

OSHKOSH TRUCK CORPORATION

ISO 9001 CERTIFIED

2307 OREGON STREET
POST OFFICE BOX 2566
OSHKOSH, WISCONSIN 54903-2566
920-235-9151



06V-221
(2 pages)

June 7, 2006

Ms. Kathleen DeMeter
Chief, Office of Defects Investigation
National Highway Traffic Safety Administration (NSA - 10)
400 Seventh Street SW
Washington DC 20990

Submitted by email to Patricia.Wallace@nhtsa.dot.gov for assignment of Recall No.

Subject: Sec. 573 Defect Report: Bendix® SR-7™ Recall

Dear Ms. DeMeter:

We have decided that a defect that relates to motor vehicle safety exists in the vehicles listed below, and are furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR, Part 573, *Defect and Noncompliance Reports*.

1. Name of Manufacturer and Corporate Contact: Oshkosh Truck Corporation is the vehicle manufacturer. Corporate contact is Thatcher Peterson, Product Safety Manger. Phone: 920 233-9244; Fax: 920 233-9231. tpeterson@oshtruck.com

2. Identify Classification: Vehicles manufactured 3 April 2006 through 9 June 2005 with corresponding VIN range of 10T . . . 90376 through 10T . . . 835 plus Highland chassis with VIN range of 10T . . . 90205 through 10T . . . 90215
Bendix supplied us with a delivery schedule of affected SR-7 spring brake modulating valves. We in turn correlated that information to our own vehicle build dates to establish the Identify Classification.

The supplier of the SR-7 valve is Bendix Commercial Vehicles systems LLC,
901 Cleveland St., Elyria OH 44035

3. Number of Potentially Affected Vehicles: 139

4. Estimated Percentage of Vehicles Containing the Defect or Noncompliance: Based on Hendrix's estimate, we also estimate that approximately 50% of 139 vehicles contain the affected SR-7 brake valve.

5. Description of the Defect: Bendix has determined that approximately 50% of certain SR-7 valves produced from 1 April 2006 through 24 May 2006 have a nonconforming check valve cavity diameter. The check valve inside the valve cavity may not properly set, causing internal air leakage. If the check valve does not properly seat, the resulting leakage can cause a delay in the application of the spring brakes to park the vehicle after the operator pulls the dash valve button. The delayed parking brake application can occur without warning, leading to unintended vehicle rollaway.

This condition does not affect normal service braking.

6. Chronology Summary:

June 5, 2006: Bendix requested that Oshkosh Truck start a Safety Recall.

June 6, 2006: Oshkosh decided that the condition described by Bendix constituted a safety-related defect.

June 7, 2006: Oshkosh notified NHTSA that Oshkosh Truck will begin a voluntary safety recall.

7. Not Applicable.

8. Corrective Action: All vehicles not yet put in service with customers will be inspected. Affected SR-7 valves will be replaced before the trucks are put into service. As to vehicles already put into service, owners will be notified and the affected vehicles will be recalled.

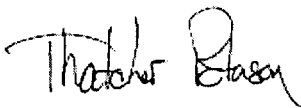
The recall repair is replacement of the SR-7 valve. The recall repair will be performed without cost to the owner.

The NHTSA Recall No. is _____.

9. Representative Notices: We will submit a draft of the Owner Notification letter to NHTSA for its review and approval before the letters are mailed to owners. We expect to mail Owner Notification letters before July 1, 2006.

Please call at 920 233-9244 if you have any questions.

Sincerely



Thatcher Peterson
Product Safety Manager

Cc: Robert Pouzar