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14V-026  
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**PACCAR** Inc

January 29, 2014

SENT VIA 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: **Eaton Hybrid Transmission Software with Defect in Shift Logic**  
**Kenworth Recall No.: 14KWF**

Dear Ms. Timian:

Pursuant to 49 C.F.R. Part 573, PACCAR Inc hereby provides notice to NHTSA of its intention to voluntarily recall the affected population of vehicles identified below. This recall involves vehicles manufactured by the Kenworth Truck Company, a division of PACCAR Inc.

**Manufacturer - 573.6(c)(1)**

Kenworth Truck Company  
10630 NE 38th Pl.  
Kirkland, WA 98033

**Identification of Vehicles Potentially Containing Defect - 573.6(c)(2)(ii)**

The vehicles that may potentially contain the defect are certain model year 2014 Kenworth T370 chassis that were manufactured between August 5, 2013 and October 30, 2013.

**Total Number of Vehicles Potentially Containing Defect - 573.6(c)(3)**

The recall affects 22 vehicles, all of which are registered in the United States.

**Percentage of Vehicles Estimated to Contain Defect - 573.6(c)(4)**

All of the affected vehicles are estimated to contain the defect.

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

Eaton is recalling certain hybrid transmission software versions. Specifically, the shift logic of Hybrid Control Module Software versions 5500682 and 5500683 may synchronize engine speed with speed of the next lower gear during downshifts even where the current gear remains engaged.

Consequence: Software logic that increases engine speed without driver input during downshifts may result in unintended acceleration, which may cause a crash.

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

On December 6, 2013, Eaton Corporation notified Kenworth of faulty logic in hybrid transmission software versions installed in some Kenworth vehicles. Following the notification, Kenworth placed all potentially affected trucks on hold at its manufacturing facility in Ste. Therese, Montreal, Canada.

On December 10, 2013, Eaton met with Kenworth to develop and coordinate activities to provide the new software update. The vehicles placed on hold were corrected with updated software that did not contain the faulty logic.

On January 28, 2014, Kenworth’s Safety Committee decided that the issue constituted a safety-related defect and a recall should be initiated for trucks in which the software was installed as an OEM installation.

**Description of Remedy - 573.6(c)(8)**

Kenworth will notify customers with affected vehicles. Hybrid transmission software versions 5500682 and 5500683 will be removed and replaced with software version 5500689. Updates will be performed by Eaton authorized service facilities.

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

Subject to NHTSA approval, a customer letter will be sent within 30 days.

**Identification of Manufacturer’s Campaign Number - 573.6(c)(11)**

The Kenworth number for this campaign is “14KWE.”

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

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao  
Counsel  
PACCAR Inc