

RECEIVED

By Recall Management Division at 3:05 pm, Nov 20, 2013

P: 331-332-1590
W: navistar.com

November 20, 2013

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington D.C. 20590Subject: Defect Information Report (Initial)
Navistar Campaign 13517

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[®] / ProStar[®] / 2013 and 2014
- Vehicle Manufacturing Dates:
 - 12/12/2012 thru 08/08/2013
- Other Identification Necessary to Describe Vehicles:
 - ProStar[®] sleeper cabs with feature codes 16XSA, 16XSB, 16XSC, or 16XSD chassis skirts.

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

- This report relates to a component manufactured 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	ProStar	2622	208	2

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

- It is estimated that (3%) of the vehicles in suspect population could have the defect.

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

- During vehicle operation the rear chassis skirt upper horizontal support S-bracket may contact the fuel tanks during frame twist, and in certain part tolerance conditions it is possible for the bracket to wear a hole in the top of the fuel tank which may result in a fuel leak.
- A full fuel tank with a hole at the top of the tank may allow fuel to spill on the roadway which may increase the risk of a motor vehicle crash and may result in property damage, personal injury, or death.

(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)]

- 06/06/2013 – Engineering receives communication from the field of a unit experiencing chassis skirt to fuel tank rub. The report did have a condition where the skirt bracket had rubbed a hole in the fuel tank. This incident was the only known incident of rubbing through the tank.
- 07/03/2013 – Engineering receives communications from the field of two additional units experiencing chassis skirt to fuel tank rub. However in these cases the rub condition did not penetrate the tank.
- 08/28/2013 – Engineering, Quality and Product Compliance met to initiate an inspection program to determine the scope, and severity of the issue in Navistar products.
- 09/04/13 – Initial fleet vehicles inspected had 20-25% that had some level of “witness marking” at an average mileage of 30K, again there was none found where the bracket had penetrated the tank.
- 09/10/13 – Navistar engineering completed a stack up analysis of the suspect components to determine that an interference condition between the skirt bracket and the aluminum fuel tank may occur in a frame twist situation. It was also determined that the fuel level could be above the rub point.
- 10/2/13 – Engineering, Quality and Product Compliance met to review inspection results. It was determined that an 11mm clearance was needed in the static condition to ensure no brackets would rub the tank in the dynamic state. No other tanks were found to have a rub through condition during the inspection. However, none of the inspected trucks had the required clearance in the static state to ensure no penetration would occur in a dynamic state.
- 10/30/13 – Navistar met to confirm extent of possible interference during chassis twist operating conditions, and reviewed possible models affected.
- 11/11/2013 – Navistar finalizes the scope of the suspect vehicle population.
- 11/13/2013 – Navistar declares a safety recall.

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

- The remedy will involve removal of the chassis skirts to chamfer the s-brackets on the upper rail, reinstall the skirts, adjust for proper clearance, and if any tank is found leaking, the fuel tank will be replaced.

(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)]

- The schedule for recall notification is based on the availability of repair parts which cannot be determined at this time. However, a plan to mail an interim owner notification letter may be developed if the final remedy will not be available before 01/20/2014.

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

- 13517

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