



INTERNATIONAL TRUCK AND ENGINE CORPORATION
3033 WAYNE TRACE, FORT WAYNE, IN 46806-3868

04V-400

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TRUCK GROUP

August 18, 2004

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington D.C. 20590

Subject: Vehicle Safety Defect Initial Information Report

Pursuant to Part 573.6 (c) (1), this Vehicle Safety Defect Initial Information Report is submitted to the National Highway Traffic Safety Administration by International Truck and Engine Corporation.

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

- Vehicle Models Involved:
 - RE School Bus models
- Vehicle Manufacturing Dates:
 - 3/3/2004 thru 8/5/2004 – MODEL YEAR 2005 ONLY.
- Other Identification Necessary to Describe Vehicles:
 - RE School Buses with International I6 Engines

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

- This report does not relate to a component supplied by a manufacturer other than International Truck and Engine Corporation.

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

Model	U.S. Quantity	Canadian Quantity
3000RE	290	1
Grand Total	290	1

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

- 100%

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

- Several conditions may exist in the engine compartment that may cause or contribute to a potential fire in the engine bay. They are:
 - The high-pressure supply hose from the power steering pump to the steering gear may chafe against the positive stud on the starter solenoid.

- The engine electrical harness, containing the positive cable from the alternator, may be pinched between the engine and the bus body.
- An optional oil pressure switch may have been damaged during assembly, causing a leak to form.

(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)]

- 8/5/2004 A school bus fire in Osceola, FL was reported. No injuries recorded.
- 8/9/2004 International notified of a school bus fire in Montana. Fire occurred 8/6/2004 while bus being pulled into shop. No injuries reported.
- 8/9/2004 International conducted an onsite investigation of school bus fire in Florida and determined the steel braided, rubber jacketed, power steering hose had chafed against the positive stud of the starter solenoid creating a short circuit that caused the fire.
- 8/9/2004 All suspect units were quarantined in plant, inspected, and the power steering hose was re-routed if necessary. On 8/10/2004, the engine harness inspection and re-route was added to the quarantined units.
- 8/10/2004 International conducted a field investigation of several similar units and also noticed the engine harness, containing the positive cable from the alternator, was pinched between the engine and the bus body.
- 8/11/2004 A search was conducted to determine the extent of the suspect population.
- 8/12/2004 International conducted an onsite investigation of the school bus fire in Montana and determined its cause to be the same as the bus in Florida.
- 8/12/2004 While meeting to discuss next steps, the issue of the damaged oil pressure switches having the possibility of spraying engine oil onto hot engine parts was discussed. The damaging of the switch is a manufacturing process issue that has been resolved in our manufacturing plant. It was decided that a damaged switch could contribute to the potential for a fire.
- 8/12/2004 International declared a safety recall.

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

- All suspect vehicles will be inspected to determine appropriate level of action required:
 - o To address the Power Steering Hose chafing issue:
 - Inspect to determine if power steering hose is damaged. If damaged, then power steering hose will be replaced.

- All suspect vehicles' power steering hoses will be re-routed and covered in corrugated plastic conduit to ensure no chafing will occur.
 - To address the Engine Harness pinching issue:
 - Inspect to determine if vehicle engine harness is damaged. If damaged, then engine harness will be repaired.
 - All suspect vehicles' engine harnesses will be re-routed to ensure no chafing will occur.
 - Oil Pressure Switch
 - The oil pressure switch will be replaced on vehicles that have one.
 - This interim remedy was put into place to reduce the risk of an engine compartment fire. International's engineering department is currently reviewing if additional changes to the power steering hose routing or replacement of the hose is required.
- (8) **PLAN FOR REIMBURSEMENT [Part 573.6 (c)(8)(i)]**
- None of the vehicles in this recall fall outside the warranty period; therefore, our plan for reimbursement of pre-notification remedies, on file and dated 2/6/2003 does NOT apply.
- (9) **SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(i)]**
- Due to the nature of the Safety Defect, International has already informed its dealers and customers. The dates of notification are:
 - Notify International Dealers by: August 13, 2004
 - Notify International Customers by: August 14, 2004
- (10) **INTERNATIONAL RECALL NUMBER [Part 573.6 (c)(11)]**
- 04512 (NHTSA 04V-400)

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

Very truly yours,



R. L. Van Laar
Compliance Manager
INTERNATIONAL TRUCK AND ENGINE CORPORATION