

July 7, 2006

Dan Smith, Esquire
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
Washington, D.C. 20590

**Re: Defect Information Report Submitted
in Accordance with 49 CFR Part 573**

06V-268
(2 pages)

Dear Mr. Smith:

Utilimaster Corporation is submitting this defect information report in accordance with the requirements of 49 CFR Part 573. The information set forth below follows the numbered paragraph sequence outlined in §573.5(c).

(1) Manufacturer

Utilimaster Corporation
65906 State Road 19
P.O. Box 585
Wakarusa, IN 46573

(2) Identification of Subject Vehicles

Utilimaster production of the Trademaster line of truck bodies built on Ford LCF cab chassis platforms. These trucks were manufactured during the period from August, 2005 through May, 2006. The subject vehicles utilize a three-way switch, for the cargo lamps, mounted on the dash.

(3) Total Number of Vehicles Potentially Containing Defect

11 total. Attached is a list of customers to which the subject trucks were shipped.

(4) Percentage of Vehicles Estimated to Contain Defect

Unknown.

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NHTSA DEFECTS
DIVISION

(5) Description of Defect

The wiring harness (consisting of wires and split conduit) to the cargo light switch located on the dash may be routed along the lower steering column shaft immediately above the steering gear box. The harness, if secured to the steering shaft, could potentially lead to wiring entanglement at the gearbox universal joint. This, in turn, could result in additional effort to turn the steering wheel, with reduced vehicle control and a possible crash.

(6) Basis for Determination of Defect

Late in the afternoon on June 29th, 2006, Utilimaster Engineering was notified by a dealer that the condition described above was observed on a vehicle in their possession. On June 30th, 2006, Utilimaster management determined the condition to be a manufacturing defect and that, accordingly, this report should be submitted to the agency.

(7) Description of Remedy

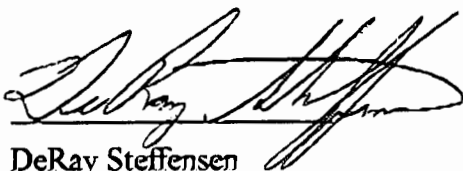
The wiring harness to the cargo light switch shall be rerouted away from the steering column shaft. It shall be properly secured to rigid, stationary points in the cab.

Utilimaster is in the process of campaigning the subject vehicles. We estimate that all vehicles will be remedied, with the subject wiring harness rerouted, by the week of July 17, 2006.

Utilimaster will forward a draft customer letter to NHTSA in the next several days, and is prepared to send out the customer letter immediately after clearance by NHTSA/ODI.

Please notify the undersigned of the campaign number assigned to this recall by the agency.

Sincerely,



DeRay Steffensen
Director of Customer Service
Utilimaster Corp.
(Tel: 574/862-3219; Fax: 574/862-7637)

cc: L.F. Henneberger
Utilimaster Counsel