



INTERNATIONAL TRUCK AND ENGINE CORPORATION  
4201 WINFIELD ROAD, WARRENVILLE, IL 60555

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TRUCK GROUP

## AUTHORIZED FIELD CHANGE G-03908 Revised

July, 2004

(for cust. With PO Box)

Dear International Customer:

Recent findings indicate, "extended life" (ELC) engine coolant is reacting with the front cover and oil cooler header gaskets on International® DT466 and 530 engines (all inline 6 cylinder engines), potentially resulting in a loss of gasket resiliency and subsequent coolant leakage. This condition may occur at higher mileage/hours.

If vehicle does not have extended life (Red) coolant or if ELC coolant has been mixed with conventional (Green) coolant the silicates *should not be added*. If this is the situation just check BOX 1 on the enclosed card and mail it back to International Truck and Engine Corporation.

You have been identified as the owner of a vehicle that may need this service, however, we were unable to mail the silicate additive to a PO Box number.

If you **do not** wish to add the silicate additive to your radiator yourself, **please contact your local International dealer**, with your Authorized Field Change card in hand, to schedule an appointment to have this AFC completed.

If you **do** wish to add the silicate additive to your radiator yourself, **please contact your local International dealer**, with your Authorized Field Change card in hand, to acquire the silicate additive kit at no charge to you.

- *It is very important that the "AUTHORIZED FIELD CHANGE," card is filled out and returned.*
- Please check box 2 if you added the contents of the bottle to your surge tank

*If checking box 2 does not describe your situation, please read on:*

**VEHICLE OWNER – Please Note**

Please check one of the following blocks concerning this Vehicle and drop card in mail.

- ☐ Vehicle Inspected - no corrections necessary.
- 2 ☐ Vehicle Corrections completed.
- 3 ☐ Vehicle Sold or Transferred.  
(Please complete CHANGE of OWNERSHIP block.)
- 4 ☐ Service not desired on this vehicle.  
Reason: \_\_\_\_\_
- 5 ☐ Vehicle scrapped (junked). Will not return to public streets or highways.
- 6 ☐ Vehicle stolen (whereabouts unknown).
- 7 ☐ Vehicle exported from U.S. to another country.  
(Please complete CHANGE of OWNERSHIP block.)

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

If your local International dealer performs the repair, they will submit a completion notification; therefore, you **DO NOT** have to mail in the campaign card.

**If the vehicle will not or cannot be corrected**, please mark on the enclosed card under “CHECK ONE”, the box which best describes why the vehicle will not be repaired, and return the postage-prepaid card to us.

**In the event you do not own the vehicle** described on the card, please complete the card, fill in the new customer name and address if known, and return it to us. This information will allow us to update our records so we can contact the new owner and you will not be contacted again regarding this vehicle.

Please give this your prompt attention and we apologize for any inconvenience this may cause you.

### Service Procedure

**Warning:** To avoid property damage, personal injury, or death:

- park the vehicle on a level surface,
- set the parking brake and chock the wheels,
- turn the engine off
- allow the engine to cool before performing the Service Procedure.

Add one bottle of silicate additive to the radiator.

1. Locate and clean an area on the radiator reinforcement as near coolant fill cap as possible.
2. Apply the “Silicate Added” label provided in the kit (Figure 1).
3. **RE/ FE Bus Only:** Locate and clean an area near the radiator fill tube. Apply the “Silicate Added” label provided in the kit (Figure 1).
4. Start and run the engine immediately. See Caution below.

**Caution:** To insure complete dispersion of the silicate fluid, run engine to achieve normal operating temperatures above 195°F immediately after application of the silicate fluid. This will allow the thermostat to open and obtain complete circulation through the radiator and engine. Do not allow the silicate fluid to lay dormant in the radiator for any extended period of time before running the engine.



Figure 1