



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

October 30, 2009

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

09V-425
(3 Pages)

Subject: Vehicle Defect Initial Information Report

Dear Associate Administrator:

Pursuant to Part 573.6 (c) (1), this Vehicle Defect Initial Information Report is submitted to the National Highway Traffic Safety Administration by Navistar, Inc, for its INTERNATIONAL® brand trucks.

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

- Vehicle Models Involved:
 - 2008, 2009, and 2010 model year INTERNATIONAL® 7600 model series trucks.
- Vehicle Manufacturing Dates:
 - 6/12/2007 thru 6/24/2009
- Other Identification Necessary to Describe Vehicles:
 - Equipped with a Cummins ISB CM2150, ISC/ISL CM2150, ISM CM876, or an ISX CM871 model engine used in emergency vehicle applications. Reference NHTSA recall 09E046.

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

- This report relates only to a component supplied by Cummins Inc.

- Contact information is:

Steven Butler
Director – Product Safety
Cummins Inc.
500 Jackson Street
Columbus, IN 47201
P 812-377-3713
F 812-377-3265
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(3) VEHICLE POPULATION INVOLVED [Part 573.6 (c)(3)]

Model	Number of Suspect Vehicles		
	United States	Canada	Export
7600	21	0	0
Total Vehicles	21	0	0

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

- It is estimated that all (100%) of the vehicles in suspect population could have the defect.

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

- As reported by Cummins in their defect report for NHTSA recall 09E046: “The emergency vehicle applications that are the subject of this recall are designed with a dash mounted switch that enables the vehicle operator to inhibit the aftertreatment diesel particulate filter regeneration in environments where the operator believes it may be unsafe for elevated exhaust temperatures. Due to an issue with the logic in the ECM software in these engines, the switch on these vehicles may not function correctly, leading the operator to believe that the switch is in “inhibit” mode when, in fact, it is not. As a consequence, the operator may unknowingly permit hot exhaust gases to exit the vehicle tailpipe, increasing the risk of melting or burning nearby surfaces, or a fire”.

(6) 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)]

- 8/28/09 – Cummins notified Navistar that it had declared a safety recall on certain engines in emergency vehicle applications. Cummins requested that Navistar confirm its VIN/engine serial number cross reference information to assist in determining vehicle population.
- 10/22/09 – Navistar confirmed Cummins’ VIN/Engine serial number cross reference information and concurs with Cummins defect determination.

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

- As reported by Cummins in their defect report for NHTSA recall 09E046, Cummins will administer the campaign, notify customers, supply remedy, and provide quarterly completion reports.

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

- Because Cummins is administering the campaign, any plan for pre-remedy reimbursement will be handled by them.

(9) SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(i)]

- As reported by Cummins in their defect report for NHTSA recall 09E046: Notifications were expected to begin by August 1, 2009, once Cummins is in receipt of the OEM recall authorizations and customer list.

(10) RECALL NUMBER [Part 573.6 (c)(11)]

- NHTSA: 09E046

The undersigned should be contacted for any additional information regarding this recall on (260) 461-1890.

Sincerely,



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

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