

November 22, 2005

SENT VIA 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: **Bendix Electronic Stability Program (ESP)**
Kenworth Recall No.: 05KW6
Peterbilt Recall No.: 1105D

05V-543
(2 pages)

Dear Mr. Person:

PACCAR Inc is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports." This motor vehicle safety defect involves vehicles manufactured by the Kenworth and Peterbilt divisions of PACCAR Inc.

Description of the Defect

The Bendix ESP system is an option offered by both PACCAR divisions to control vehicle under steer, over steer and rollover situations. PACCAR's Kenworth and Peterbilt divisions have determined that there is a potential for the steering shaft sensor of the Bendix ESP to be misaligned. This misalignment is related to the sensor not being concentric with the vehicle steering column shaft. If this misalignment occurs, the sensor could provide incorrect vehicle information to the Bendix ECU. This could affect the vehicles throttle control and braking system.

Both Kenworth and Peterbilt have determined this is an immediate and substantial threat to motor vehicle safety.

Identification of Affected Vehicles

Kenworth has determined 168 model T600 and T800 vehicles with the Bendix ESP system built between July, 2004 and November 15, 2005. These were 2005 and 2006 model year vehicles. Peterbilt has determined 73 Models 378, 385 and 387 vehicles were built between Nov 11, 2004 and Oct 19 2005 with the Bendix ESP system. These were 2005 and 2006 model year vehicles.

Chronology of Events Leading to Recall

In mid October 2005, Peterbilt learned that Bendix had received a report of an inadvertent ESP event on a Peterbilt chassis. Upon investigation by Peterbilt and Bendix it was revealed that the customer had changed the original steering wheel to an aftermarket wheel. The investigation revealed there is a potential for the steering sensor to be misaligned, either by removing the steering wheel or during normal use.

On November 22, 2005 both division's Safety Committees decided to initiate a recall of the affected vehicles.

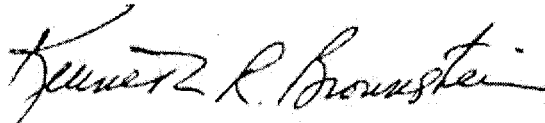
Description of Remedy

Kenworth and Peterbilt will each initiate a Safety Recall of all affected vehicles. The recall will first disable the yaw-control function of the ESP system. After the first of 2006, the divisions will change out the steering column to insure proper alignment of the steering shaft sensor and reactivate the full ESP system.

Identification of Recall Schedule

Kenworth and Peterbilt anticipate that the owner notification letters will be mailed within two weeks. Dealer instructions will be sent within 3 days. Kenworth's recall number for this campaign is 05KW6. Peterbilt's recall number for this campaign is 1105D. PACCAR will provide the quarterly reporting.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kenneth R. Brownstein". The signature is fluid and cursive, with the first name "Kenneth" being more prominent.

Kenneth R. Brownstein
Senior Counsel

KRB:rls

E-mail: ken.brownstein@paccar.com