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PACCAR Inc
Law Department

October 1, 2010

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

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: **PACCAR MX EGR Valve Seal Oil Leak
Kenworth and Peterbilt Recall No.: E008R**

Dear Ms. Timian:

PACCAR Inc is furnishing notice to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports" of its intention to voluntarily recall the chassis listed below. This motor vehicle safety defect involves vehicles manufactured by both the Kenworth and Peterbilt divisions of PACCAR Inc.

Manufacturer - 573.6(c)(1)

Kenworth Truck Company
10630 NE 38th Place
Kirkland, Washington 98033

Peterbilt Motors Company
1700 Woodbrook Street
Denton, Texas 76205

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

The affected Kenworth Truck Company models are 2011 model year Kenworth T660, T700, T800, and W900 vehicles.

The affected Peterbilt Motors Company models are 2011 model year Peterbilt model 365, 367, 384, 386, 388, and 587 vehicles.

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

Kenworth Truck Company delivered 244 vehicles (198 U.S. and 46 Canadian) between April 19, 2010 and July 27, 2010 that may have the defect described below.

Peterbilt Motors Company delivered 199 vehicles (186 U.S. and 13 Canadian) manufactured between April 13, 2010 and August 3, 2010 that may have the defect described below.

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

The number of vehicles known to have the defect is unknown at this time. It is estimated 1%-1.5% of the subject vehicles may exhibit the defect described below during the vehicles' expected service life.

Description of the Defect - 574.6(c)(5)

A manufacturing defect in the seal supplied by a component manufacturer installed on the output shaft of the exhaust gas recirculation (EGR) valve actuator may cause eventual delamination of the seal. Delamination of the seal may allow engine oil to leak from the EGR valve onto exhaust components. The leaking of engine oil onto hot exhaust components, such as when the engine is under significant load, may create the possibility of a fire.

Chronology of Events Leading to Recall - 574(c)(6)

On August 5, 2010, PACCAR Engine Company personnel informed the Kenworth and Peterbilt divisions' Safety and Compliance managers that an engine validation test showed that oil potentially may leak from the EGR valve seal supplied by a component manufacturer and installed on PACCAR MX engines. The PACCAR Engine engineering team notified the component manufacturer of the finding and began investigating the issue further. On August 9, 2010, the seal manufacturer, Trelleborg, completed testing of several suspect seals. The testing showed that a "worst case" seal delamination could result in an oil leak. On August 16, 2010, PACCAR Engine personnel notified the truck divisions that two batches of seals from lots supplied to PACCAR Engine in March and June, 2010 were suspect. In late August, PACCAR Engine Company personnel and engineers from the divisions evaluated additional data and concluded there was a remote possibility of a fire if oil leaked onto exhaust components which were hot enough to ignite the oil, such as when the engine was under heavy load. Further analysis in September indicated the predicted failure rate for the defective seals was estimated to be between 1%-1.5%. Other batches of seals supplied at other times were evaluated and determined to be without any defects.

In late September, the truck divisions' recall committees met to evaluate the investigative findings. Although there were no reports of fires or EGR valve leaks from engines already in service, the committees elected to initiate a voluntary safety related recall due to the remote possibility of fire.

Description of Remedy - 573.6(c)(8)

Kenworth and Peterbilt authorized dealers will replace the EGR Valve assembly on the subject vehicles equipped with the PACCAR MX engine.

Communications Sent to Dealers and Owners - 573(c)(10)

Kenworth and Peterbilt anticipate notification will be made to dealers and customers within the next 30 days.

Copy of Proposed Owner Notification Letter - 573.6(c)(11)

A draft of the customer letter will be sent to NHTSA's Recall Management Division to review and approve.

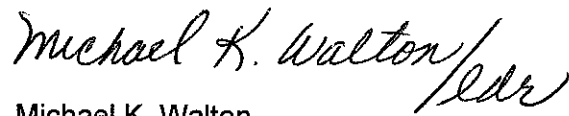
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Identification of Recall Schedule - 573.6(c)(12)

The Kenworth and Peterbilt number for this campaign is "E008R."

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

Very truly yours,

A handwritten signature in cursive script that reads "Michael K. Walton" followed by a stylized flourish.

Michael K. Walton
Counsel
PACCAR Inc