

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 <u>Prior</u> to Delivery	Corrected <u>After</u> Delivery	Inspected OK <u>After</u> Delivery	Unreachable	
1st	03/31/2011	2211	0	499	0	0	
2nd	06/30/2011	2211	0	1056	0	0	
3rd	09/30/2011	2211	0	309	0	0	
4th	12/31/2011	2211	0	114	0	4	UNDELIVERABLE
5th							
6th							
TOTALS:		2211	0	1978	0	4	

(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.

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: PACCAR MX Engine Oil Filter Cap
Vendor: GITS

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2)	(3)	(4)	(5)	(6)	
		Involved In Campaign	Inspected or Corrected <u>Prior</u> to Delivery	Corrected <u>After</u> Delivery	Inspected OK <u>After</u> Delivery	Unreachable	
1st	3/31/11	2453	138	371	0		
2nd	6/30/11	2453	140	1065	0		
3rd	9/30/11	2453	18	262	0		
4th	12/31/11	2453	7	109	0		
5th							
6th							
TOTALS:		2453	303	1807	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.