

U. S. KENWORTH
MOTOR VEHICLE SAFETY DEFECT REPORT
QUARTERLY REPORT DEFECT NOTIFICATION CAMPAIGNS

Campaign Initiated: 3/2/2011
Date of Initial Letter: 3/4/2011
Date of Follow-up Ltr:

NHTSA Campaign No.: 11V-127
Division Bulletin No.: E026R
Div. Campaign Code: E026R

Title: Oil Module Centrifugal Spinner Cap
Vendor: GITS

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2)	(3)	(4)	(5)	(6)	
		Involved In Campaign	Inspected or Corrected Prior to Delivery	Corrected After Delivery	Inspected OK After Delivery	Unreachable	
1st	3/31/11	*2453	138	371	0		
2nd	6/30/11	*2453	140	1065	0		
3rd							
4th							
5th							
6th							
TOTALS:		*2453	278	1436	0	0	

- (1)-Date of end of reporting quarter - (Cut-off date for numbers for that Reporting Quarter).
(2)-Total number of vehicles being recalled.
(3)-Number of trucks from (2) that were inspected or corrected prior to delivery to customer.
(4)-Number of trucks corrected after delivery.

- (5)-Number of vehicles inspected OK after delivery (no correction made).
(6)-Number of vehicles unreachable through the recall customer mailing.
(7)-Comments.

*Number corrected to correspond with number provided to NHTSA in Amended Part 573 notification letter

U.S. PETERBILT
MOTOR VEHICLE SAFETY DEFECT REPORT
QUARTERLY REPORT DEFECT NOTIFICATION CAMPAIGNS

Campaign Initiated: 03/02/2011
Date of Initial Letter: 03/02/2011
Date of Follow-up Ltr:

NHTSA Campaign No.: 11V-127
Division Bulletin No.: E026R
Div. Campaign Code: E026R

Title: OIL MODULE CENTRIFUGAL SPINNER CAP
Vendor: INTERNAL

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2)	(3)	(4)	(5)	(6)	
		Involved In Campaign	Inspected or Corrected Prior to Delivery	Corrected After Delivery	Inspected OK After Delivery	Unreachable	
1st	03/31/2011	2211	0	499	0	0	
2nd	06/30/2011	2211	0	1056	0	0	
3rd							
4th							
5th							
6th							
TOTALS:		2211	0	1555	0	0	

(1)-Date of end of reporting quarter - (Cut-off date for numbers for that Reporting Quarter).

(2)-Total number of vehicles being recalled.

(3)-Number of trucks from (2) that were inspected or corrected prior to delivery to customer.

(4)-Number of trucks corrected after delivery.

(5)-Number of vehicles inspected OK after delivery (no correction made).

(6)-Number of vehicles unreachable through the recall customer mailing.

(7)-Comments.