

10V-034
(2 Pages)

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By Recall Management Division at 9:22 am, Feb 03, 2010

PACCAR Inc
Law Department

January 25, 2010

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL (RMD.ODI@DOT.GOV)

Attn: Mr. George Person

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: Air Volume Calculation Error (0110-A)

Dear Mr. Person:

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. The recall involves vehicles manufactured by the Peterbilt division of PACCAR Inc.

Manufacturer - 573.6(c)(1)

Peterbilt Motors Company
1700 Woodbrook Street
Denton, TX 76207

Identification of Affected Vehicles - 573.6(c)(2)

The Peterbilt models affected are 2010 model 320 Peterbilt trucks.

Population of Affected Vehicles - 573.6(c)(3)

Peterbilt has delivered 17 vehicles manufactured between June 22, 2009 and August 24, 2009 that may have the safety defect described above.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)

The number of vehicles within the affected population which is known to contain the defect cannot be determined at this time.

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

Certain vehicles equipped with the Hendrickson HLR2 non-steering pusher axle may fail to comply with requirements of FMVSS 121, "Air Brake Systems." The affected

mike.walton@paccar.com - 425-468-7027

P.O. Box 1518 Bellevue, Washington 98009 Telephone (425) 468-7400
PACCAR Building 777-106th Avenue N.E. Bellevue, Washington 98004 Facsimile (425) 468-8228

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vehicles were built with a combined air reservoir volume of less than the 12 times the combined volume of all service chambers, as is required by FMVSS 121.

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

On January 19, 2009, Peterbilt implemented the Hendrickson HLR2 non-steering pusher axle. At implementation the compatibility logic used to define the combined air reservoir volume was inaccurate for trucks manufactured with the Hendrickson HLR2 non-steering pusher axle. During validation testing of the new EASOP air volume calculation program, it was found that the OPS air volume compatibility logic did not include the option code (1603280) for the Hendrickson HLR2 pusher axle. The combined air reservoir volume for 17 trucks built prior to this error being identified was less than the required combined air reservoir volume defined in FMVSS 121. This logic error has been corrected.

Description of Remedy – 573.6(c)(8)

The remedy of the recall will involve installation of an additional air reservoir to the air system of the affected trucks. Peterbilt will provide the required reporting summaries to NHTSA.

Communications Sent to Dealers and Owners - 573(c)(10)

Peterbilt anticipates notification will be made to dealers and customers within the next 30 days. In the interim, Peterbilt already has advised its dealers to inspect for and correct the problem.

Copy of Proposed Owner Notification Letter - 573.6(c)(11)

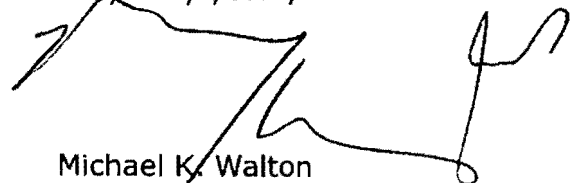
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

Identification of Recall Schedule – 573.6(c)(12)

The Peterbilt number for this campaign is "0110-A". Peterbilt will administer the recall.

Please let me know if there are any questions or concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael K. Walton". The signature is stylized and somewhat cursive, with a long horizontal stroke extending to the right.

Michael K. Walton
Counsel