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(2 pages)

PACCAR Inc
Law Department

October 5, 2012

REVISED

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL (RMD.ODI@DOT.GOV)

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: **Medium Duty Truck Exterior Lighting**
Kenworth Recall No.: 12KWG
Peterbilt Recall No.: 1012C

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 recall involves vehicles manufactured by 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 76207

Identification of Affected Vehicles - 573.6(c)(2)

The affected Kenworth models are certain 2012 and 2013 model year K270 and K370 medium-duty trucks built between November 23, 2011 and September 27, 2012.

The affected Peterbilt vehicles are 2012 and 2013 Peterbilt models 210 and 220 medium-duty trucks built between July 29, 2011 and September 27, 2012.

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

The recall affects 278 Kenworth vehicles and 154 Peterbilt vehicles registered within the United States.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)

All of the affected vehicles contain the defect described below.

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

The affected vehicles contain the following defects which fail to comply with FMVSS 108:

- The fog lamps can be activated with the high beam headlights;
- The daytime running lights are not deactivated when the headlamp control is switched to an "ON" position.

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

On August 1, 2012, Peterbilt Product Safety & Compliance received a dealer inquiry whether the lights on the newly released Peterbilt models 210 and 220 were compliant with applicable FMVSS regulations. Since there is substantial similarity between the affected Peterbilt and Kenworth medium-duty models related to certain electrical components, Peterbilt personnel notified Kenworth, but took the lead in the investigation.

Over the next six weeks, an engineering team evaluated the design and lighting functionality of the affected models. It was determined that there were no safety-related complaints concerning the defects and no reports of crash or injury. However, the conditions described above were determined to be non-compliant with FMVSS 108. The results were presented to each division's recall committees and, on October 1, the committees approved the initiation of a recall.

Description of Remedy - 573.6(c)(8)

The remedy involves a wiring harness change.

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 30 days.

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

The Kenworth number for this campaign is "12KWG". The Peterbilt number for this campaign is 1012C.

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

Very truly yours,



Michael K. Walton
Counsel
PACCAR Inc