

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

Campaign Initiated: 3/4/2014
Date of Initial Letter: 3/4/2014
Date of Follow-up Ltr:

NHTSA Campaign No.: 14v-013
Division Bulletin No.: 114-B
Div. Campaign Code: 114-B

Title: IMMI L9 SEAT BELT BUCKLES
Vendor: INDIANA MATERIALS AND MANUFACTURING INC.

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2)	(3)	(4)	(5)	(6)	
		Involved In Campaign	Inspected or Corrected <u>Prior</u> to Delivery	Corrected <u>After</u> Delivery	Inspected OK <u>After</u> Delivery	Unreachable	
1st	03/31/2014	5138	0	3	8	0	
2nd	06/30/2014	5138	0	630	415	0	
3rd							
4th							
5th							
6th							
TOTALS:		5138	0	633	423	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: 3/31/2014
Date of Initial Letter: 4/7/2014
Date of Follow-up Ltr:

NHTSA Campaign No.: 14V-013
Division Bulletin No.: 14KWC
Div. Campaign Code: 14KWC

Title: IMMI L9 Seat Belt Buckle
Vendor: Indiana Mills and Manufacturing, Inc. (IMMI)

Quarter	(1) Quarter Ending Date	Number Of Vehicles					(7) Comments
		(2)	(3)	(4)	(5)	(6)	
		Involved In Campaign	Inspected or Corrected <u>Prior</u> to Delivery	Corrected <u>After</u> Delivery	Inspected OK <u>After</u> Delivery	Unreachable	
1st	3/31/2014	5683	0	0	0		*Updated chassis count
2nd	6/30/2014	5683	75	1355	0		
3rd							
4th							
5th							
6th							
TOTALS:		5683	75	1355	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.