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13V-027
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PACCAR Inc
Law Department

January 24, 2013

SENT VIA FACSIMILE (202) 366-7882 & 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: **NGP Air Suspension Dump Control**
Kenworth Recall No.: 13KWA
Peterbilt Recall No.: 113-A

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 and Peterbilt Motors Company, both of which are divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)
Kenworth Truck Company
10630 NE 38th Pl.
Kirkland, WA 98033

Peterbilt Motors Company
1700 Woodbrook Street
Denton, Texas 76205

Identification of Affected Vehicles - 573.6(c)(2)

The affected Kenworth models consist of certain 2013 model year T680 vehicles that were manufactured between November 29, 2012 and December 6, 2012, and that were equipped with the air suspension dump valve option.

The affected Peterbilt models consist of certain 2013 Model 579 and 567 Peterbilt vehicles that were manufactured between August 28, 2012 and December 31, 2012, and that were equipped with the air suspension dump valve option.

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PACCAR Building 777-106th Avenue N.E. Bellevue, Washington 98004 Facsimile (425) 468-8228

Population of Affected Vehicles - 573.6(c)(3)

The recall affects 113 Kenworth vehicles and 217 Peterbilt vehicles registered within the United States.

Number of Vehicles Known to Contain Defect - 573.6(c)(4)

All of the affected trucks contain the defect described below.

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

A newly released version of software known as P30-1011-105 interferes with the functioning of the air suspension dump valve in vehicles equipped with this option. Once the rear air suspension has been deflated by the operator, the software can cause the rear air suspension to re-inflate without warning when the operator turns the ignition key to the "off" position. The unexpected re-inflation of the suspension could result in physical injury to a person near the rear suspension. Subsequently turning the key to the "on" position will deflate the rear suspension.

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

On October 22, 2012, the Peterbilt truck production factory began installing a new software version called P30-1011-105 into all Model 579 and Model 567 vehicles. Four 2013 preproduction Peterbilt trucks were manufactured prior to October 22, 2012 with this software. Kenworth began installing this software in Model T680 vehicles on November 29, 2012.

On December 5, 2012, while reviewing the suspension dump function on a T680 with the latest software release, Kenworth Engineering observed that, with the dump active, the suspension would re-inflate when the ignition was turned to the "OFF" position. Kenworth Engineering notified Peterbilt of this apparent anomaly and reviewed the system functionality for the new software release. Vehicle testing indicated that turning the ignition key to an "off" position could cause a deflated rear suspension to re-inflate. An investigation was promptly commenced, and Kenworth and Peterbilt placed factory holds on the delivery of affected vehicles. The software programming update containing the P30-1011-105 software was made unavailable for further downloads to Electronic Service Analyst (ESA) tools.

On January 17, 2013, the Kenworth and Peterbilt Safety Committees completed the investigation and determined that the functionality of the P30-1011-105 software contained a defect affecting product safety, for which a recall should be initiated.

Description of Remedy - 573.6(c)(8)

Reprogram software on all affected vehicles by replacing P30-1011-105 with P30-1011-106 software.

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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 Recall Schedule - 573.6(c)(12)

The Kenworth number for this campaign is "13KWA." The Peterbilt number for this campaign is "113-A."

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

Very truly yours,



Pamela S. Tonglao
Counsel
PACCAR Inc