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P: 331-332-1590
W: navistar.com

February 7, 2014

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington D.C. 20590Subject: Defect Information Report (Initial)
Ref: NHTSA Campaign 13E-068

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, 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 Bus / IC Bus / 3200 / 2010 and 2011
 - Commercial Bus / IC Bus / CE / 2012 and 2014
 - Commercial Bus / IC Bus / HC / 2011, 2012, and 2013
 - Commercial Truck / INTERNATIONAL[®] / 4300 / 2008, 2009, 2010, 2011, 2012, and 2013
 - Commercial Truck / INTERNATIONAL[®] / WorkStar[®] / 2013
- Vehicle Manufacturing Dates:
 - 02/09/2007 through 12/21/2012
- Other Identification Necessary to Describe Vehicles:
 - Models equipped with Eaton Hybrid transmission.

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

- This report relates only to a component supplied by Eaton Corporation Contact information is:

Kevin Schlosser

Vehicle Group Product Assurance Manager
 Eaton Corporation
 1000 Eaton Blvd.
 Cleveland, OH 44122
 260-418-2196

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

Type	Make	Model	Number of Suspect Vehicles		
			United States	Canada	Export
Commercial Bus	IC	3200	4	0	0
Commercial Bus	IC	CE	6	0	0
Commercial Bus	IC	HC	23	0	0
Commercial Truck	International®	4300	80	0	0
Commercial Truck	International®	WorkStar	1	0	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)]

- Hybrid Control Module software versions 5500682 or 5500683 may command an increase in engine speed without driver input during downshifts. The increase in engine speed may result in unintended acceleration, increasing the risk of a crash.

(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)]

- 12/9/13 – Navistar is notified by Eaton Corporation regarding the software defect that may cause increase of engine speed during downshifts. 12/12/13 – Eaton notifies Navistar that they have filed an equipment defect report (reference 13E-068).
- 01/06/14 – Eaton and Navistar begin to determine affected models that may have received the defective Hybrid Control Module software.
- 01/15/14 – Navistar meets to determine the impact of the defect with Navistar power trains.
- 02/06/14 – Navistar declares a safety recall.

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

- Eaton Corporation will administer the campaign, notify customers, supply remedy, and provide quarterly completion reports as outlined in Eaton's defect report (NHTSA campaign number: 13E-068).

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

- Because Eaton Corporation is administering the campaign, any plan for pre-remedy reimbursement will be handled by Eaton.

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

- Navistar will supply Eaton Corporation with customer name and address information by 02/12/14.

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

- A manufacturer's campaign number will not be required because Eaton Corporation is administering the campaign.

The undersigned should be contacted for any additional information regarding this recall on (331) 332-1590.

Sincerely,



R. L. Van Laar
Compliance Manager
Navistar, Inc.

RV: FI