

RECEIVED

By Recall Mgt Div. at 7:57 am, Jun 14, 2010

P: 260-461-1890
W: navistar.com

June 11, 2010

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

Subject: Defect Information Report (Initial)
Navistar Campaign 10511

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 Make / Model / Model Year Involved:
 - School Buses:
 - None.
 - Non School Buses:
 - INTERNATIONAL[®] / 4300M / 2010
 - INTERNATIONAL[®] / 8600 / 2010, 2011
 - INTERNATIONAL[®] / LoneStar / 2010, 2011
 - INTERNATIONAL[®] / ProStar / 2010, 2011
- Vehicle Manufacturing Dates:
 - 5/6/09 thru 5/25/10
- Other Identification Necessary to Describe Vehicles:
 - Equipped with steering gear feature codes 05PRP or 05PRR.

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

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

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

- School Buses: None.
- Non School Buses:

Model	Number of Suspect Vehicles		
	United States	Canada	Export
4300	0	1	0
8600	319	42	0
LoneStar	3	14	0
ProStar	898	96	0
Total Vehicles	1220	153	0

(5) 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.

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

- The fastener that clamps the pitman arm to the steering gear shaft may have been under torqued upon assembly.
- An under torque condition may cause wear of the interconnecting splines of the arm and shaft possibly allowing the pitman arm to slip over the shaft resulting in a reduction of steering control.
- A reduction in steering control increases the risk of a crash that 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)]

- 5/19/10 – Navistar received a customer report that the pitman arm bolt on two new vehicles was loose.
- 5/24/10 thru 6/3/10 – Navistar initiates an investigation to determine the extent of the issue. The investigation determined:
 - The root cause was that the assembly operator used the wrong tool to install the pitman arm clamp bolt.
 - The issue was with only vehicles built with feature code 05PRP or 05PRR steering gears at the Garland assembly plant.
 - The suspect vehicle population.
- 6/9/10 – Navistar declares a safety recall.

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

- The remedy will involve the inspection of the joint between the pitman arm and the steering gear output shaft for evidence of movement. If no movement is found, the pitman arm fastener will be tightened to the correct assembly torque. If there is evidence of movement the pitman arm will be replaced and tightened to the correct assembly torque.

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

- A plan for reimbursement of pre-notification remedies is not necessary as all the vehicles are within their original warranty period.

(10) SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(ii)]

- It is estimated that the owner notification letter will be mailed by July 16.

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

- 10511

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.

RV:ta