

April 2, 2014

This report serves as Navistar's notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety, exists in certain TranStar® model trucks. Navistar, Inc. decided that this defect existed in these vehicles on 03/26/2014.

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer's corporate name:

- Navistar, Inc. for its INTERNATIONAL® brand trucks.

Designated Agent (imported vehicles): None.

If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

Engine

Mark L. Wilson

Director – Product Safety

Cummins Inc.

500 Jackson St.

Columbus, IN 47201

Phone 812-377-7543

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

R.L. Van Laar

Compliance Manager

2701 Navistar DR.

Lisle, IL 60532

P: 331-332-1590

Rick.vanlaar@navistar.com

Manufacturer's assigned Campaign number: None. Note reference 14E-003

II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: International®
Model: TranStar®
Model Year(s): 2014
Inclusive dates of manufacture (month and year): 03/2013 through 03/2013
Body Style/Type (for non-passenger cars): Heavy Diesel Truck
Other information necessary to describe these vehicles: Class 8
Total number of these vehicles: 52

Provide the following information as to all the groups of vehicles:

- Grand total number of vehicles: 49

The percentage of the recall population you estimate actually contain the defect or noncompliance:

- It is estimated that all (100%) of the vehicles in suspect population could have the defect.

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):

- The suspect population is identified by models equipped with feature code 12CBA Cummins Westport ISL G compressed natural gas diesel engines.

Describe how the recall population is different from any similar vehicles not subject to this notification:

- The vehicles in the suspect population are identified by models equipped with feature code 12CBA Cummins Westport ISL G compressed natural gas diesel engines.

III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.

- Per Cummins defect report, ice from condensation may form around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the Engine's Electronic Control Module (ECM) to improperly fuel the engine, resulting in elevated exhaust temperatures and the possibility of flame from the exhaust pipe. In most cases, this improper operation will result in the engine running rough and misfire, and will log diagnostic fault codes in the ECM that illuminate dash warning lamps.

Describe the cause(s) of the defect or noncompliance condition.

- Per Cummins defect report, ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the Engine's Electronic Control Module (ECM) to improperly fuel the engine

Describe the safety consequence(s) of the defect or noncompliance condition.

- Per Cummins defect report, during this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe, possibly resulting in burns. Combustible materials near the exhaust pipe may be ignited, resulting in a fire.
- To date, no reports of injuries, fatalities, accidents, or fires related to this condition have been received.

Identify any warning(s) that may precede the defect or noncompliance condition.

- Engine running rough or an engine misfire.

For defects, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.

- 02/12/2014 – Navistar is notified by Cummins Inc. regarding the software defect that may cause elevated exhaust temperatures and the possibility of flame from the exhaust pipe and that Cummins Inc. has filed an equipment report (reference 14E-003).
- 2/12/2014 – Cummins Inc. and Navistar meet to determine affected models that may have received the defective ECM software.
- 3/19/2014 – Navistar meets to determine the impact of the defect with International truck models.
- 3/25/2014 – Navistar finalizes suspect vehicle population based on engine serial numbers provided by Cummins.
- 03/26/2014 – Navistar declares a Safety Recall.

For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

- Per Cummins defect report, the remedy will involve installing updated ECM calibration software.
- Because Cummins Inc. is administering the campaign, any plan for pre-remedy reimbursement will be handled by Cummins Inc.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

- Cummins Inc. will administer the campaign, notify customers, supply remedy, and provide quarterly completion reports as outlined in Cummins' defect report (NHTSA Campaign number: 14E-003). Navistar will provide Cummins Inc. with customer name and address information by 2/24/2014.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

- Cummins Inc. will administer the campaign, notify dealers, supply remedy, and provide quarterly completion reports as outlined in Cummins' defect report (NHTSA Campaign number: 14E-003).

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

- Per Cummins defect report, the updated ECM calibration has improved diagnostics to detect improper intake manifold pressure sensor condition during freezing conditions and improved control logic to take appropriate fueling action under the freezing conditions.

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