started unexpectedly, without rotating the key to the start position. Kenworth Engineering subsequently received reports that the Chillicothe and St. Therese plants experienced similar issues with unexpected startup.

Kenworth returned five sample switches to Pollak, the switch manufacturer, for inspection. Pollak determined that all of the samples shared the same lot code – Lot 183 – signifying that they were manufactured between April 23, 2013 and April 25, 2013. Pollak isolated the cause of the defect after reviewing its machine

maintenance records. The defect was attributed to inadequate rivet clamp force, which was caused by a broken spring in the riveting fixture. Pollak's records showed that the fixture was repaired on April 29, 2013, and Pollak confirmed that ignition switches produced after the repair date did not contain the defect.

On May 20, 2013, Pollak identified the total number of switches manufactured in Lot 183 and the dates on which it shipped Lot 183 switches to Kenworth and Peterbilt facilities. Pollak provided this information to Kenworth and Peterbilt for use in identifying the population of potentially affected vehicles.

On May 22, 2013, Kenworth and Peterbilt concurred that the Pollak ignition switch contains a defect affecting product safety, for which a recall should be initiated.

**Description of Remedy - 573.6(c)(8)**

Kenworth and Peterbilt propose to inspect the lot codes of ignition switches in potentially affected vehicles and to replace switches with the 183 lot code.

**Communications Sent to Dealers and Owners - 573.6(c)(10)**

Subject to NHTSA approval, a customer letter will be sent within 20 days.

**Identification of Manufacturer's Campaign Number - 573.6(c)(11)**

The Kenworth number for this campaign is "13KWF." The Peterbilt number for this campaign is "0513-E."

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

Very truly yours,



Pamela S. Tonglao  
Counsel  
PACCAR Inc