



February 4, 2014

Via e-mail to 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: **Allison Transmission Shifter Backlighting**
Peterbilt Recall No. 1213H

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 Peterbilt Motors Company, a division of PACCAR Inc.

Manufacturer - 573.6(c)(1)

Peterbilt Motors Company
1700 Woodbrook Street
Denton, TX 76205

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

The vehicles that may potentially contain the noncompliance or defect are model year 2014 Peterbilt Modal 567 and 579 chassis that were manufactured between January 29, 2013, and October 9, 2013.

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

It is estimated that the recall potentially affects 36 Peterbilt vehicles registered within the United States.

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

Peterbilt estimates that the noncompliance is present in all of the potentially affected vehicles.

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

The cab electrical harness design for the Model 567/579 Allison transmission did not provide for the wiring necessary to illuminate the shifter pad backlighting.

Unintended vehicle movement may occur if the automatic transmission control position indicator is not properly illuminated and visible to the operator.

Chronology of Principal Events that Formed Basis for Recall – 573.6(c)(6)

On October 7, 2013, a Peterbilt customer notified Peterbilt Customer Service of an issue concerning nonfunctioning backlighting on an Allison transmission shifter pad. Peterbilt Engineering initiated an investigation. The investigators found that the shift pad backlight circuit had been inadvertently omitted from the Model 567/579 electrical instrument panel harness design. Engineering revised the harness design to include the missing backlight circuit. From October 14-21, 2013, the Peterbilt plant quarantined stock parts and all harnesses delivered from the supplier. All quarantined harnesses were repaired and tested prior to installation. On October 25, 2013, the plant began receiving from the supplier harness parts that included the previously missing circuit.

On December 4, 2013, Peterbilt Safety & Compliance became aware of this quality issue and began reviewing whether any regulatory implications were associated with the missing backlight circuit.

On January 31, 2013, the Peterbilt Safety Committee determined that a recall of affected chassis should be initiated because the affected vehicles do not comply with the requirements of FMVSS 101, Controls and Displays. FMVSS 101 Table 1 mandates that the automatic transmission control position be illuminated.

Description of Remedy - 573.6(c)(8)

Peterbilt will notify owners, and dealers will install the missing circuit in affected trucks.

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 Peterbilt number for this campaign is “1213H.”

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

Very truly yours,

s/Pamela S. Tonglao

Pamela S. Tonglao
Counsel
PACCAR Inc