



INTERNATIONAL TRUCK AND ENGINE CORPORATION

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2006-3 P 2:04

TRUCK GROUP

October 2, 2006

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

06V-378
(3 pages)

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:
 - 1/1/2005 thru 3/31/2006
- Other Identification Necessary to Describe Vehicles:
 - None

(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>Canada Quantity</i>	<i>Mexico Quantity</i>	<i>Export Quantity</i>
CF500	953	115	156	7
CF600	643	405	371	16
Grand Totals	1,596	520	527	23

(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 electrical connector of the injection pressure regulator (IPR) valve on the engine can fill with rain water and road debris, possibly causing terminal corrosion that may lead to electrical voltage drops.
- If this occurs, erratic behavior of the IPR valve can cause the engine to shut down, without warning while the vehicle is in operation. If an engine shutdown occurs, the vehicle may become stranded on a roadway. This may lead to property damage or personal injury, serious or mortal.

(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)]*

- 3/14/2006 International Compliance first made aware of warranty claims relating to IPR connector corrosion for the International VT-275 engine. Initial reports of engine missing or stumbling when connector was wet.
- 3/31/2006 International began to fill the IPR connector with dielectric grease, created drain holes in the protective sleeve, and re-routed the electrical harness to prevent water and road debris from entering the connector.
- 5/2/2006 International began installing a reflective heat shield with Velcro closure around the connector to allow water drainage.
- 8/15/2006 International reviewed warranty claims relative to IPR valve failures for references to 'engine shut-down,' and, 'without warning.'
- 9/10/2006 International conducts a computer search to determine the extent of the suspect population.
- 9/28/2006 International declares a safety recall.

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

- All suspect vehicles' electrical connectors will be inspected for corrosion.
 - If a significant amount of corrosion is present, the connector will be removed and a new, sealed connector installed.
 - If no corrosion is present, the connector will be cleaned, filled with dielectric grease and covered with a protective wrap that will prevent future corrosion of the connector terminals.

(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 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: November 24, 2006
- Notify International Customers by: December 1, 2006

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

- 06508 (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