



INTERNATIONAL TRUCK AND ENGINE CORPORATION

3033 WAYNE TRACE, FORT WAYNE, IN 46806-3968

TRUCK GROUP

November 10, 2005

05V-523
(3 pages)

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:
 - MY 2005 and 2006: CF500 and CF600
- Vehicle Manufacturing Dates:
 - 6/2/2004 thru 9/27/2005
- Other Identification Necessary to Describe Vehicles:
 - None.

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

- This report does relate to a component supplied by a manufacturer other than International Truck and Engine Corporation.
- The contact information is as follows:

Denny Walters
Advanced Quality Manager
Plastech Engineered Products
22000 Garrison
Dearborn, MI 48124
Phone: 313-791-3001
Fax: 313-792-2764

NOTIFICATION
DEFECTS INVESTIGATION

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

<i>Model</i>	<i>U.S. Quantity</i>	<i>Canada Quantity</i>	<i>Mexico Quantity</i>	<i>Export Quantity</i>
CF500	580	67	68	0
CF600	409	207	170	3
Grand Totals	989	274	238	3

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

- All (100%) of the vehicles in the suspect population are estimated to contain the defect.

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

- The glass reinforced cab entry steps were manufactured incorrectly causing them to have lower material strength properties than designed. These lower material strength properties can allow the step tread to fracture and separate from the vehicle under normal usage.
- Step-tread separation, while a person is entering or exiting the cab, could result in property damage or personal injury.

(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)]*

- 9/26/2005 International Compliance notified that step tread separations had occurred on two (2) vehicles.
- 9/27/2005 Current production steps tested for ultimate strength and found to have a lower than expected ultimate load capacity
- 9/28/2005 A vehicle stop-ship was ordered at our CF manufacturing facility. All suspect vehicles were quarantined onsite.
- 10/6/2005 Conducted jury ergonomics evaluation using 14 individuals of various weights and measured maximum loads on step.
- 10/10/2005 International reviewed test results of ultimate load testing for various material configurations of suspect step material.
- 10/25/2005 International conducts a search to determine the extent of the suspect population.
- 11/8/2005 International declares a safety recall.

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

- All suspect vehicles' cab entry steps will be reinforced with a metal bracket. This metal bracket will strengthen the weakest part of the step and prevent step tread separation for the life of the vehicle.

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

- Some 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 apply and instructions will not be included in the customer notification.

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

- Notify International Dealers by: December 2, 2005
- Notify International Customers by: December 9, 2005

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

- 05521 (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