

Safety Defect and Noncompliance Report Guide for Vehicles

Part 573 Defect and Noncompliance Report

On 12/11/07, Newmar Corporation received an electronic notification message from Freightliner informing of a defect which relates to motor safety exists in the vehicles listed below, and is furnishing notification to the National Highway Traffic Administration in accordance with 49 CFR Part 573, Defect and Noncompliance Reports.

This report was prepared on 12/12/07.

The manufacturer's identification number for this recall is 07V-343.

1. The "Final Stage" vehicle manufacturer.
--

Newmar Corporation
355 N. Delaware St.
Nappanee, IN 46550

Company contact: Carol Walker
Warranty Recovery Manager
Consumer Affairs Dept
(574)773-7791
(574)773-2007 fax

Report prepared by: Travis Haynes
Codes and Compliance Manager
(574)773-7791
(574)773-5153 fax

Signed Travis E. Haynes

2. Identify the vehicle involved in the recall.

The vehicles involved in the recall are model years – **2004 and 2005 Essex, Dutch Star, and Mountain Aire Diesel Pushers with the VCL and XC chassis.**

3. Furnish the total number of vehicles recalled potentially containing the defect or non-compliance.

126

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance.

100% of the vehicles listed above may contain the defect.

5. Describe the defect or non-compliance. The description should address the nature and physical location of the defect or non-compliance. Illustrations should be provided as appropriate.

See Freightliner 573 (included)

5a. Describe the cause of the defect or noncompliance.

See Freightliner 573 (included)

5b. Describe the consequence(s) of the defect or noncompliance condition.

See Freightliner 573 (included)

5c. Describe any warning which can (a) precede or (b) occur.

See Freightliner 573 (included)

5d. If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address:

Freightliner LLC
P.O. Box 3849
Portland, Oregon 97208

6. If defect, furnish a chronological summary with dates of all the principal events that were the basis for the determination of the defect. Include number of reports, accidents, injuries, fatalities, and warranty claims.

See Freightliner 573 (included)

7. If noncompliance, identify and provide the test results or other data in chronological order with dates on which the noncompliance was determined.

N/A

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

See Freightliner 573 (included)

8a. Clearly describe the distinguishing characteristics of the remedy component/ assembly versus the recalled component/ assembly.

See Freightliner 573 (included)

8b. Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, state so.

See Freightliner 573 (included)

8c. Furnish a recall schedule or agenda, with specific dates, for notification to other manufacturers, dealers/retails, and purchasers. Please identify any foreseeable problems with implementing this recall.

Newmar's customers and dealers will be notified of the recall via letters sent during the month of January.

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications concerning this recall.

See attached.

9a. The manufacturer's campaign identification number if not identical to the number assigned by NHTSA.

Newmar's identification number will be assigned by NHTSA.

All Documents to be faxed to (202)366-7882 to be followed by mailing.

RECEIVED
2007 AUG. - 8 P 9:00

DEFECTS INVESTIGATION
RECALL MGMT DIV.

FREIGHTLINER
LLC

A Division of DaimlerChrysler

Nasser Zamani
Manager
Compliance and Regulatory Affairs

07V-343
(3 Pages)

Freightliner LLC
4747 N. Channel Ave
Portland, OR 97217-7699
503-745-6910 Phone
503-745-5544 Fax
NasserZamani@Freightliner.com

July 23, 2007

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Defect Information Report FL-509, ZF 8018 Steering Gear Spacer

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall approximately 6,227, Freightliner Custom Chassis, XC Chassis, CX-R Chassis, VCL Chassis, XC-F Chassis, XC-L Chassis, XC-P Chassis, & XB-R Chassis manufactured June 13, 2002 through June 13, 2007 with a potential defect in the ZF model 8018 steering gear.

Attached is Freightliner's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,


Nasser Zamani

Cc: Michael Mason, CAL-OSHA

Enclosure

Certified Mail#

7003 2260 0001 3403 4964

Defect Information Report

(Section 573.6)

July 23, 2007

(c)(1) **Manufacturer:** Freightliner LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

Brands: Freightliner Custom Chassis

(c)(2) **Vehicles identification:**

Model(s) affected: XC Chassis, CX-R Chassis, VCL Chassis, XC-F Chassis, XC-L Chassis, XC-P Chassis, & XB-R Chassis

Model Years affected: 2003 through 2008

Manufacture Dates: June 13, 2002 through June 13, 2007

Basis for determining population: All ZF 8018 steering gears with date codes prior to 270407 45 5B. These Steering gears were delivered to Freightliner as components of Independent Front Suspension Assemblies with date codes prior to K149-005.

Component manufacturer if other than the vehicle manufacturer:

Steering Gear

ZF Heavy Duty Steering Inc.

50 Harwill Road
St. Thomas, ON N5P 4M6
David Peno 847-478-6754

Independent Front Suspension Assemblies

ZF Commercial Suspension Systems
& Components, LLC.

946 Quality Drive
Lancaster, SC 29721
Greg Henderson 803-416-8957

(c)(3) **Total number of vehicles potentially affected:** Approximately 6,227

(c)(4) **Percentage of vehicles estimated to contain the defect:** Unknown

(c)(5) **Description of the defect:** Certain ZF model 8018 steering gears may have been assembled with the incorrect recirculating ball spacer potentially allowing the recirculating balls to escape from the recirculating ball circuit resulting in a loss of steering. On affected units the operator may notice higher required steering wheel inputs, or the need for more steering wheel adjustments while driving in a straight line in combination with metallic cracking noises prior to a loss of steering.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: Loss of steering could result in a vehicle crash.

(c)(6) **Chronology of principal events:** On July 2, 2007 ZF Commercial Suspension Systems & Components, LLC. notified Freightliner that certain Independent Front Suspension assemblies provided to Freightliner contained potentially defective steering gears manufactured by ZF Heavy Duty Steering Inc.

(c)(7) **Noncompliance-test or other data:** Not Applicable

(c)(8) **Remedial program:** The steering gear date code on potentially affected vehicles will be reviewed to determine if the gear is part of the suspect population. Suspect steering gears will be replaced. Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs. *Estimated dealer notification will be completed by September 18, 2007.*

Estimated Owner Notification Date: Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed approximately September 23, 2007.

Reimbursement Plan: Copies will be submitted as a supplemental report when available.

(c) (9) Communications sent to dealers and owners: Copies will be submitted as a supplemental report when available.

(c) (10) Copy of proposed owner notification letter: A draft will be sent for ODI review when available.

(c) (11) Manufacturer's campaign number: FL-509

<u>VIN</u>	<u>PRODUCT #</u>	<u>YEAR</u>	<u>BRAND</u>	<u>TYPE</u>
4UZFAKAS430	901028	2004	EX	DP
4UZABFCY430	900885	2004	MA	DP
4UZAAHAK630	601173	2004	DS	DP
4UZFAKAS730	NO INFO			
4UZAAHDCX4	602096	2004	DS	DP
4UZABFCY140	902174	2004	MA	DP
4UZABFAK240	602156	2004	DS	DP
4UZABFDC140	602130	2004	DS	DP
4UZABFDC140	602124	2004	DS	DP
4UZABFDC340	602166	2004	DS	DP
4UZABFDC340	602125	2004	DS	DP
4UZABFDCX40	602146	2004	DS	DP
4UZABFDC040	602239	2004	DS	DP
4UZABFDC240	602161	2004	DS	DP
4UZABFDC540	602159	2004	DS	DP
4UZABFDC740	602179	2004	DS	DP
4UZABFDC940	602160	2004	DS	DP
4UZABFDC040	602207	2004	DS	DP
4UZABFDC740	NO INFO			
4UZABFCY040	902002	2004	MA	DP
4UZABFCY240	902138	2004	MA	DP
4UZABFCY440	902143	2004	MA	DP
4UZABFCY640	902152	2004	MA	DP
4UZABFDC140	602314	2004	DS	DP
4UZABFDCX40	602295	2004	DS	DP
4UZABFDC340	602185	2004	DS	DP
4UZABFDC540	602245	2004	DS	DP
4UZABFDC740	602222	2004	DS	DP
4UZABFCY040	902006	2004	MA	DP
4UZABFCY240	902169	2004	MA	DP
4UZABFCY240	902163	2004	MA	DP
4UZABFCY940	902200	2004	MA	DP
4UZABFCY040	902183	2004	MA	DP
4UZABFCY240	902205	2004	MA	DP
4UZABFCY440	902245	2004	MA	DP
4UZABFCY940	902155	2004	MA	DP
4UZABFDC540	602197	2004	DS	DP
4UZABFDC740	602248	2004	DS	DP
4UZABFCY240	902214	2004	MA	DP
4UZABFCY440	902218	2004	MA	DP
4UZABFCY640	902219	2004	MA	DP
4UZABFCY840	902215	2004	MA	DP
4UZABFDC640	602379	2004	DS	DP
4UZABFDC840	602210	2004	DS	DP
4UZABFDC640	602329	2004	DS	DP
4UZABFDCX40	602246	2004	DS	DP
4UZABFDC740	602286	2004	DS	DP
4UZABFDC940	602338	2004	DS	DP
4UZABFDC040	602361	2004	DS	DP
4UZABFDC240	602303	2004	DS	DP

4UZABFDC44CF	602302	2004 DS	DP
4UZABFDC64CF	602256	2004 DS	DP
4UZABFDCX4CF	602088	2004 DS	DP
4UZABFDC64CF	602155	2004 DS	DP
4UZABFDC84CF	602280	2004 DS	DP
4UZABFDC64CF	602359	2004 DS	DP
4UZABFDC84CF	602408	2004 DS	DP
4UZABFCY64CF	902280	2004 MA	DP
4UZABFCY84CF	902266	2004 MA	DP
4UZABFDC74CF	602260	2005 DS	DP
4UZABFDC94CF	602257	2005 DS	DP
4UZABFCY84CF	902236	2005 MA	DP
4UZABFDC84CF	602368	2004 DS	DP
4UZABFDCX4CF	602362	2004 DS	DP
4UZABFDC14CF	602375	2004 DS	DP
4UZABFDC44CF	602414	2004 DS	DP
4UZABFDC64CF	602258	2005 DS	DP
4UZABFDC84CF	602324	2004 DS	DP
4UZABFDCX4CF	602331	2004 DS	DP
4UZABFDC14CF	NO INFO		
4UZABFCY04CF	902262	2004 MA	DP
4UZABFCY24CF	902273	2004 MA	DP
4UZABFCY44CF	902323	2004 MA	DP
4UZABFCY64CF	902330	2004 MA	DP
4UZABFCY84CF	902328	2004 MA	DP
4UZABFCY94CF	902362	2004 MA	DP
4UZABFDC14CF	602305	2004 DS	DP
4UZABFDC34CF	602289	2004 DS	DP
4UZABFDC54CF	602200	2004 DS	DP
4UZABFDC64CF	602342	2004 DS	DP
4UZABFDC44CF	602353	2004 DS	DP
4UZABFDC64CF	602299	2004 DS	DP
4UZABFDC04CF	602357	2004 DS	DP
4UZABFDC24CF	602341	2004 DS	DP
4UZABFDC84CF	602155	2004 DS	DP
4UZABFCY04CF	902333	2004 MA	DP
4UZABFCY24CF	902358	2004 MA	DP
4UZABFCY44CF	902360	2004 MA	DP
4UZABFCY04CF	902509	2005 MA	DP
4UZABFCY24CF	902544	2005 MA	DP
4UZABFCY74CF	902488	2005 MA	DP
4UZABFCY94CF	902489	2005 MA	DP
4UZABFCY14CF	902147	2005 MA	DP
4UZABFDC04CF	602429	2004 DS	DP
4UZABFDC24CF	602395	2004 DS	DP
4UZABFDC14CF	602354	2004 DS	DP
4UZABFDC34CF	602413	2004 DS	DP
4UZABFDC84CF	602344	2004 DS	DP
4UZABFDCX4CF	602410	2004 DS	DP
4UZABFCY44CF	902673	2005 MA	DP
4UZABFCY64CF	902674	2005 MA	DP

4UZABFCY84C	902543	2005 MA	DP
4UZABFCY84C	NO INFO		
4UZABFDC34C	602424	2004 DS	DP
4UZABFDC54C	602430	2004 DS	DP
4UZABFDC74C	602462	2004 DS	DP
4UZABFDC84C	602545	2005 DS	DP
4UZABFDCX4C	602605	2005 DS	DP
4UZABFDC14C	602511	2005 DS	DP
4UZABFDC34	602590	2005 DS	DP
4UZABFCY54C	902701	2005 MA	DP
4UZABFCY74C	902709	2005 MA	DP
4UZABFCY94C	902788	2005 MA	DP
4UZABFDC94C	602653	2005 DS	DP
4UZABFDC04C	602599	2005 DS	DP
4UZABFDC14C	602555	2005 DS	DP
4UZABFDC84C	602628	2005 DS	DP
4UZABFDCX4C	602825	2005 DS	DP
4UZABFDC14C	602586	2005 DS	DP
4UZABFDC34C	602604	2005 DS	DP
4UZABFCY04C	902874	2005 MA	DP
4UZABFCY94C	902871	2005 MA	DP
4UZABFDC94C	602754	2005 DS	DP
4UZABFDC04C	602637	2005 DS	DP
4UZABFDC24C	602786	2005 DS	DP
4UZABFDC44C	602755	2005 DS	DP
4UZABFDC04C	602602	2005 DS	DP
4UZABFCY34C	902872	2005 MA	DP
4UZABFCY54C	902873	2005 MA	DP
4UZABFDC74C	602588	2005 DS	DP
4UZABFDC94C	602585	2005 DS	DP
4UZABFCY44C	902875	2005 MA	DP
4UZABFCY64C	902876	2005 MA	DP
4UZABFDC44C	602591	2005 DS	DP
4UZABFDC04C	602603	2005 DS	DP
4UZABFDC84C	602433	2004 DS	DP
4UZABFDCX4C	602421	2004 DS	DP

leadsn	ser#	vin	a	model	base mdl	mdl yr	chas start	inserviced ar	engine	rakcat	od	country	dealer	customer
K81835	K81835	4UZFAKAS42	3	M000062S	VCL CHASSIS	03	10/16/2002	2/28/2004	A 101-1W1	CAT C-12	5018 A8?	NI	USA	LBAR
L90571	L90571	4UZABFCY4	3	M000042S	XC CHASSIS	03	1/15/2003	5/22/2005	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
L93498	L93498	4UZAHAHAK6	3	M000042S	XC CHASSIS	03	1/10/2003	1/10/2004	A 101-1YR	CAT 3126 3	018 A8?	NI	USA	LBAR
M04527	M04527	4UZFAKAS7	3	M000062S	VCL CHASSIS	03	2/25/2003		A 101-1W1	CAT C-12	5018 A8?	NI	USA	LBAR
M27142	M27142	4UZAHDCA	3	M000042S	XC CHASSIS	04	6/18/2003	3/18/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M47102	M47102	4UZABFCY1	3	M000042S	XC CHASSIS	04	8/18/2003	3/24/2004	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
M63520	M63520	4UZABFAK2	3	M000042S	XC CHASSIS	04	9/12/2003	1/23/2004	A 101-1YR	CAT 3126 3	018 A8?	NI	USA	LBAR
M99008	M99008	4UZABFDC1	3	M000042S	XC CHASSIS	04	11/18/2003	1/5/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99008	M99011	4UZABFDC1	3	M000042S	XC CHASSIS	04	11/18/2003	12/23/2003	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99008	M99009	4UZABFDC3	3	M000042S	XC CHASSIS	04	11/18/2003	1/13/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99008	M99012	4UZABFDC3	3	M000042S	XC CHASSIS	04	11/18/2003	1/3/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99008	M99010	4UZABFDCX	3	M000042S	XC CHASSIS	04	11/18/2003	1/7/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99013	M99016	4UZABFDC0	3	M000042S	XC CHASSIS	04	11/18/2003	2/16/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99013	M99017	4UZABFDC2	3	M000042S	XC CHASSIS	04	12/3/2003	5/6/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99013	M99013	4UZABFDC5	3	M000042S	XC CHASSIS	04	11/20/2003	10/21/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99013	M99014	4UZABFDC7	3	M000042S	XC CHASSIS	04	11/18/2003	1/20/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99013	M99015	4UZABFDC9	3	M000042S	XC CHASSIS	04	11/20/2003	3/25/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99369	M99369	4UZABFDC0	3	M000042S	XC CHASSIS	04	12/5/2003	11/15/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99369	M99370	4UZABFDC7	3	M000042S	XC CHASSIS	04	12/5/2003		A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99451	M99451	4UZABFCY0	3	M000042S	XC CHASSIS	04	11/5/2003	1/30/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
M99451	M99452	4UZABFCY2	3	M000042S	XC CHASSIS	04	11/5/2003	4/1/2005	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
M99451	M99453	4UZABFCY4	3	M000042S	XC CHASSIS	04	11/5/2003	3/12/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
M99451	M99454	4UZABFCY6	3	M000042S	XC CHASSIS	04	11/5/2003	3/15/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
M99492	M99493	4UZABFDC1	3	M000042S	XC CHASSIS	04	12/5/2003	4/22/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99492	M99492	4UZABFDCX	3	M000042S	XC CHASSIS	04	12/5/2003	4/2/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99494	M99494	4UZABFDC3	3	M000042S	XC CHASSIS	04	11/26/2003	2/24/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99494	M99495	4UZABFDC5	3	M000042S	XC CHASSIS	04	12/6/2003	1/5/2005	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
M99494	M99496	4UZABFDC7	3	M000042S	XC CHASSIS	04	12/6/2003	3/17/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N02639	N02641	4UZABFCY0	3	M000042S	XC CHASSIS	04	11/11/2003	2/6/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N02639	N02639	4UZABFCY2	3	M000042S	XC CHASSIS	04	11/11/2003	10/6/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N02639	N02642	4UZABFCY2	3	M000042S	XC CHASSIS	04	11/11/2003	5/31/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N02639	N02640	4UZABFCY9	3	M000042S	XC CHASSIS	04	11/11/2003	3/30/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N05392	N05393	4UZABFCY0	3	M000042S	XC CHASSIS	04	12/1/2003	3/27/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N05392	N05394	4UZABFCY2	3	M000042S	XC CHASSIS	04	12/1/2003	5/4/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N05392	N05395	4UZABFCY4	3	M000042S	XC CHASSIS	04	12/1/2003	4/26/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N05392	N05392	4UZABFCY9	3	M000042S	XC CHASSIS	04	12/1/2003	10/11/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N08941	N08941	4UZABFDC5	3	M000042S	XC CHASSIS	04	12/10/2003	2/21/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N08941	N08942	4UZABFDC7	3	M000042S	XC CHASSIS	04	12/10/2003	4/21/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N08943	N08943	4UZABFCY2	3	M000042S	XC CHASSIS	04	12/10/2003	6/28/2005	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N08943	N08944	4UZABFCY4	3	M000042S	XC CHASSIS	04	12/10/2003	4/9/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N08943	N08945	4UZABFCY6	3	M000042S	XC CHASSIS	04	12/10/2003	4/2/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N08943	N08946	4UZABFCY8	3	M000042S	XC CHASSIS	04	12/10/2003	4/19/2004	A 101-14P	CUM ISL 40C	018 A8?	NI	USA	LBAR
N09128	N09130	4UZABFDC6	3	M000042S	XC CHASSIS	04	12/10/2003	9/24/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N09128	N09128	4UZABFDC8	3	M000042S	XC CHASSIS	04	12/10/2003	3/11/2006	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N09128	N09131	4UZABFDC8	3	M000042S	XC CHASSIS	04	12/10/2003	4/17/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N09128	N09129	4UZABFDCX	3	M000042S	XC CHASSIS	04	12/10/2003	3/16/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N16751	N16751	4UZABFDC7	3	M000042S	XC CHASSIS	04	12/22/2003	3/27/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N16752	N16752	4UZABFDC9	3	M000042S	XC CHASSIS	04	12/22/2003	5/28/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N16753	N16753	4UZABFDC0	3	M000042S	XC CHASSIS	04	12/22/2003	4/29/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR

N16754	N16754	4UZABFDC24C	3 M000042S	XC CHASSIS	04	12/22/2003	12/9/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N16755	N16755	4UZABFDC44C	3 M000042S	XC CHASSIS	04	12/22/2003	9/13/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N16756	N16756	4UZABFDC64C	3 M000042S	XC CHASSIS	04	12/22/2003	2/26/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N16758	N16758	4UZABFDCX4C	3 M000042S	XC CHASSIS	04	12/22/2003	10/2/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N19043	N19043	4UZABFDC64C	3 M000042S	XC CHASSIS	04	1/5/2004	4/12/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N19044	N19044	4UZABFDC84C	3 M000042S	XC CHASSIS	04	1/5/2004	10/30/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N23223	N23223	4UZABFDC64C	3 M000042S	XC CHASSIS	04	1/9/2004	4/30/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N23223	N23224	4UZABFDC84C	3 M000042S	XC CHASSIS	04	1/9/2004	5/8/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N23235	N23235	4UZABFDC64C	3 M000042S	XC CHASSIS	04	1/16/2004	5/1/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N23235	N23236	4UZABFCY84C	3 M000042S	XC CHASSIS	04	1/16/2004	5/25/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N25546	N25546	4UZABFDC74C	3 M000042S	XC CHASSIS	04	1/9/2004	1/31/2005	A 101-2EC	CAT C7 350 018 A8?	NI	USA	LBAR
N25546	N25547	4UZABFDC94C	3 M000042S	XC CHASSIS	04	1/9/2004	9/28/2004	A 101-2EC	CAT C7 350 018 A8?	NI	USA	LBAR
N25570	N25570	4UZABFCY84C	3 M000042S	XC CHASSIS	04	1/9/2004	3/31/2005	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N27497	N27497	4UZABFDC84C	3 M000042S	XC CHASSIS	04	1/22/2004	5/27/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27497	N27498	4UZABFDCX4C	3 M000042S	XC CHASSIS	04	1/22/2004	4/30/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27499	N27499	4UZABFDC14C	3 M000042S	XC CHASSIS	04	1/22/2004	5/13/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27499	N27500	4UZABFDC44C	3 M000042S	XC CHASSIS	04	1/22/2004	5/6/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27501	N27501	4UZABFDC64C	3 M000042S	XC CHASSIS	04	1/22/2004	1/26/2005	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27501	N27502	4UZABFDC84C	3 M000042S	XC CHASSIS	04	1/22/2004	4/7/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27501	N27503	4UZABFDCX4C	3 M000042S	XC CHASSIS	04	1/23/2004	6/11/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N27504	N27504	4UZABFDC14C	3 M000042S	XC CHASSIS	04	1/23/2004	9/24/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	ULAR
N27523	N27524	4UZABFCY04C	3 M000042S	XC CHASSIS	04	1/16/2004	5/13/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N27523	N27525	4UZABFCY24C	3 M000042S	XC CHASSIS	04	1/16/2004	5/13/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N27523	N27526	4UZABFCY44C	3 M000042S	XC CHASSIS	04	1/23/2004	5/28/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N27523	N27527	4UZABFCY64C	3 M000042S	XC CHASSIS	04	1/23/2004	6/9/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N27523	N27528	4UZABFCY84C	3 M000042S	XC CHASSIS	04	1/23/2004	5/27/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N27523	N27523	4UZABFCY94C	3 M000042S	XC CHASSIS	04	1/16/2004	10/7/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N28248	N28250	4UZABFDC14C	3 M000042S	XC CHASSIS	04	2/2/2004	4/1/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N28248	N28248	4UZABFDC34C	3 M000042S	XC CHASSIS	04	2/2/2004	3/22/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N28248	N28249	4UZABFDC54C	3 M000042S	XC CHASSIS	04	2/2/2004	7/14/2005	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33249	N33249	4UZABFDC84C	3 M000042S	XC CHASSIS	04	2/16/2004		A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33250	N33250	4UZABFDC44C	3 M000042S	XC CHASSIS	04	2/16/2004	1/9/2007	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33250	N33251	4UZABFDC64C	3 M000042S	XC CHASSIS	04	2/16/2004	4/9/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33275	N33276	4UZABFDC04C	3 M000042S	XC CHASSIS	04	2/10/2004	4/29/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33275	N33277	4UZABFDC24C	3 M000042S	XC CHASSIS	04	2/10/2004	4/7/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N33275	N33275	4UZABFDC94C	3 M000042S	XC CHASSIS	04	2/10/2004	4/13/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N48096	N48096	4UZABFCY04C	3 M000042S	XC CHASSIS	04	3/4/2004	7/28/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N48096	N48097	4UZABFCY24C	3 M000042S	XC CHASSIS	04	3/4/2004	7/8/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N48098	N48098	4UZABFCY44C	3 M000042S	XC CHASSIS	04	3/4/2004	6/9/2004	A 101-14P	CUM ISL 400 018 A8?	NI	USA	LBAR
N54316	N54318	4UZABFCY04C	3 M000042S	XC CHASSIS	04	3/8/2004	12/22/2004	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N54316	N54319	4UZABFCY24C	3 M000042S	XC CHASSIS	04	3/8/2004	11/25/2004	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N54316	N54316	4UZABFCY74C	3 M000042S	XC CHASSIS	04	3/8/2004	9/3/2004	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N54316	N54317	4UZABFCY94C	3 M000042S	XC CHASSIS	04	3/8/2004	12/29/2004	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N54330	N54330	4UZABFCY14C	3 M000042S	XC CHASSIS	04	3/4/2004	1/19/2005	A 101-2DK	CUM ISL03 018 A8?	NI	USA	LBAR
N56766	N56766	4UZABFDC04C	3 M000042S	XC CHASSIS	04	3/23/2004	5/27/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N56766	N56767	4UZABFDC24C	3 M000042S	XC CHASSIS	04	3/23/2004	5/14/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N61570	N61572	4UZABFDC14C	3 M000042S	XC CHASSIS	04	3/23/2004	4/22/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N61570	N61573	4UZABFDC34C	3 M000042S	XC CHASSIS	04	3/24/2004	7/27/2005	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N61570	N61570	4UZABFDC84C	3 M000042S	XC CHASSIS	04	3/23/2004	5/26/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR
N61570	N61571	4UZABFDCX4C	3 M000042S	XC CHASSIS	04	3/23/2004	5/26/2004	A 101-2CV	CAT C7 330 018 A8?	NI	USA	LBAR

N61579	N61580	4UZABFCY44	3 M000042S	XC CHASSIS	04	3/24/2004	11/12/2004	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N61579	N61581	4UZABFCY64	3 M000042S	XC CHASSIS	04	3/24/2004	11/16/2004	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N61579	N61579	4UZABFCY84	3 M000042S	XC CHASSIS	04	3/24/2004	12/20/2004	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N61579	N61582	4UZABFCY84	3 M000042S	XC CHASSIS	04	3/24/2004	2/18/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N64943	N64943	4UZABFDC34	3 M000042S	XC CHASSIS	04	3/31/2004	5/28/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N64943	N64944	4UZABFDC54	3 M000042S	XC CHASSIS	04	3/31/2004	5/12/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N64943	N64945	4UZABFDC74	3 M000042S	XC CHASSIS	04	3/31/2004	6/9/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N77512	N77512	4UZABFDC84	3 M000042S	XC CHASSIS	04	4/22/2004	12/16/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N77513	N77513	4UZABFDCX4	3 M000042S	XC CHASSIS	04	4/19/2004	10/28/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N77514	N77514	4UZABFDC14	3 M000042S	XC CHASSIS	04	4/19/2004	10/29/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N77514	N77515	4UZABFDC34	3 M000042S	XC CHASSIS	04	4/19/2004	3/26/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N77531	N77531	4UZABFCY54	3 M000042S	XC CHASSIS	04	4/19/2004	9/2/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N77531	N77532	4UZABFCY74	3 M000042S	XC CHASSIS	04	4/19/2004	11/17/2004	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N77531	N77533	4UZABFCY94	3 M000042S	XC CHASSIS	04	4/19/2004	7/18/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N79432	N79432	4UZABFDC94	3 M000042S	XC CHASSIS	04	4/19/2004	9/2/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79433	N79433	4UZABFDC04	3 M000042S	XC CHASSIS	04	4/19/2004	8/3/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79439	N79439	4UZABFDC14	3 M000042S	XC CHASSIS	04	4/19/2004	8/9/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79439	N79440	4UZABFDC84	3 M000042S	XC CHASSIS	04	4/19/2004	11/15/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79439	N79441	4UZABFDCX4	3 M000042S	XC CHASSIS	04	4/22/2004	12/23/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79442	N79442	4UZABFDC14	3 M000042S	XC CHASSIS	04	4/19/2004	10/18/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79442	N79443	4UZABFDC34	3 M000042S	XC CHASSIS	04	4/19/2004	8/25/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79444	N79445	4UZABFCY04	3 M000042S	XC CHASSIS	04	4/22/2004	12/14/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N79444	N79444	4UZABFCY94	3 M000042S	XC CHASSIS	04	4/19/2004	4/25/2006	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N79446	N79446	4UZABFDC94	3 M000042S	XC CHASSIS	04	4/23/2004	10/15/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79447	N79447	4UZABFDC04	3 M000042S	XC CHASSIS	04	4/23/2004	1/22/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79448	N79448	4UZABFDC24	3 M000042S	XC CHASSIS	04	4/23/2004	12/31/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79448	N79449	4UZABFDC44	3 M000042S	XC CHASSIS	04	4/23/2004	12/15/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79450	N79450	4UZABFDC04	3 M000042S	XC CHASSIS	04	4/23/2004		A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N79455	N79455	4UZABFCY34	3 M000042S	XC CHASSIS	04	4/23/2004	8/16/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N79455	N79456	4UZABFCY54	3 M000042S	XC CHASSIS	04	4/29/2004	4/23/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N82345	N82345	4UZABFDC74	3 M000042S	XC CHASSIS	04	5/3/2004	4/28/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N82345	N82346	4UZABFDC94	3 M000042S	XC CHASSIS	04	5/3/2004	5/12/2005	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N82347	N82347	4UZABFCY44	3 M000042S	XC CHASSIS	04	5/3/2004	4/13/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N82347	N82348	4UZABFCY64	3 M000042S	XC CHASSIS	04	5/3/2004	7/20/2005	A 101-2DK	CUM ISL03	018 A8?	NI	USA	LBAR
N82349	N82349	4UZABFDC44	3 M000042S	XC CHASSIS	04	5/3/2004	9/3/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N82350	N82350	4UZABFDC04	3 M000042S	XC CHASSIS	04	5/3/2004	9/15/2004	A 101-2EC	CAT C7 350	018 A8?	NI	USA	LBAR
N97128	N97128	4UZABFDC84	3 M000042S	XC CHASSIS	04	4/6/2004	5/26/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR
N97128	N97129	4UZABFDCX4	3 M000042S	XC CHASSIS	04	4/6/2004	6/2/2004	A 101-2CV	CAT C7 330	018 A8?	NI	USA	LBAR

##



Corporate

ZF Group North American Operations, Inc.
15811 Centennial Drive - Northville, MI 48168

**Mr. Daniel C. Smith, Associate
Administrator**
National Highway Traffic Safety
Administration (NSA-01)
Room 5321, Mail Code NVS-010
400 Seventh Street, S.W.
Washington, D.C. 20590

Dept.
From **Beth Walker**
Phone 734-207-2823
Fax 734-416-1948
E-mail elizabeth.walker@zf.com
Your Ref.
Our Ref.
Date June 26, 2007

Part 573 Notification to NHTSA

Dear. Mr. Smith:

On June 19th, 2007, ZF decided that a defect which relates to motor vehicle safety exists in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6 (c)(1): **Manufacturer's Name of the item of equipment**

ZF Heavy Duty Steering Inc., 50 Harwill Road, St. Thomas ON N5P 4M6, Canada

Contact person:

Mr. David Peno,
Manager North American Aftersales
ZF Sales & Service North America, LLC
777 Hickory Hill Drive
Vernon Hills, IL 60061, USA
Tel: 847-478-6754
Cell: 859-802-5760
Email: David.Peno@ZF-Lenksysteme.com
Lenksysteme.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
ZF Heavy Duty Steering Inc.
50 Harwill Road
St. Thomas, ON N5P 4MG, Canada
Tel: 519-637-2614
Cell: 519-639-5570
Email: Ana.Chequer@ZF-



573.6 (c)(2)(iii): Identification of Items of Motor Vehicle Equipment

Generic Name of item	Model
Steering Gear	Servocom S2

Supplier	Customer	Part number	Date of supply
ZF Heavy Duty	GM Warren, MI	8018 974 101 8018 974 102	Apr 30, 2002 - Aug 26, 2004 Sep 07, 2004 - Apr 17, 2007
ZF Heavy Duty	ZF SSO Vernon Hills, IL	8018 955 101 8018 955 103 8018 955 104 8018 955 105	Mar 26, 2002 - Jun 23, 2004 Apr 16, 2004 - Jun 26, 2006 Aug 18, 2006 Sep 07, 2004 - Mar 24, 2006
ZF Heavy Duty	Spartan Chassis Charlotte, MI	8018 955 103 8018 955 104	Feb 02, 2005 - May 17, 2005 Jul 17, 2003 - Jul 30, 2004
ZF Heavy Duty	ZF Commercial Suspension Systems & Components, Lancaster, SC	8018 955 103	Dec 19, 2002 - Apr 02, 2007
ZF Heavy Duty	Trolley Boats Holly Hill, FL	8018 955 101 8018 955 102	Nov 08, 2002 - Sep 15, 2005 Mar 20, 2003 - May 17, 2004
ZF Heavy Duty	Navistar-Workhorse Ft. Wayne, IN	8018 955 101	Feb 28, 2002 - Sep 25, 2002

573.6 (c)(2)(v) Manufacturer that purchase the component

- General Motors Corporation
G3100 Van Slyke Rd, Flint, MI 48551
- ZF Sales & Service North America, LLC, 777 Hickory Hill Drive, Vernon Hills, IL 60061
- Spartan Chassis, Inc., 1549 Mikesell Road, Charlotte, MI 48813



- ZF Commercial Suspension Systems & Components, LLC
946 Quality Drive, Lancaster SC 29720
- TrolleyBoats, LLC, 406 Walker Street, Holly Hill, FL 32117
- Workhorse Custom Chassis, 940 S. State Route 32, Union City, IN 47390

573.6 (c)(3): Total Number of Parts Containing the Defect

Supplier	Customer	Part number	Number of parts potentially involved
ZF Heavy Duty	GM Warren, MI	8018 974 102	1
ZF Heavy Duty	GM Flint, MI	8018 974 101 8018 974 102	529 751
ZF Heavy Duty	ZF SSO Vernon Hills, IL	8018 955 101 8018 955 103 8018 955 104 8018 955 105	26 8 5 24
ZF Heavy Duty	Spartan Chassis Charlotte, MI	8018 955 103 8018 955 104	3 126
ZF Heavy Duty	ZF Commercial Suspension Systems & Components, Lancaster, SC	8018 955 103	6512
ZF Heavy Duty	Trolley Boats Holly Hill, FL	8018 955 101 8018 955 102	7 4
ZF Heavy Duty	Navistar-Workhorse Ft. Wayne, IN	8018 955 101	9

573.6 (c)(4): Percentage of parts estimated to contain the defect



A total of 8005 steering gears were sold during the reported period. ZF is aware of 4 field incidents and 2 0-mileage incidents.

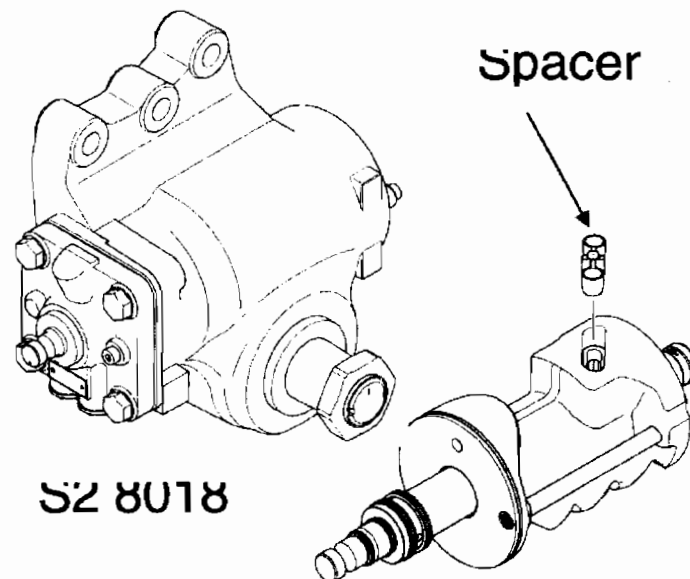
The remaining population of parts estimated to contain the defect is very low.

573.6 (c)(5): Description of the Defect

- Defect

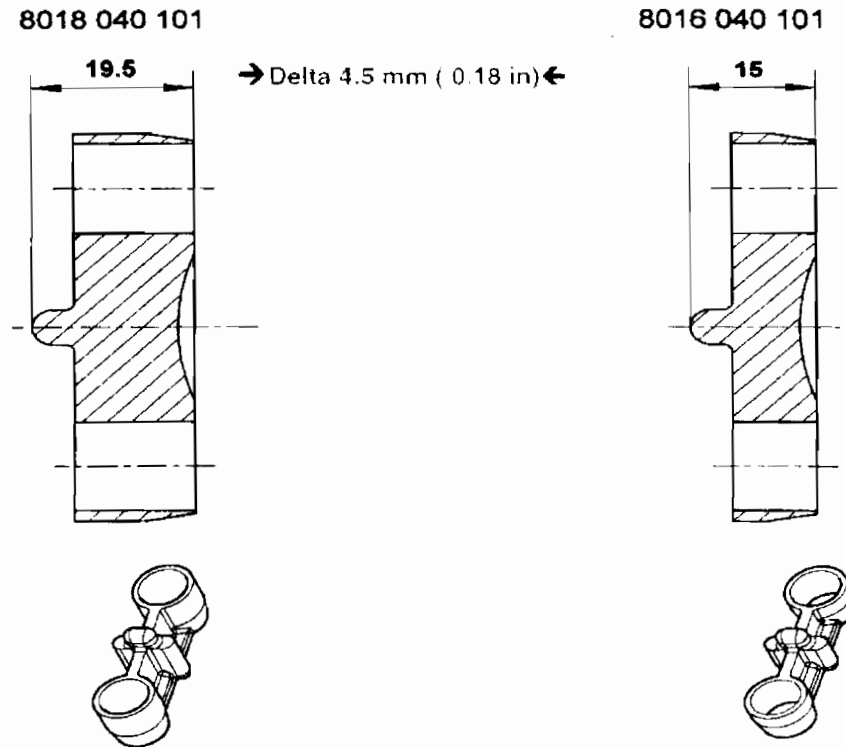
The SPACER's role is to keep the recirculation semi-tube in position. Play between the recirculation semi-tube and the ball circulation may result from the insufficient height of the 8016 type spacer (compared with the height of the correct 8018 type spacer). Consequently, the balls do not return in the circuit.

Within an undefined period, all 21 balls leave the circuit, or they are destroyed by a mechanical pressing force.



- Causes

Employee / assembly failure: Spacer from 8016 type incorrectly assembled in 8018 steering gear. The form of the 8016 and 8018 spacers is identical on two levels; the only difference is that of the height, because of the different diameters of the pistons!



- Consequences

If no balls are left in the circuit, the mechanical connection between the steering wheel and the wheels / worm and piston is no longer present.

- Any warning?

The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line in combination with metallic cracking noises. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle.

- Supplier of the Defect component

ZF Heavy Duty Steering Inc., 50 Harwill Road, St. Thomas ON N5P 4M6, Canada
Mr. Bernhard Freiermuth

573.6 (c)(6) Chronology of all principal events



June 08th, 2005: Field failure at customer, functional complaint, no accident

July 08th, 2005: 0-mileage failure at customer, noise and functional complaint

October 20th, 2006: Field failure at customer, functional complaint, no accident

December 18th, 2006: Field failure at customer, functional complaint, no accident

January 29th, 2007: Field failure at customer, functional complaint, no accident

May 09th, 2007: 0-mileage failure at customer, functional complaint

573.6 [c](8)(i) Remedy Program:

Correction in Production line:

- Based on current field complaints: boxes of 8018 spacers removed from the line; supervisors have to feed the sorting fixture with spacers (April 25th, 2007)
- Double visual check, Supervisor has spacer under control, has to feed sorting device and has to make a 100 % piston check (April 25th, 2007)
- Design change of 8016 pistons: use of new spacer (different length) that doesn't fit in 8018 piston (planned for July 2007)

Field:

Current statistical data based on field and test bench evaluations showed the failure mode occurs within short service life (max. 12,000 miles). Therefore the initial action will be to exchange those units with less than 15,000 miles. Future field statistics evaluation will continue to verify this mileage limit or determine if it needs to be increased.

573.6 [c](8)(ii) Schedule

-Notification to the customers

Begin of notification: May 25th, 2007

End of notification: June 11th, 2007

-Schedule for recall is not determined, yet.



Page 7/7 · Date June 26, 2007

573.6 (c)(9) Copy of all notices bulletins and communications

See attachment (notification letters to customers)

If you or your staff has any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Beth Walker". The signature is written in a cursive, flowing style.

Beth Walker

ZF Heavy Duty Steering Inc. · N5P 4M6 St. Thomas (ON)

ZF Commercial Suspension Systems & Components, LLC
 946 Quality Drive
 Lancaster SC 29720
 USA

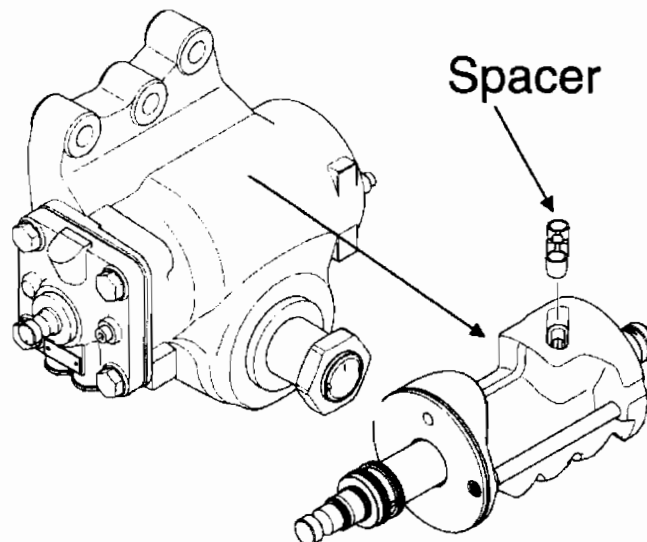
Attention: Steve Fleming
Quality Manager

Ihre Zeichen Your ref.	Ihre Nachricht vom Your letter of	Unsere Zeichen Our ref.	Abteilung Dept.	Telefon-Durchwahl Phone extension	Telefax- Durchwahl Telefax extension	Datum Date
			QA	230	6243	June 11, 2007

Dear Mr. Fleming,

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product , type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address: ZF Heavy Duty Steering Inc. 50 Harwill Road N5P 4M6 St. Thomas (ON)	Phone: +1 (519) 637-2614 Fax: +1 (519) 637-6243 Internet: www.zf-lenksysteme.com
---	--

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle. According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel : 847-478-6754
Cell: 859-802-5760
E-Mail: David.Peno@ZF.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: +1 519-637-2614
Cell: +1 519-639-5570
E-Mail: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)

Mr Freiermuth LSCAS

ZF Heavy Duty Steering Inc. - N5P 4M6 St. Thomas (ON)

General Motors Corporation
Mail Code 480-206-274
Cadillac Building
300009 Van Dyle Avenue
Warren, MI 48090
Attention: Mr. Terry White
Manager – GM APQP Supplier Quality

Ihre Zeichen
Your ref.

Ihre Nachricht vom
Your letter of

Unsere Zeichen
Our ref.

Abteilung
Dept.

Telefon-Durchwahl
Phone extension

Telefax-
Durchwahl
Telefax extension

Datum
Date

QA

230

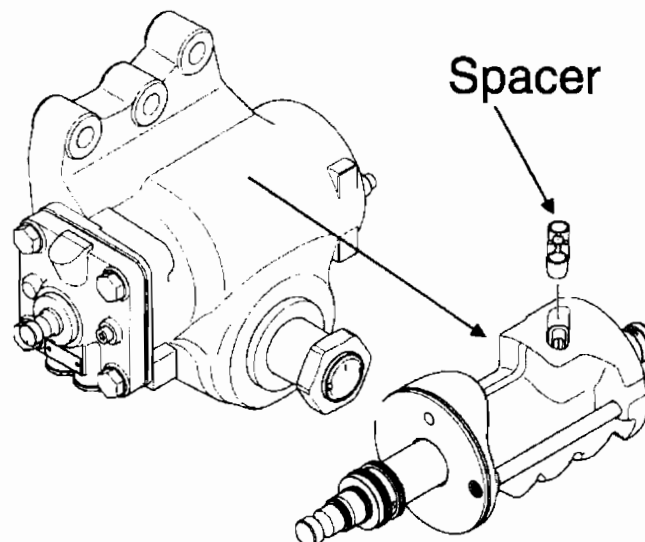
6243

June 11, 2007

Dear Mr. White,

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product , type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address:
ZF Heavy Duty Steering Inc.
50 Harwill Road
N5P 4M6 St. Thomas (ON)

Phone: +1 (519) 637-2614
 Fax: +1 (519) 637-6243
 Internet: www.zf-lenksysteme.com

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle.

According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel : 847-478-6754
Cell: 859-802-5760
E-Mail: David.Peno@ZF.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: +1 519-637-2614
Cell: +1 519-639-5570
E-Mail: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)

Mr Freiermuth LSCAS

ZF Heavy Duty Steering Inc. - N5P 4M6 St. Thomas (ON)

Spartan Chassis, Inc.
 1165 Reynolds Road
 Charlotte, MI 48813
 USA

Attention: Mr. Brian Harris
 Product Assurance Engineering

Ihre Zeichen
 Your ref.

Ihre Nachricht vom
 Your letter of

Unsere Zeichen
 Our ref.

Abteilung
 Dept.
 QA

Telefon-Durchwahl
 Phone extension
 230

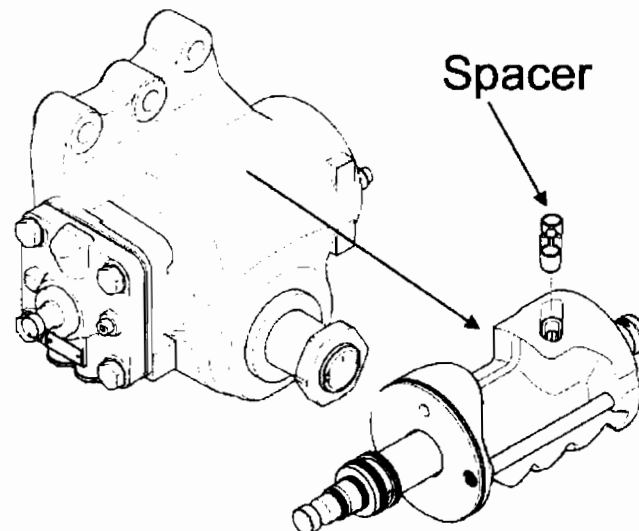
Telefax-Durchwahl
 Telefax extension
 6243

Datum
 Date
 June 4, 2007

Dear Mr. Harris:

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product , type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address:
 ZF Heavy Duty Steering Inc.
 50 Harwill Road
 N5P 4M6 St. Thomas (ON)

Phone: +1 (519) 637-2614
 Fax: +1 (519) 637-6243
 Internet: www.zf-lenksysteme.com

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle.

According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel.: (847) 478-6754
Cell: (859) 802-5760
Email: David.Peno@ZF-Lenksysteme.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: (519) 637-2614
Cell: (519) 639-5570
Email: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)
Agreed but absent

Mr Freiermuth LSCAS



ZF Heavy Duty Steering Inc. - N5P 4M6 St. Thomas (ON)

TrolleyBoats, LLC
 406 Walker Street
 Holly Hill, FL 32117
 USA

Attention: Mr. Don Redman
 President

Ihre Zeichen
 Your ref.

Ihre Nachricht vom
 Your letter of

Unsere Zeichen
 Our ref.

Abteilung
 Dept.
 QA

Telefon-Durchwahl
 Phone extension
 230

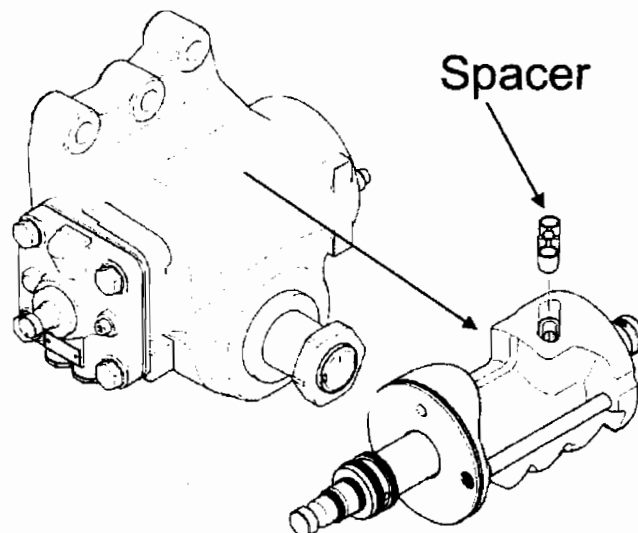
Telefax-Durchwahl
 Telefax extension
 6243

Datum
 Date
 June 4, 2007

Dear Mr. Redman:

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product , type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address:
 ZF Heavy Duty Steering Inc.
 50 Harwill Road
 N5P 4M6 St. Thomas (ON)

Phone: +1 (519) 637-2614
 Fax: +1 (519) 637-6243
 Internet: www.zf-lenksysteme.com

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle.

According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel.: (847) 478-6754
Cell: (859) 802-5760
Email: David.Peno@ZF-Lenksysteme.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: (519) 637-2614
Cell: (519) 639-5570
Email: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)
Agreed but absent

Mr Freiermuth LSCAS



ZF Heavy Duty Steering Inc. - NSP 4M6 St. Thomas (ON)

Navistar Corporation - Workhorse
 3033 Wayne Trace
 Ft. Wayne, IN 46806
 USA

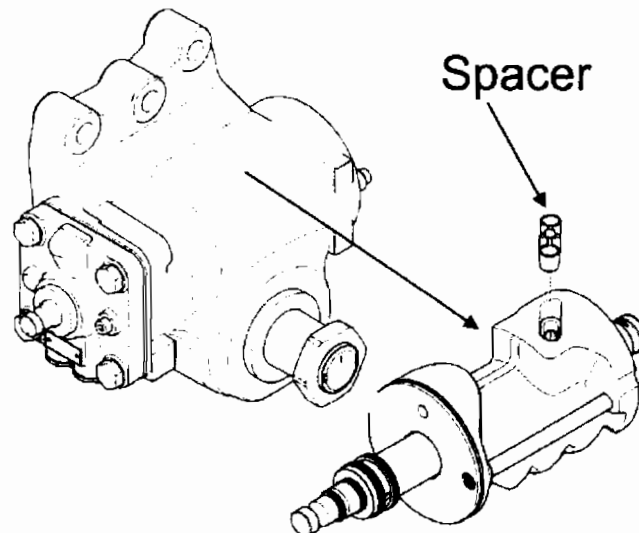
Attention: Mr. Brandon Kibe
 Compliance Engineer

Ihre Zeichen Your ref.	Ihre Nachricht vom Your letter of	Unsere Zeichen Our ref.	Abteilung Dept. QA	Telefon-Durchwahl Phone extension 230	Telefax-Durchwahl Telefax extension 6243	Datum Date June 4, 2007
---------------------------	--------------------------------------	----------------------------	--------------------------	---	--	-------------------------------

Dear Mr. Kibe:

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product , type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address: ZF Heavy Duty Steering Inc. 50 Harwill Road NSP 4M6 St. Thomas (ON)	Phone: +1 (519) 637-2614 Fax: +1 (519) 637-6243 Internet: www.zf-lenksysteme.com
---	--

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle.

According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel.: (847) 478-6754
Cell: (859) 802-5760
Email: David.Peno@ZF-Lenksysteme.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: (519) 637-2614
Cell: (519) 639-5570
Email: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)
Agreed but absent

Mr Freiermuth LSCAS



ZF Heavy Duty Steering Inc. · NSP 4M6 St. Thomas (ON)

ZF Sales & Service North America, LLC
 777 Hickory Hill Drive
 Vernon Hills, IL 60061
 USA

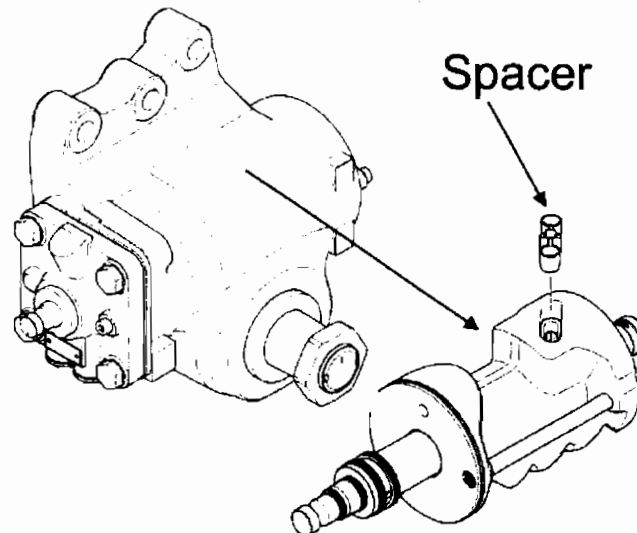
Attention: Mr. Robert Carey
 Quality Manager

Ihre Zeichen Your ref.	Ihre Nachricht vom Your letter of	Unsere Zeichen Our ref.	Abteilung Dept. QA	Telefon-Durchwahl Phone extension 230	Telefax-Durchwahl Telefax extension 6243	Datum Date June 1, 2007
---------------------------	--------------------------------------	----------------------------	--------------------------	---	--	-------------------------------

Dear Mr. Carey:

Following our telephone conversation with your department, we would now like to officially inform you about a quality issue regarding our "Servocom S2" product, type 8018, which we are supplying to you.

As part of our continuous product monitoring process we received some Servocom S2, type 8018, back from the field for analysis. The result of the examinations of the steering gears showed that a spacer with the wrong dimensions had been fitted in our assembly.



The role of the SPACER is to ensure the return function of the recirculating balls.

Address:
 ZF Heavy Duty Steering Inc.
 50 Harwill Road
 NSP 4M6 St. Thomas (ON)

Phone: +1 (519) 637 2614
 Fax: +1 (519) 637 6243
 Internet: www.zf-lenksysteme.com

Seite/Page: 2
an/to:

If the height of the spacer which has been installed is insufficient, the play in the return function of the recirculating balls is excessive. As a consequence there is a failure in the circulatory function of these balls. The vehicle operator will recognize this failure mode as a higher force required at the steering wheel or would recognize a requirement for more steering wheel adjustment while driving in a straight line. If the failure mode is allowed to continue, the final result will be the interruption in the connection between the steering wheel and the wheels of the vehicle. In this case the vehicle can no longer be steered.

During the total production period for this steering gear type, 6 defective steering gears, all of which were in operation for less than 10,000 miles, have been returned to us by one OE customer. All originated from 4 different production days. In all cases it was still possible to steer the vehicle.

According to the investigations we have carried out so far, units which were produced prior to April 25, 2007 are potentially affected.

As manufacturer we are carrying out our duty of due care and attention and fulfilling our legal obligations by providing you with the fullest possible information regarding the quality issue that we have detected. ZF Lenksysteme will be notifying NHTSA in accordance with the TREAD Act regulations of this matter.

We urgently recommend that a meeting be scheduled to define the further steps which should be taken.

ZF Lenksysteme would again like to offer our profound apologies for the inconvenience which will be caused to you and your customer by this issue.

The responsible people to contact here in North America dealing with this program are:

Mr. David Peno
Manager North American Aftersales
Tel.: (847) 478-6754
Cell: (859) 802-5760
Email: David.Peno@ZF-Lenksysteme.com

Ms. Ana Lucia Chequer
Manager Quality Assurance (LSCAS)
Tel.: (519) 637-2614
Cell: (519) 639-5570
Email: Ana.Chequer@ZF-Lenksysteme.com

Respectfully,
ZF Lenksysteme GmbH

H. Rapp (as MoB LSCAS)
Agreed but absent

Mr Freiermuth LSCAS

