



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

TRUCK GROUP

October 4, 2006

06V-384
(3 pages)

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

Subject: Vehicle Noncompliance Initial Information Report

Pursuant to Part 573.6 (c) (1), this Vehicle 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 2007: 5500i, 5600i, 5900i, 7400, 7500, 7600, 7700 models
- Vehicle Manufacturing Dates:
 - 9/13/2006 thru 9/29/2006
- Other Identification Necessary to Describe Vehicles:
 - Vehicles with Chalmers® rear suspensions.

(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.
- Contact information is as follows:

Steve Clark
Chalmers Suspensions International Inc.
6400 Northam Drive
Mississauga, Ontario L4V 1J1
(905) 362-6400

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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>Export Quantity</i>
5500i 6X4	21	0	0
5600i 6X4	55	1	0
5900i 6X4	1	0	0
7400 6X4	1	0	0
7500 6X4	1	0	0
7600 6X4	6	2	16
7700 6X4	2	0	0
Grand Totals	87	3	16

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

- About 40 percent (40%) of the vehicles in the suspect population are estimated to contain the defect.

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

- The adjustable torque rod end castings may be brittle. A brittle rod end may fracture, without warning, causing the vehicles' rear axles to become mis-aligned.
- This mis-alignment can cause the vehicle to loose directional stability at speed that may result in a vehicle crash, possibly resulting in 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)]*

- 9/29/2006 International received notification from Chalmers that shipments of suspect torque rod ends may have been received.
- 9/29/2006 All suspect units quarantined and inspected or repaired at the assembly plant.
- 10/3/2006 International conducted a computer search to determine the suspect population.
- 10/4/2006 International declares a safety recall.

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

- All suspect vehicles will undergo an inspection to determine if they were manufactured with a suspect torque rod end.
- If a suspect torque rod end is found, the entire torque rod will be replaced.

(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 2/6/2005 does not apply and instructions will not be included in the customer notification.

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

- Part availability is undetermined as of the date of this report. If parts do not become available within 60 days of the date of this report, dealers and customers will receive and Interim Notice according to the following schedule:
 - Notify International Dealers by: October 4, 2006
 - Notify International Customers by: October 13, 2006

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

- 06509 (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