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By Recall Management Division at 1:20 pm, Jan 19, 2012

R. L. Van Laar  
Compliance Manager

January 18, 2012

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

12V-015  
(3 Pages)

Subject: Defect Information Report (Initial)  
Navistar Campaign 12501

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:
  - Commercial Chassis / International / 3200IM / 2005 thru 2011
  - Commercial Bus / IC Bus/HC / 2007 thru 2011
- Vehicle Manufacturing Dates:
  - 8/16/04 thru 5/13/10
- Other Identification Necessary to Describe Vehicles:
  - Equipped with feature code 10NPU – Integrated mobility unit or feature code 10NPZ.

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

- This report relates to a defect in a vehicle level assembly controlled by Navistar, Inc.

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

Type	Make	Model	Number of Suspect Vehicles		
			United States	Canada	Export
Commercial Chassis	International	3200IM	292	12	10
Commercial Bus	IC Bus	HC	46	16	36

(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 if brake maintenance was performed on the rear wheel ends.

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

- If the rear brake line is not oriented properly during brake maintenance, and the bus kneeling feature is activated, it is possible for the brake line P-clip to become pinched from a frame member and may result in the rear brakes to not fully release and drag.
- Brakes that may not fully release or drag could potentially overheat and may result in a thermal event. A thermal event may cause 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)]

- 10-11-11 Navistar received a report of an inspection performed at Montgomery County Maryland as a result of a wheel end fire from a Navistar Fleet service mgr. It was determined that the cause of the fire was from a pinched hydraulic brake line failing to allow fluid back after the pedal was applied.
- 11-2-11 Results of additional inspection of local Washington County fleet by NHTSA also showed evidence of a mis-installed line after brake service. Navistar agreed to initiate inspection of additional units and post a maintenance bulletin for dealers and fleets.
- 11-10-11 Navistar identified potential suspect population based on the 3200IM kneeling bus configuration.
- 11-14-11 Navistar issued service bulletin to alert service people of importance of routing lines properly on 3200IM models.
- 11-18-11 Inspections of additional vehicles at FTA and Houston, both showed signs of inconsistent routing. Navistar team concluded that there was a maintenance practice issue with routing the brake lines during brake maintenance.
- 12-13-11 Navistar Engineering team met to validate root cause and begin redesign of hose mounting bracket to ensure consistent servicing
- 1-6-11 – Finalized suspect vehicle information.
- 1/11/12 – Navistar declares a safety recall.

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

- The remedy will involve the installation of a routing clip designed to prevent improper routing of the brake line or replacement of the brake line and installation of a routing clip designed to prevent improper routing of the brake line.

*(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)]*

- The schedule for recall notification is based on the availability of repair parts which cannot be determined at this time. However, a plan to mail an interim owner notification letter may be developed if the final remedy will not be available before 3/20/2012.

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

- 12501

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