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By Recall Management Division at 2:41 pm, Aug 17, 2011

P: 260-461-1890
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August 17, 2011

11V-427
(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 11518

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 / 2007 thru 2012
 - School Bus / IC Bus / CE / 2007 thru 2012
- Vehicle Manufacturing Dates:
 - 6/27/06 thru 3/23/11
- Other Identification Necessary to Describe Vehicles:
 - Equipped with a MaxxForce 7 engine feature code 12NTH, 12NTD, 12NTE, 12NTG, 12VYY, or 12627 and alternator feature code 0008GGR, 0008GGM, 0008GWX, or 0008GEL.

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

- This report relates to a defect in a vehicle level assembly controlled by IC Bus.

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

Type	Make	Model	Number of Suspect Vehicles		
			United States	Canada	Export
School Bus	IC Bus	BE	1169	54	0
School Bus	IC Bus	CE	14,288	2677	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 positive alternator cable may rub on the engine control module mounting bracket possibly compromising its insulation causing an electrical short.
- An electrical short may cause a vehicle fire possibly resulting 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)]

- 5/31/11 – Navistar received a field report of an alternator positive lead chafing against a compressor discharge mounting clip on a CE bus.
- 6/3/11 – Navistar Field service, engineering and quality met to determine scope of the issue.
- 6/9/2011 – Determined initial vehicle population based on engineering changes and began field inspections to determine the extent of the population.
- 6/29/11 - Confirmed that all Tulsa built buses with MaxxForce 7, 2007 emission engines are suspect-
- 6/30/11 – Continued inspecting field units built at Conway plant for alternator lead routing to determine if product manufactured at this location was affected.
- 7/22/11 – Navistar completed inspections and determined both Conway and Tulsa built buses need to be included in the suspect population.
- 8/10/2011 – Navistar declares a safety recall.

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

- The remedy will involve the inspection and replacement, if necessary, of the alternator cables and the installation of tie straps to route the alternator cables away from the engine control module mounting bracket.

(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 9/23/11.

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

- 11518

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