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OSHKOSH TRUCK CORPORATION

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October 3, 2006



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

06V-390
(2 pages)

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

Subject: Sec. 573 Defect Report: ArvinMeritor Torque RodTower

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: S-Series vehicles manufactured January 1, 2005 through November 1, 2006 with corresponding VIN range of 10T . . .85235 through 10T . . .93811.

3. Number of Potentially Affected Vehicles: 628

4. Estimated Percentage of Vehicles Containing the Defect or Noncompliance: We estimate that 100% of the vehicles contain the affected torque rod tower.

5. Description of the Defect: The torque rod tower on axle assemblies produced by ArvinMeritor from October 1, 2004 through October 15, 2006 have a nonconforming location and weld. The weld can crack, leading to the tandem axle losing its anchor point, leading to the driveline being bent to an angle outside its operating perimeters. In turn, this can result in the driveline breaking or forcing the engine to stop. It is also possible for the tandem axle to drop to the ground and turn under the vehicle creating a condition that might include loss of vehicle control. The supplier of the axle assembly is ArvinMeritor, Commercial Vehicle Systems, Meritor Heavy Vehicle Systems, LLC, 2135 West Maple Road, Troy MI 48084-7186

6. Chronology Summary:

September 11, 2006: An Oshkosh Truck field representative received a report from a customer that their truck had stopped in their yard and refused to move. He found that a torque rod tower had cracked off of the axle causing the driveline to bend and stop the engine. This incident occurred in a customer's yard when the concrete truck was driving at a slow speed. The field representative then inspected other vehicles and gather information. Three other trucks were found with cracks, and the cracks were ground out and rewelded.

September 14, 2006: Oshkosh Truck informs ArvinMeritor, the supplier of the axle/torque rod tower fabrication. ArvinMeritor asks that a cracked fabrication be sent to them for analysis.

September 25, 2005: Oshkosh Truck and ArvinMeritor discuss the data to date. The axle assemblies involved were all produced on the same shift or two. Oshkosh Truck initiated a sampling program to determine whether the scope of the cracks were limited to the same shift.

October 2, 2003: Oshkosh Truck reviews with ArvinMeritor the sampling information. It shows trucks with seven customers had signs of cracks at the base of the torque rod tower. The cracks are unrelated to production shift. Oshkosh Truck decided that the condition constituted a safety-related defect.

October 3, 2006: Oshkosh notified NHTSA that Oshkosh Truck will begin a voluntary safety recall.

7. Not Applicable.

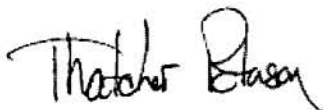
8. Corrective Action: Until the torque tower is rewelded according to instructions that will be provided, owners will be notified to inspect for cracks at the base of the torque towers on the rear tandem on a weekly basis. If cracks are found, they will be instructed to take the vehicle out of service until the torque tower is rewelded according to instructions. 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 November 3, 2006.

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

Sincerely



Thatcher Peterson
Product Safety Manager
Cc: Robert Pouzar