

August 17, 2004

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

Attn: Mr. George Person

Recall Management Division
Office of Defects Investigation (NEF-111)
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, D.C. 20590

Re: Cummins ISC & ISL - Block Boss Hole
Cummins Recall No.: 0437
Kenworth Recall No.: 04KW4
Peterbilt Recall No.: 804-D

04V-406
(2 pages)

Dear Mr. Person:

On August 13, 2004, PACCAR Inc determined that a defect which relates to motor vehicle safety exists in the Kenworth and Peterbilt vehicles described below, and is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports."

Description of the Defect

Cummins has identified engines assembled using a pneumatic tool to install the plug, in which the air pressure was set high enough to create stresses in the cylinder block casting. These stresses could eventually create open cracks in the cylinder block or result in less than adequate clamping pressure around the plug. When the plug loses its clamping pressure, it will loosen from the cavity, causing an oil leak. This leakage of oil, near the exhaust manifold and turbocharger has the potential to ignite and cause a fire in the engine compartment of the vehicle.

Identification of Affected Vehicles

The recall population of vehicles with these Cummins engines is comprised of 80 Kenworth model T300 vehicles, manufactured between January 12, 2004 and May 6, 2004, and 26 Peterbilt model 330 vehicles manufactured between January 27, 2004 and April 23, 2004.

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Chronology of Events Leading to Recall

Both Kenworth and Peterbilt divisions of PACCAR received a Defect and Noncompliance report from Cummins Inc. on August 10, 2004. On August 13, 2004 both divisions initiated a recall and agreed to provide the chassis information to Cummins who will administer the recall.

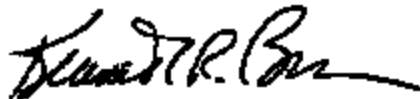
Description of Remedy

Cummins and PACCAR have agreed that Cummins will administer the recall on behalf of PACCAR, of all affected chassis. Cummins will notify customers and its dealers to install a steel cup plug boss cap which is attached over the boss/cup plug location with an industrial sealant. Cummins will provide the quarterly reporting requirements for this recall.

Identification of Recall Schedule

Kenworth's number for this campaign is "04KW4". Peterbilt's identifier for this campaign is "804-D".

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:rls

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