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By Recall Management Division at 8:35 am, May 20, 2011

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

May 17, 2011

11V-291  
(3 pages)Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
Washington D.C. 20590Subject: Defect Information Report (Initial)  
Navistar Campaign 11506

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 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:
  - School Bus / IC Bus / BE / 2011, 2012
  - School Bus / IC Bus / CE / 2011, 2012
- Vehicle Manufacturing Dates:
  - 5/27/10 thru 3/8/11
- 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 |
| School Bus | IC   | BE    | 128                        | 4      | 0      |
| School Bus | IC   | CE    | 1898                       | 210    | 0      |
| Total:     |      |       | 2026                       | 214    | 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)]

- 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.
- 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)]*

- 11506

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