

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

Campaign Initiated: 02/15/2013
Date of Initial Letter: 02/15/2013
Date of Follow-up Ltr:

NHTSA Campaign No.: 13V-027
Division Bulletin No.: 113-A
Div. Campaign Code: 113-A

Title: NGP AIR SUSPENSION DUMP CONTROL
Vendor: INTERNAL

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2) Involved In Campaign	(3) Inspected or Corrected Prior to Delivery	(4) Corrected After Delivery	(5) Inspected OK After Delivery	(6) Unreachable	
1st	3/31/2013	217	0	53	0	0	
2nd	06/30/2013	217	0	82	0	0	
3rd							
4th							
5th							
6th							
TOTALS:		217	0	135	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.

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

Campaign Initiated: 2/7/2013
 Date of Initial Letter: 2/13/2013
 Date of Follow-up Ltr:

NHTSA Campaign No.: 13V-027
 Division Bulletin No.: 13KWA
 Div. Campaign Code: 13KWA

Title: T680 Air Suspension Dump Control
 Vendor: Kenworth Truck Company

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2) Involved In Campaign	(3) Inspected or Corrected <u>Prior</u> to Delivery	(4) Corrected <u>After</u> Delivery	(5) Inspected OK <u>After</u> Delivery	(6) Unreachable	
1st	3/31/13	113	6	39	0		
2nd	6/30/13	113	3	38	0		
3rd	9/30/13	113	0	15	0		
4th							
5th							
6th							
TOTALS:		113	9	92	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.