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13V-439
(3 pages)

R. L. Van Laar
Compliance Manager

September 18, 2013

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington D.C. 20590

Subject: Defect Information Report (Initial)
Navistar Campaign 13514

Dear Associate Administrator:

This defect information report is submitted pursuant to Part 573.6(a).

(1) *MANUFACTURER'S NAME* [Part 573.6(c)(1)]

- Navistar, Inc. for its INTERNATIONAL® brand trucks.

(2) *IDENTIFICATION OF VEHICLES* [Part 573.6(c)(2)]

- Vehicle Type / Make / Model / Model Year Involved:
 - Commercial Truck / INTERNATIONAL® / LoneStar / Model Year
 - Commercial Truck / INTERNATIONAL® / ProStar / Model Year
 - Commercial Truck / INTERNATIONAL® / TranStar / Model Year
- Vehicle Manufacturing Dates:
 - 02/20/2008 thru 07/29/2013
- Other Identification Necessary to Describe Vehicles:
 - Built with feature code 0595BAW or 0595BAY

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

- This report relates to a defect in a vehicle level assembly controlled by Navistar, Inc.

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

Type	Make	Model	Number of Suspect Vehicles		
			United States	Canada	Export
Commercial Truck	INTERNATIONAL	LoneStar	30	17	2
Commercial Truck	INTERNATIONAL	ProStar	15,887	167	114
Commercial Truck	INTERNATIONAL	TranStar	190	1	1

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

- It is estimated that 25% of the vehicles in suspect population could have the defect.

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

- On vehicles with the electronic fifth wheel jaw release system, the air lines at the isolation/vent valve may not be oriented correctly to the valve ports at the time of assembly. This condition does not affect normal operation or a primary failure of the air line. However, should a secondary failure occur such as leakage at the isolation/vent valve, it may be possible for the 5th wheel jaw to release without driver input.
- If the 5th wheel jaw releases without driver input, the trailer could release from the 5th wheel increasing the risk of an accident or vehicle crash.

(7) 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)]

- 06/05/2013 – Navistar receives first communication from the field of a truck fleet yard incident pertaining to a dropped trailer during trailer movement in the yard.
- 06/06/2013 – 07/25/2013 Navistar initiates an investigation to determine the cause and scope of the issue.
- 06/17/2013 – Navistar receives communication from the field of two additional yard incidents of dropped trailers. There were no reports of jaw release while the vehicle was in operation on the road way.
- 07/25/2013 – After inspections of several units operating in the field, and conducting several controlled tests in laboratory conditions, Engineering determines that the incorrect installation of two similar air lines at the valve during manufacturing makes the system less tolerant of a secondary failure if the valve were to fail in a way that could bypass air to the 5th wheel.
- 07/29/2013 – Navistar issues a stop ship at all manufacturing locations to inspect the valve plumbing on all tractors built with an electronic release 5th wheel jaw. Manufacturing contains the issue at the plants.
- 08/08/2013 – Navistar tested actual TR-3 valve with different degrees of failed o-rings to determine the extent of the issue.
- 08/14/2013 – Engineering review of dFMEAs concluded that with a correctly plumbed valve, no failure mode of an unintended release could occur.

- 08/26/2013 – Navistar finalizes suspect vehicle population built with electronic 5th wheel jaw release.
- 09/11/2013 – Navistar declares a safety recall.

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

- The remedy will involve inspection for correct air line routing to the isolation/vent valve and correcting the air line routing if necessary.

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

- Navistar's plan for reimbursement of pre-notification remedies, on file and dated 1/5/09, applies and instructions will be included in the customer notification.

(10) SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(ii)]

- It is estimated that the owner notification letter will be mailed by 10/18/2013.

(11) MANUFACTURER'S CAMPAIGN NUMBER [Part 573.6 (c)(11)]

- 13514

The undersigned should be contacted for any additional information regarding this recall on (331) 332-1590.

Sincerely,



R. L. Van Laar
Compliance Manager
Navistar, Inc.

RV: FI