



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 08-055
Date Opened: 09/17/2008 Date Closed: 01/13/2009
Principal Investigator: Tom Bowman
Subject: Front Leaf Spring Breakage

Manufacturer: Navistar, Inc, IC Corporation
Products: 2007 MY International Truck 4300 & CE School Bus Chassis
Population: 800

Problem Description: Front leaf springs were manufactured with a crack that can propagate and cause the spring to fracture.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	29	29

*Description of Other: Warranty claims.

Action: Close this Preliminary Evaluation.

Engineer: Thomas Bowman
Div. Chief: Richard Boyd
Office Dir.: Kathleen C. DeMeter

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Summary: ODI opened this investigation in September 2008, based on 18 warranty claims of fractured front leaf springs. At 2008 year-end, International Truck and Engine (ITE) has advised ODI that an additional 11 warranty claims have been reported to date (total 29).

ODI's investigation has determined that a manufacturing flaw exists in an indeterminate number of the 1600 front leaf springs manufactured between July and August, 2007 by its supplier, Hendrickson, USA, LLC.

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Investigation has determined that fractured springs have been detected solely by visual or audible indications such as vehicle sag or tilt and/or front end vehicle noise.

Evidence indicates that there is no significant effect on vehicle control if and when the lower leaf of the two leaf front spring assembly fractures in the suspect vehicles since the intact upper leaf spring continues to provide adequate load bearing support and front axle alignment for the vehicle. There are no reports of loss of control and no crashes.

Therefore, this investigation is closed.

A safety related defect trend has not been identified at this time and further use of agency resources is not currently warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action on the vehicles if warranted by the circumstances. ODI will continue to monitor field reports and take appropriate action if indicated.