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**PACCAR** Inc  
Law Department

May 5, 2010

SENT VIA FACSIMILE (202) 366-7882 AND 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: MD Hydraulic Brake ABS Malfunction Indicator (0510-C)

Dear Mr. Person:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 C.F.R. part 573, "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. The recall involves vehicles manufactured by the Peterbilt Motors Company division of PACCAR Inc.

Manufacturer – 573.6(c)(1)  
Peterbilt Motors Company  
1700 Woodbrook Street  
Denton, TX 76205

Identification of Affected Vehicles - 573.6(c)(2)  
The affected Peterbilt models are model year 2011 Model 325, 330, and 337 Peterbilt trucks.

Population of Affected Vehicles - 573.6(c)(3)  
Vehicles manufactured between November 28, 2008 and April 16, 2010 that may have the safety defect described below.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)  
Peterbilt has delivered approximately 20 vehicles (6 US and 14 Canadian) manufactured between February 16, 2010 and March 24, 2010 that may have the FMVSS non-compliance described below.

Description of the Defect – 573.6(c)(5)  
The design of the in-cab Hydraulic Brake Harness, P92-7845, defines the terminal for circuit BRN5112-1 located in the incorrect cavity (B2) of the ABS Relay/Fuse Block. This terminal should be located in cavity (B3). Locating the Harness in the incorrect cavity will cause the ABS malfunction indicator lamp to be illuminated at all times.

Some trucks may have been reworked in the factory by replacing the "Normally Closed" ABS diagnostic switch with a "Normally Open" diagnostic switch. This will result in the "Check ABS" Malfunction warning indication in the NAMUX Highline Display to be inoperative.

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

On March 20, 2010, the Ste-Therese plant detected the issue with the “Check ABS” Malfunction warning indication staying on with the initial build of Medium Duty trucks with 2010 emissions engines and hydraulic brakes. Peterbilt’s design engineering group was notified, began an investigation, and determined that the design of the in-cab hydraulic brake ABS harness, circuit BRN 5112-1, was located in the incorrect cavity (B2) of the ABS Relay/Fuse Block rather than in cavity (B3). During the investigation, it was determined that some trucks may have been reworked in the factory by replacing the “Normally Closed” ABS diagnostic switch with a “Normally Open” ABS diagnostic switch. During validation of the rework solution, it was determined that the change to the diagnostic switch did not fully address all failure modes. Once this was determined, all trucks within PACCAR’s possession were placed on hold until the harness rework could be performed.

Description of Remedy – 573.6(c)(8)

The remedy of the recall will involve re-pinning the Hydraulic Brake Harness, insuring a “Normally Closed” diagnostic switch is installed, and verifying that the correct NAMUX parameters are programmed into the affected vehicles. 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.

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

A draft of the customer letter will be sent to NHTSA’s Recall Management Division for review and approval prior to initiation of the recall.

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

The Peterbilt number for this campaign is “0510-C”. Peterbilt will administer the recall.

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

Very truly yours,



Brian Van Bodegraven  
Claims Manager