



January 27, 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: **Bendix ATR-6 Antilock Traction Relay Valve**
Kenworth Recall No.: 12KWA
Peterbilt Recall No.: 0112-A

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 consist of certain 2012 and 2013 model year T170, T270, T370, T440, T470, T660, T700, T800, and W900 vehicles equipped with Bendix ATR-6 Antilock Traction Relay valves.

The affected Peterbilt population consists of certain 2012 and 2013 model year 320, 330, 337, 348, 365, 367, 382, 384, 386, 388, 389 and 587 trucks equipped with Bendix ATR-6 Antilock Traction Relay valves.

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

7,070 Kenworth vehicles (5,986 U.S. registered and 1,084 Canadian registered) manufactured between January 31, 2011 and January 19, 2012.

10,296 Peterbilt vehicles (9,946 U.S. registered and 350 Canadian registered) manufactured between January 31, 2011 and January 19, 2012.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)
Unknown at this time.

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

In extremely cold conditions (at or below 0 degrees Fahrenheit or negative 18 degrees Celsius), internal leakage in Bendix ATR-6 Antilock Traction Relay valves manufactured between December 2, 2010 and January 18, 2012 can potentially develop. If the solenoid armature lifts off, air pressure can be delivered to the affected primary or secondary brake circuit and cause intermittent foundation brake application. In isolated cases, the pressure being delivered can cause a continuous brake application. During the brake application, ABS remains operational and additional service braking is still available. If the affected vehicle is equipped with electronic stability control or traction control, this functionality also remains operational.

An unexpected continuous brake application can potentially overheat the affected brakes and cause a fire. In certain low traction conditions, an unexpected continuous brake application can cause the operator to lose control of the vehicle, potentially causing a crash.

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

On January 19, 2012, Bendix notified PACCAR of an emerging concern related to its ATR-6 Antilock Traction Relay valve. PACCAR's Product Safety and Compliance personnel commenced an investigation and requested further information of Bendix. On January 20, Bendix provided preliminary information regarding the failure mode and consequence. Additional exchanges of information occurred over the next several days and Bendix personnel verbally notified NHTSA's Office of Defect Investigation of the issue.

On January 24, Peterbilt conducted an investigation that revealed a total of six (6) complaints from customers regarding unintended brake application. All of these incidents occurred in extremely cold weather conditions within Canada or the Great Lakes region of the United States. Two of the incidents may have resulted in vehicle fires. There were no reported incidents of a crash or loss of vehicle control. Kenworth conducted a similar investigation and did not discover any complaints related to this condition.

On January 24, Bendix formally notified PACCAR that its engineers had concluded the above described defect affected motor vehicle safety. PACCAR instructed its Parts division to quarantine the affected parts. Affected trucks which have not already been delivered have been quarantined pending completion of recall related repairs.

Description of Remedy - 573.6(c)(8)

PACCAR will initially make available an interim fix which will involve installing a rubber plug in the valve to ensure the internal leak path is eliminated. This is intended as a temporary field fix as it will disable Electronic Stability Control, Active Traction Control, and Active Cruise with Braking functionality, if equipped. The Antilock Brake System will function normally with this rubber plug installed.

Jennifer Timian
Chief, NHTSA Recall Management Division
January 27, 2012
Page 3

A permanent remedy will be implemented as soon as parts become available and a second owner notification letter will be sent to all affected customers. This remedy involves changes to the cover assembly. This permanent remedy will be implemented on all affected vehicles, regardless of whether the interim fix was previously performed. If the interim fix described above was implemented previously, the installation of this permanent remedy will reinstate Electronic Stability Control, Active Traction Control, and Active Cruise with Braking functionality, if equipped.

Communications Sent to Dealers and Owners – 573.6(c)(10)

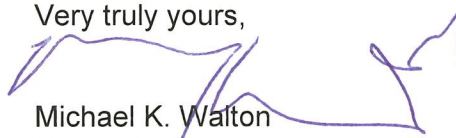
Subject to NHTSA approval, PACCAR anticipates initial customer letters will be sent within the next 7-10 days. Further customer letters notifying customers of the permanent remedy will be mailed once replacement part supply has been confirmed (part availability is expected to begin in February).

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

The Kenworth number for this campaign is "12KWA". The Peterbilt number for this campaign is "0112-A".

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc