



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 12-011  
**Date Opened:** 04/16/2012  
**Investigator:** Peter Kivett  
**Approver:** Frank Borris  
**Subject:** High Pressure Oil Line Rupture  
**Date Closed:** 10/02/2012  
**Reviewer:** Bruce York-B

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Navistar, Inc.  
**Products:** MY 2008 International CE School Bus  
**Population:** 24,500  
**Problem Description:** The high pressure oil line to the fuel injectors ruptures causing complete engine stall in I-6 engines.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	2	3	5**
<b>Crashes/Fires:</b>	0	1	1
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	470	470

\*Description of Other: Warranty reports

\*\* Total eliminates duplicates received by ODI and manufacturer.

## ACTION / SUMMARY INFORMATION

**Action:** This Preliminary Evaluation is closed. See Safety Recalls 12V-473 and 12V-476.

### Summary:

On April 16, 2012 the Office of Defects Investigation (ODI) opened this Preliminary Evaluation (PE12-011) to assess the risks associated with rupture of the high pressure oil line to the fuel injectors causing an engine stall in model year (MY) 2008 International CE school buses equipped with International I-6 diesel engines.

On August 31, 2012 ODI received Navistar's response to its August 2, 2012, information request letter and identified 3 consumer complaints with one involving an oil line rupture that resulted in an engine compartment fire. ODI also identified 470 warranty claims related to the defect. This calculates to a warranty rate of 2.8 percent for the subject population. Navistar has released two Technical Service Information (TSI) bulletins and two iKNOW (information) articles pertaining to the high pressure hose in the I-6 engine.

Following discussions with ODI concerning the warranty rate, consumer complaints and interviews, and the risk to students resulting from a stranded bus, Navistar decided to submit recall notices (12V-473 and 12V-476) on the subject vehicles to address the high pressure hose failures. Navistar's recall actions address the issues raised by this investigation and as a result this investigation is closed.

The ODI reports cited above can be reviewed at [www-odi.nhtsa.dot.gov/complaints](http://www-odi.nhtsa.dot.gov/complaints) under the following identification (ODI) numbers: 10450319 and 10455151.