



Navistar, Inc.
3033 Wayne Trace
Fort Wayne, IN 46806 USA

R. L. Van Laar
Compliance Manager

P: 260-461-1890
W: navistar.com

August 27, 2008

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington D.C. 20590

08V-442
(3 pages)

Subject: Vehicle Defect Initial Information Report – Navistar Campaign 20801-C

Dear Associate Administrator:

Pursuant to Part 573.6 (c) (1), this Vehicle Defect Initial Information Report is submitted to the National Highway Traffic Safety Administration by Navistar Inc on behalf of Workhorse Custom Chassis, a wholly owned subsidiary.

(1) IDENTIFICATION OF VEHICLES [Part 573.6(c)(2)]

- Vehicle Models Involved:
 - MY 2006 thru 2008 Workhorse W42 commercial chassis and W18 RV chassis.
- Vehicle Manufacturing Dates:
 - 5/10/05 thru 5/8/08
- Other Identification Necessary to Describe Vehicles:
 - None

(2) COMPONENT MANUFACTURER [Part 573.6(c)(2)(iv)]

- This report relates only to a component manufactured by Workhorse Custom Chassis.

(3) VEHICLE POPULATION INVOLVED [Part 573.6 (c)(3)]

Model	Number of Suspect Vehicles		
	United States	Canada	Export
W42 chassis	4396	148	7
W18 chassis	1210	71	38
Total Vehicles	5606	219	45

RECEIVED

2008 AUG 28 A 10:35

DEFECTS INVESTIGATION
RECALL MGMT DIV.

(4) *PERCENTAGE OF VEHICLES ESTIMATED TO CONTAIN THE DEFECT [Part 573.6 (c)(4)]*

- It is estimated that all (100%) of the vehicles in suspect population could have the defect.

(5) *DESCRIPTION OF DEFECT [Part 573.6 (c)(5)]*

- The castle nut that retains the steering drag link to the pitman arm may have been improperly torqued during assembly. The improper torque may have damaged the castle nut and compromised the integrity of the connection.
- If the drag link were to separate from the pitman arm, the driver would not have directional control of the vehicle possibly causing a crash and potentially resulting in property damage, personal injury, or death.

(6) *CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF A SAFETY DEFECT or TEST RESULTS THAT LED TO DETERMINATION OF NONCOMPLIANCE [Part 573.6 (c)(6)/(7)]*

- 5/13/08 – Vehicle owner notified Workhorse of a loose castle nut condition at the steering drag link / pitman arm connection.
- 5/13/08 – Workhorse initiates a stop ship notification to contain defect population.
- 6/17/08 – Workhorse initiates an inspection to determine the extent of the suspect population.
- 7/2/08 – Workhorse began testing to determine possible failure modes.
- 7/15/08 – Verified root cause of the over torque condition.
- 8/15/08 – Final suspect population was determined.
- 8/21/08 – Navistar declares a safety recall.

(7) *PROGRAM TO REMEDY DEFECT [Part 573.6 (c)(8)]*

- The castle nut that retains the steering drag link to the pitman arm will be replaced and properly torqued on all the suspect vehicles.

(8) *PLAN FOR REIMBURSEMENT [Part 573.6 (c)(8)(i)]*

- Some of the vehicles in this recall fall outside the warranty period; therefore, Navistar's plan for reimbursement of pre-notification remedies, on file and dated 1/4/2007 does apply and instructions will be included in the customer notification.

(9) *SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(i)]*

- Availability of repair parts is undetermined as of the date of this report.
- If repair parts are not available within 60 days of the date of this report an Interim Notice will be mailed to customers by 10/31/08 and Workhorse Dealers by 10/24/08.

(10) RECALL NUMBER [Part 573.6 (c)(11)]

- Workhorse: 20801-C
- NHTSA: Not Yet Assigned

The undersigned should be contacted for any additional information regarding this recall on (260) 461-1890.

Sincerely,

A handwritten signature in cursive script that reads "R. L. Van Laar".

R. L. Van Laar
Compliance Manager
Navistar, Inc.

RV:ta