



INTERNATIONAL TRUCK AND ENGINE CORPORATION

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TRUCK GROUP

November 9, 2005

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

DEFECTS INVESTIGATION

2005 NOV 10 P 2:48

NOV 10 2005

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 **IC Corporation, a wholly owned subsidiary of International Truck and Engine Corporation.**

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

- Vehicle Models Involved:
 - PB305 (RESB), PC305 (RECB)
- Vehicle Manufacturing Dates:
 - 7/20/2005 to 10/17/2005
- Other Identification Necessary to Describe Vehicles:
 - Vehicles manufactured with the air tanks located above the front axle, side-by-side (feature code 0004VBX)
 - Vehicles manufactured at the Conway Bus Assembly Plant.

(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)]

<i>Model</i>	<i>U.S. Quantity</i>	<i>Canadian Quantity</i>
PB305	140	2
PC305	7	0
Grand Totals	147	2

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

- All of the vehicles in the suspect population may contain the defect.

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

- The primary and secondary air supply tubes from the foot valve to the primary and secondary air tanks were reversed at the tank.
- If the primary air circuit is damaged, the brakes will not apply when the brake pedal is depressed, potentially causing a vehicle crash without warning and possibly resulting in property damage, personal injury or death.
- FMVSS 121 S5.7.1 states: "When stopped six times for each combination of weight and speed specified in S5.3.1.1, except for a loaded truck tractor with an unbraked control trailer, on a road surface having a PFC of 0.9, with a single failure in the service brake system of a part designed to contain compressed air or brake fluid (except failure of a common valve, manifold, brake fluid housing, or brake chamber housing), the vehicle shall stop at least once in not more than the distance specified in Column 5 of Table II, measured from the point at which movement of the service brake control begins, except that a truck-tractor tested at its unloaded vehicle weight plus up to 1500 pounds shall stop at least once in not more than the distance specified in Column 6 of Table II. The stop shall be made without any part of the vehicle leaving the roadway, and with unlimited wheel lock permitted at any speed."
- As per the above paragraph, the brakes not applying while the primary air circuit is damaged, renders the suspect vehicles noncompliant to FMVSS 121 S5.7.1.

(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)]*

- 10/12/2005 International receives notification from a customer that 5 new PB305 buses failed their air separation test. Upon further inspection it was discovered that the air tubes at the primary and secondary tanks were reversed.
- 10/13/2005 Conway Bus Assembly Plant performs inspection of air tank plumbing on units still located at the plant.
- 10/17/2005 Conway Bus Assembly Plant provides International with a date range based on inspections of unshipped buses and changes made at the assembly plant.
- 10/17/2005 International begins field inspections to verify date range.
- 11/04/2005 International determines that all buses inspected with build dates before the start date have air tubes that are configured correctly and all buses inspected within the suspect population contain the non-compliant air-tube configuration.
- 11/08/2005 International declares a Safety Recall.

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

- All suspect vehicles will be inspected to determine if the air tube configuration is correct.
- Vehicles that have incorrect air tube configurations will require re-plumbing of the primary and secondary air tanks.

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

- All vehicles fall within the warranty period; therefore, our plan for reimbursement of pre-notification remedies, on file and dated 8/30/2005 does not apply.

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

- Notify International Dealers by: 11/30/2005
- Notify International Customers by: 11/30/2005

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

- 05522 (NHTSA number not assigned yet)

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