



September 2, 2009

VIA FACSIMILE (202) 366-7882 & E-MAIL (rmd.odi@dot.gov)

George H. Person
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: **Cummins ECM Software for Aftertreatment Regeneration**
Kenworth Recall No.: 09KW9
Peterbilt Recall No.: 0909-D

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 emergency vehicle applications that are the subject of this recall are designed with a dash-mounted switch that enables the vehicle operator to inhibit the aftertreatment diesel particulate filter regeneration in environments where the operator believes it may be unsafe for elevated exhaust temperatures. Due to an issue with the logic in the ECM software in these engines, the switch on these vehicles may not function correctly, leading the operator to believe that the switch is in "inhibit" mode when, in fact, it is not. As a consequence, the operator may unknowingly permit hot exhaust gases to exit the vehicle tailpipe, increasing the risk of melting or burning of nearby surfaces, or a fire.

The software algorithms are such that this condition is not present in vehicles that use multiplex switches to inhibit regeneration.

Identification of Affected Vehicles

Kenworth has identified 151 (148 U.S. and 3 Canadian) Kenworth chassis built between March 20, 2007 and July 7, 2009 with the potential for the defect outlined above. The affected Kenworth models include 2008, 2009, and 2010 model year T300, T270, and T370 vehicles, as well as model year 2009 and 2010 T800 vehicles.

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Peterbilt has identified 30 (30 U.S. and no Canadian) Peterbilt chassis built between March 20, 2007 and July 7, 2009 with the potential for the defect outlined above. The affected Peterbilt models include 2008, 2009, and 2010 model year 335, 340, and 367 vehicles.

Chronology of Events Leading to Recall

On August 10, 2009, Cummins Inc. notified PACCAR that it had filed a Part 573 Notice of Defect related to ECM Software for Aftertreatment Regeneration. Thereafter, Kenworth and Peterbilt obtained the engine serial numbers for the affected engines and identified the affected chassis population. The divisions then convened a Safety Committee Meeting and elected to recall the affected chassis.

Cummins' chronology of events is contained in its Part 573 notification to NHTSA.

Description of Remedy

Cummins will administer this recall in which its distributors will install new ECM software on the affected chassis. The new ECM software will recognize dash switch input to inhibit aftertreatment regenerations. The recall campaign will be completed without charge to the owners of the affected chassis.

For chassis equipped with PX-8 engines, Kenworth and Peterbilt will issue the customer letter for their affected chassis. For chassis equipped with all other Cummins' engines, Cummins will issue the customer letter.

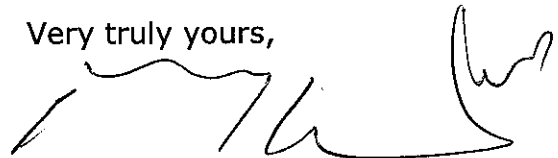
Cummins will provide the required quarterly reporting summaries to NHTSA.

Identification of Recall Schedule

The Kenworth number for this campaign is "09KW9." The Peterbilt recall number is "0909-D." The recall will be initiated within the next 30 days.

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael K. Walton", with a stylized flourish at the end.

Michael K. Walton
Counsel

MKW:

cc: Delia Lopez, NHTSA