

May 18, 2011

11V-290  
(3 Pages)

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 11507

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<sup>®</sup> brand trucks, and also on behalf of IC Bus, LLC, a wholly owned subsidiary.

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

- Vehicle Type / Make / Model / Model Year Involved:
  - Commercial Truck / International / 4300 / 2011, 2012
  - Commercial Truck / International / TerraStar / 2011, 2012
  - Commercial Bus / IC Bus / AC / 2011, 2012
  - Commercial Bus / IC Bus / BE / 2011, 2012
  - Commercial Bus / IC Bus / CE / 2011, 2012
  - Commercial Bus / IC Bus / HC / 2011, 2012
- Vehicle Manufacturing Dates:
  - 2/25/10 thru 4/4/11
- Other Identification Necessary to Describe Vehicles:
  - Equipped with a MaxxForce 7 engine.

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

- This report relates to a component manufactured by Navistar, Inc.

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

Type	Make	Model	Number of Suspect Vehicles		
			United States	Canada	Export
Commercial Truck	International	4300M	1718	388	0
Commercial Truck	International	TerraStar	969	159	0
Commercial Bus	IC Bus	AC	14	0	0
Commercial Bus	IC Bus	BE	1	0	0
Commercial Bus	IC Bus	CE	4	2	0
Commercial Bus	IC Bus	HC	63	0	1
Total:			2769	550	1

*(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)]*

- A cap on the return fuel valve may fall off allowing air to be drawn into the fuel system possibly resulting in engine hard start, no start, or stall conditions.
- In bus or recreational vehicle applications, engine stall on the roadway may result in the evacuation and containment of multiple passengers which could cause increased risk of 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)]*

- 1/17/11 – Navistar received first field complaint of an engine lost power and shut down. Information from the dealer indicated that the return fuel valve cap had separated from the housing.
- 2/24/11 – Navistar shipped fuel filter module to supplier for analysis.
- 3/3/11 – Supplier confirmed that the cap had separated from the return fuel valve housing.
- 3/8/11 – Navistar began developing a test plan for attempting to recreate the failure.
- 3/21/11 – Navistar began dynamometer engine testing.
  
- 4/20/11 – Navistar duplicated the stalling condition with a failed return fuel valve in a vehicle, and then also recreated the failure in a lab engine.
- 5/9/11 – Navistar determines suspect vehicle population based on engines built with the suspect return fuel valve.
- 5/11/11 – Navistar declares a safety recall.

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

- The remedy will involve the replacement of the return fuel valve on the engine.

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

- Navistar's plan for reimbursement of pre-notification remedies, on file and dated 1/5/09, applies and instructions will be included in the customer notification.

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

- It is estimated that the owner notification letter will be mailed by 6/30/11.

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

- 11507

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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