

September 14, 2006

VIA E-MAIL
RECEIPT CONFIRMATION REQUESTED

06V-362
(2 pages)

Mr. George H. Person
National Highway Traffic Safety Administration
Office of Defects Investigation
400 7th Street, S.W. NSA-11
Washington, DC 20590

Re: Champion Bus
Defect and Non-Compliance Report

Dear Mr. Person:

Champion Bus has been notified by Chevrolet and Workhorse Custom Chassis ("Workhorse") concerning the potential defect involving fuel rail pulse damper retainer clips on the 8.1L V8 GM Engines used on certain Kodiak, P32, W20, W22 and W24 chassis supplied by Chevrolet and Workhorse to Champion. Chevrolet and Workhorse have already initiated a safety recall campaigns with respect to this potential defect. NHTSA has assigned recall number 06V-289 to the Chevrolet recall campaign and recall number 06V-225 to the Workhorse recall campaign.

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, we are hereby notifying the National Highway Traffic Safety Administration that certain buses manufactured by Champion were built on the Chevrolet and Workhorse chassis that may contain the defective retainer clips.

As more specifically set forth below, Chevrolet and Workhorse have agreed to conduct the recall campaign involving these defective chassis. Champion will provide Chevrolet and Workhorse with a list of dealers and owners to assist them in remedying the defect. Chevrolet and Workhorse will be filing the quarterly reports in connection with the recall campaign.

- A. Recall Population and Vehicle Identification. The defective chassis supplied by Chevrolet have been used on certain 2005 and 2006 Challenger Model buses. The defective chassis supplied by Workhorse have been used on certain 2006 CTS Model buses. The total number of buses/chassis subject to this recall campaign is 18.
- B. Description of Defect. All of the buses subject to this recall campaign were built on Chevrolet and Workhorse chassis that contain a 8.1L V8 GM Engine. The potential defect involves the fuel rail pulse damper retainer clips. As a result of

possible improper hardening during the heat treatment process, the fuel rail pulse damper retainer clip on these engines may fracture, resulting in inadequate retention of the damper. If the damper becomes loose, fuel could be pumped by the fuel pump into the under-hood area. In the presence of an ignition source, a fire could result.

- C. Basis for Determining that a Defect Exists. Champion received notification from Chevrolet and from Workhorse on September 6, 2006 that a potential defect exists with respect to the fuel rail pulse damper retainer clips on the 8.1L V8 GM engine used on certain Chevrolet and Workhorse chassis. Subsequently, Champion confirmed that certain of the chassis purchased by Champion from Chevrolet and Workhorse contain the potential defect.
- D. Remedying of Defect. As set forth in the notification issued by Chevrolet and Workhorse in connection with recall campaigns 06V-289 and 06V-225, Chevrolet and Workhorse dealers will replace the fuel rail pulse damper clips on all of the effected engines. The owners of the buses subject to this recall campaign will be advised to contact Chevrolet and Workhorse in order to make arrangements to have the remedy completed by the respective chassis manufacturer. Chevrolet will implement the recall campaign in accordance with the procedures specified in recall campaign 06V-289. Workhorse will implement the recall campaign in accordance with the procedures specified in recall campaign 06V-225. Chevrolet and Workhorse have agreed to remedy the defect without charge to the owners.
- E. Owner Notifications. Chevrolet and Workhorse will notify the owners of the buses, which Champion will provide owner's information to Chevrolet and Workhorse.
- F. Dealer Notifications. Chevrolet and Workhorse will notify the Champion dealers that have sold buses subject to this recall campaign or that have such buses currently in inventory. Champion will provide dealer's information to Chevrolet and Workhorse as well.
- G. Quarterly Reporting Requirements. Chevrolet and Workhorse will be responsible for filing quarterly reports in connection with recall campaigns 06V-289 and 06V-225 respectively. Because the information included by Chevrolet and Workhorse in their quarterly reports will encompass the remedying of the Champion buses subject to this recall campaign, Champion will not file quarterly reports to avoid duplication.
- H. Campaign Number. Champion does not have an internal campaign number for this recall. Champion will use the recall campaign number assigned by NHTSA.

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The enclosed information should comply with the NHTSA regulations and satisfy the obligations of Champion with respect to this recall campaign. If you need any additional information regarding the participation of Champion in this recall campaign, please feel free to contact me at 937-596-6849, Ext. 7363.

Sincerely,



David M. Mihalick
Thor Industries
Standards Compliance Manager