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**RECEIVED**  
By Recall Management Division at 2:40 pm, Feb 03, 2010

R. L. Van Laar  
Compliance Manager

January 26, 2010

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

10V-037  
(3 Pages)

Subject: Vehicle Defect Information Report (Initial)  
Navistar Campaign 10503

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<sup>®</sup> brand trucks.

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

- Vehicle Make / Model / Model Year Involved:
  - INTERNATIONAL<sup>®</sup> / ProStar / 2009, 2010
  - INTERNATIONAL<sup>®</sup> / LoneStar / 2009, 2010
- Vehicle Manufacturing Dates:
  - 10/7/08 thru 10/28/09
- Other Identification Necessary to Describe Vehicles:
  - Equipped with feature code 04AZT roll stability control.

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

- This report relates to an installation manufactured by Navistar, Inc.

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

Model	Number of Suspect Vehicles		
	United States	Canada	Export
LoneStar	2	0	0
ProStar	1435	19	0
<b>Total Vehicles</b>	<b>1437</b>	<b>19</b>	<b>0</b>

*(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)]*

- The air line that supplies the traction solenoid valve of the roll stability control (RSC) system may have been connected to an incorrect port on the air tank. This condition will affect air modulation to the trailer brakes if RSC is activated during a roll stability event. This condition at no time affects the normal design function of the tractor and trailer service brakes when activated by the driver, or the function of the tractor RSC system.
- Less than optimal RSC control of the trailer brakes during a roll stability event may increase the chances of a crash which can result in property damage, personal injury, or death.

*(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)]*

- 11/13/09 – Escobedo Assembly Plant notified Navistar Compliance that the RSC air system had been plumbed incorrectly.
- 12/10/09 – Navistar Field Service and Engineering met to determine the severity of the issue. It was initially thought that the tractor and trailer would operate the same as a vehicle without the roll stability feature.
- 1/5/10 – Field Service personnel were notified to inspect vehicles to determine the extent of the issue.
- 1/15/10 – Navistar Field Service and Engineering personnel met to review field inspections and reevaluate the severity of the issue. Navistar determined that the lack of air modulation of the trailer brakes in a roll stability event could affect vehicle stability.
- 1/22/09 – Navistar declares a safety recall.

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

- Inspection and possible relocation of the air line that supplies the RSC traction solenoid valve to the correct port on the air tank.

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

- Navistar's plan for reimbursement of pre-notification remedies applies and instructions will be included in the customer notification.

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

- It is estimated that the owner notification letter will be mailed by 2/28/10.

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

- 10503

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

Sincerely,

A handwritten signature in cursive script that reads "R. L. Van Laar".

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

RV:ta