

Part 573 Safety Recall Report**14V-692****Manufacturer Name :** Navistar, Inc.**Submission Date :** OCT 29,2014**NHTSA Recall No. :** 14V-692**Manufacturer Recall No. :** 14518**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.

Address : 2701 Navistar Drive
Lisle IL 60532

Company phone : 331-332-1590

Population :

Number of potentially involved : 4,784

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2015 IC AE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

AE School buses in the suspect population were built with Ricon Public Use, "S"
 Descriptive Information : 2000 and 5500 Series lifts manufactured after January 1, 2006 and equipped with
 platforms measuring 32"x51" and 34"x54".

Production Dates : DEC 10, 2012 - SEP 18, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2007-2015 IC BE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

BE school buses in the suspect population were built with Ricon Public Use, "S"
 Descriptive Information : 2000 and 5500 Series lifts manufactured after January 1, 2006 and equipped with
 platforms measuring 32"x51" and 34"x54".

Production Dates : JAN 02, 2006 - SEP 17, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2007-2015 IC CE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : CE school buses in the suspect population were built with Ricon Public Use, "S" 2000 and 5500 Series lifts manufactured after January 1, 2006 and equipped with platforms measuring 32"x51" and 34"x54".

Production Dates : JAN 02, 2006 - SEP 23, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Vehicle : 2007-2011 IC FE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : FE School buses in the suspect population were built with Ricon Public Use, "S" 2000 and 5500 Series lifts manufactured after January 1, 2006 and equipped with platforms measuring 32"x51" and 34"x54".

Production Dates : FEB 02, 2006 - DEC 16, 2009

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Vehicle : 2007-2014 IC RE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : RE School buses in the suspect population were built with Ricon Public Use, "S" 2000 and 5500 Series lifts manufactured after January 1, 2006 and equipped with platforms measuring 32"x51" and 34"x54".

Production Dates : FEB 01, 2006 - NOV 18, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Description of Defect :

Description of the Defect : AS reported in Ricon's 573 report, the platforms included on the subject S-Series model wheelchair lifts can exhibit cracking of the platform side plate while in the stowed position which, if left unchecked, can propagate to the point where separation of the rear portion of the side plate occurs rendering the lift potentially inoperable and possibly unsafe for the operator.

Description of the Safety Risk : As reported in Ricon's 573 report, in the event the aforementioned crack occurs on both sides of the platform and is allowed to propagate to the point of material separation on both sides it is possible for the lift platform to lean against the vehicle lift door(s) and fall out of the vehicle when the door(s) is opened putting the lift operator at risk.

- It is not believed that cracking of the platform side plate poses a safety hazard for lift occupants. Field observations indicate that the subject failure is precipitated by cracking that propagates from the bottom of the stowed platform. When the lift is deployed and loaded normally, the load experienced by the area adjacent to the point of crack initiation is primarily compressive. Accordingly, the crack will not propagate when the platform is loaded. Moreover, in the event the crack propagates all the way through the compressive zone and into the tensile zone, the amount of material loaded in tension required to support the rated load on the platform is less than 10% of the total height of the side plate.
- Further, as the construction of the joint between the side plate and the vertical arm is redundant (present on both sides of the lift). A complete separation of the side plate on one side of the lift does not result in a catastrophic failure of the platform.
- Given the aforementioned, it is believed that separation is considerably more likely to occur while the platform is stowed than during normal operation. Ricon believes that the aforementioned mechanism accounts for why there have been no reported failures of occupied platforms.

Description of the Cause : AS reported in Ricon's 573 report, though the root cause is not known, analysis of failed components indicates the aforementioned cracks are the result of high load, low cycle fatigue occurring in the stowed position. Ricon believes that the excitation frequency found in vehicles of the type referenced above combined with a variety of other factors including but not necessarily limited to a drifting hydraulic system, a poorly adjusted or non-functional stow lock, bent vertical arms and/or a low hydraulic fluid level precipitate the conditions under which the lift side plates may crack.

Identification of Any Warning that can Occur : As reported in Ricon's 573 report, cracks are visible and can be detected during routine checks outlined in the maintenance manual.

- As reported in Ricon's 573 report, in the event separation occurs on one side of the platform, the platform will sag to one side increasing the likelihood that 'the issue will be perceived by the operator. Moreover, in the unlikely event that the operator does not notice the separation when the unit is deployed, the separated side will most likely not operate properly upon stow causing the unit to jam.
- As reported in Ricon's 573 report, in the event separation occurs on both sides and the lift platform leans inboard against the interlocked occupant restraint belt and will not deploy.
- As reported in Ricon's 573 report, in the event separation occurs on both sides and the lift platform leans outboard

Supplier Identification :**Component Manufacturer**

Name : Ricon Corporation

Address : 1135 Aviation Place

San Fernando CALIFORNIA 91340

Country : United States

Chronology :

• 09/16/2014 – IC Bus is notified by Ricon regarding the wheel chair lift defect that can exhibit cracking of the platform side plate while in the stowed position. • 10/9/2014 – IC Bus initiates search to determine which bus models could have the suspect Ricon lift installed. • 10/14/2014 – IC Bus Manufacturing and Product compliance determines that the defect in the lift platform could occur in IC bus models. • 10/22/2014 – Navistar finalizes suspect bus population and declares a Safety Recall.

Description of Remedy :

Description of Remedy Program : • As reported in Ricon's 573 report, Ricon will supply a supplemental platform support bumper kit to IC Bus dealers. The bumpers are fitted to the upper parallel arms and engage the sides of the platform when it is fully stowed. By limiting the amplitude through which the platform is allowed to oscillate, the load transferred through the structure at the pivot plate is significantly reduced such that mechanism that precipitates the cracks cannot occur. • Any platforms wherein a crack has begun to propagate, Ricon will replace the platform. • Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 5/9/14, applies and reimbursement instructions will be included in the customer notification.

How Remedy Component Differs from Recalled Component : As reported in Ricon's 573 letter, any unit in the field that is not cracked is acceptable to use. The aforementioned bumper kit is recommended to ensure that the platform pivot plates do not crack in the future.

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and dealer notification letters will be mailed by 12/29/2014.

Planned Dealer Notification Date : DEC 29, 2014 - DEC 29, 2014

Planned Owner Notification Date : DEC 29, 2014 - DEC 29, 2014

* NR - Not Reported