



July 20, 2011

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

Jennifer Timian
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: **PACCAR MX Fast Idle Control**
Kenworth Recall No.: E038R
Peterbilt Recall No.: E038R

Dear Ms. Timian:

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. This motor vehicle safety related defect involves vehicles manufactured by both the Kenworth Truck Company and Peterbilt Motors Company divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)
Kenworth Truck Company
10630 NE 38th Pl.
Kirkland, WA 98033

Peterbilt Motors Company
1700 Woodbrook Street
Denton, Texas 76205

Identification of Affected Vehicles - 573.6(c)(2)
The affected Kenworth models are certain 2011 and 2012 model year T660, T700, and T800 vehicles.

The affected Peterbilt models are certain 2008, 2010, and 2011 model year 365, 367, 384, 386, 387, 388 and 587 vehicles.

Population of Affected Vehicles - 573.6(c)(3)
Certain vehicles manufactured between April 19, 2010 and May 13, 2011.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Kenworth delivered 140 vehicles (129 U.S. and 11 Canada) between April 19, 2010 and May 13, 2011 that may have the safety defect described below.

Peterbilt delivered 94 vehicles (82 U.S. and 12 Canada) between April 20, 2010 and June 11, 2011 that may have the safety defect described below.

Description of the Defect - 574.6(c)(5)

In affected trucks equipped with PACCAR MX engines and Eaton Ultrashift DM or Allison automatic transmissions (without auto-neutral), the Fast Idle Control (also known as high idle) may be activated by the operator while the transmission in gear. If the Fast Idle Control function is engaged with the transmission in gear, the vehicle could, in certain circumstances, override the parking brake and unexpectedly move, creating a risk of personal injury.

Chronology of Events Leading to Recall - 574(c)(6)

In March 2011, Kenworth and Peterbilt discovered that the PACCAR MX engine software calibration for Fast Idle Control (FIC) did not disable FIC when the transmission still in gear. An investigation was commenced and it was determined that if the appropriate inputs were achieved for FIC to function and if a vehicle was equipped with specific automated and automatic transmissions in which auto-neutral functionality was not available or enabled, the vehicle might experience accelerated component wear, engine stall or unintended acceleration. In certain circumstances, the unintended movement might override the parking brake.

Despite the absence of any reports of unintended acceleration, personal injuries, crashes or other actual safety related incidents, on July 13 the recall committees of the divisions elected to initiate a recall of the affected chassis.

Description of Remedy - 573.6(c)(8)

Kenworth and Peterbilt dealers will update the engine software for affected chassis.

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

Kenworth and Peterbilt will notify dealers and customers within the next 30 days.

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

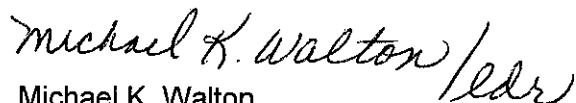
A draft of the customer letter will be sent NHTSA's Recall Management Division to review and approve.

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

The Kenworth number for this campaign is "E038R". The Peterbilt number for this campaign is "E038R".

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc