



INTERNATIONAL TRUCK AND ENGINE CORPORATION
 3033 WAYNE TRACE, FORT WAYNE, IN 46806-3968

06V-228

(2pgs.)

 TRUCK GROUP

June 23, 2006

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

RECEIVED
 NHTSA-215
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 OFFICE OF
 DEFECTS INVESTIGATION

Subject: Vehicle Non-Compliance Initial Information Report

Pursuant to Part 573.6 (c) (1), this Vehicle Non-Compliance 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): 2006, 2007 Model Years
- Vehicle Manufacturing Dates:
 - 7/1/2005 to 5/9/2006
- Other Identification Necessary to Describe Vehicles:
 - Manufactured at Conway, Arkansas 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 IC Corporation.

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

Model	U.S. Quantity	Canadian Quantity	Export	Totals
PB305	1200	16	0	1216
Grand Totals	1200	16	0	1216

(4) PERCENTAGE OF VEHICLES ESTIMATED TO CONTAIN THE NON-COMPLIANCE [Part 573.6 (c)(4)]

- All of the vehicles in the suspect population contain the non-compliance.

(5) DESCRIPTION OF NON-COMPLIANCE [Part 573.6 (c)(5)]

- A joint at the rear of the bus where the davenport is attached to the floor does not meet joint strength requirements as set forth in FMVSS 571.221 S5.1, S5.1.1.1, and S6.2. Given the material and fastening method used in manufacturing, the pull test minimum should be 7368 lbs; the actual pull test would fail at approximately 1000 lbs.
- (6) *CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF A NON-COMPLIANCE or TEST RESULTS THAT LED TO DETERMINATION OF NONCOMPLIANCE [Part 573.6 (c)(6)/(7)]*
- 05/04/2006 Engineering observes incorrectly manufactured davenport to floor joint at Conway Bus Assembly Plant.
 - 05/09/2006 Containment actions are implemented at the plant. The joint fastening method was changed to include fasteners and adhesive.
 - 05/11/2006 A determination of the required joint strength based on the actual manufacturing method was completed per the requirements of FMVSS 221 to determine the extent of the non-compliance.
 - 05/17/2006 International places unshipped buses on hold.
 - 06/01/2006 International runs search to determine the extent of the suspect population.
 - 06/19/2006 International declares a Non-Compliance Recall.
- (7) *PROGRAM TO REMEDY NON-COMPLIANCE [Part 573.6 (c)(8)]*
- All suspect vehicles will require the addition of a retaining bar along the front of the davenport with 1 1/2" screws spaced at 1 1/8" intervals installed through the davenport closeout's lower flange and into the floor's substructure.
- (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: 8/11/2006
 - Notify International Customers by: 8/18/2006
- (10) *INTERNATIONAL RECALL NUMBER [Part 573.6 (c)(11)]*
- 06505 (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