

Part 573 Safety Recall Report**15V-132****Manufacturer Name :** PACCAR Incorporated**Submission Date :** MAR 26,2015**NHTSA Recall No. :** 15V-132**Manufacturer Recall No. :** 215-D**Manufacturer Information :**

Manufacturer Name : PACCAR Incorporated

Address : 777 106TH AVENUE NORTHEAST
BELLEVUE WA 98004

Company phone : 999-999-9999

Population :

Number of potentially involved : 242,442

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2006-2016 Peterbilt 587, 579, 567, 389, 388, 387, 385, 382, 379, 378, 367, 365 and 357

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Tire and rim certification labels on MY 2006-2016 Peterbilt trucks built at the Denton, TX and Nashville, TN plants do not contain correct tire inflation pressure information and therefore do not comply with FMVSS No. 120.

Production Dates : JUL 25, 2005 - FEB 26, 2016

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

☐ Not sequential VINs**Description of Defect :**

Description of the Defect : Tire and rim certification labels on MY 2006-2016 Peterbilt trucks do not contain correct tire inflation pressure information and therefore do not comply with FMVSS No. 120. On the majority of noncompliant labels, the tire inflation pressure is understated by 5psi.

Description of the Safety Risk : Underinflated tires may not be capable of supporting a vehicle's maximum load as reflected by the GAWR and GVWR specified on the certification label.

Description of the Cause : The noncompliance with FMVSS No. 120 was caused by a programming error in the label print software. Data tables provide a suitable tire/rim/inflation pressure combination associated with the maximum weight rating for which that combination is rated. The label print software was incorrectly programmed to assign the tire/rim/inflation pressure combination associated with the next lower GAWR in the data table. This results in either (a) the tire inflation pressure being understated by 5psi (for the majority of labels) or (b) in some cases, a tire/rim/inflation pressure combination for which the maximum GAWR is slightly below the GAWR of the vehicle.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

FOREIGN STATES

Country : NR

Chronology :

12/17/14 – An investigator within NHTSA's Office of Defects Investigation (ODI) informed PACCAR that, in the course of investigating Michelin tire failures on auto haulers, he came across 3 Peterbilt trucks with certification labels containing inaccurate tire & rim label information. ODI asked Peterbilt to review the certification data. Peterbilt Safety & Compliance initiated an investigation.

12/18/14 – Peterbilt's preliminary investigation indicates a possible flaw in the software/data table used to generate the tire and rim certification label.

12/22/14 – A pre-2006 Single Axle data table recreation attempt was completed.

2/18/15 – NHTSA's Office of Vehicle Safety Compliance sent an information request to PACCAR requesting documents relating to FMVSS 120 certification.

2/23/15 – Further investigation into the certification label printing process/software confirms that an inaccuracy in the label print software has existed since 2006.

2/25/15 - Peterbilt Safety Committee determined that a noncompliance with a safety standard exists.

Description of Remedy :

Description of Remedy Program : Peterbilt will remedy the non-compliance by providing owners a corrected replacement Tire and Rim Certification label free of charge. Peterbilt will mail the corrected labels to owners with instructions on how to affix the labels so that the new label completely covers the original label.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : Peterbilt terminated its use of the incorrect label print software program and used an alternate method to ensure labels were produced with correct tire inflation pressure information.

Recall Schedule :

Description of Recall Schedule : Owner notification letters will be sent within 60 days

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported