

Part 573 Safety Recall Report**15V-084****Manufacturer Name :** Navistar, Inc.**Submission Date :** FEB 09,2015**NHTSA Recall No. :** 15V-084**Manufacturer Recall No. :** 15501**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.

Address : 2701 Navistar Drive
Lisle IL 60532

Company phone : 331-332-1590

Population :

Number of potentially involved : 3,609

Estimated percentage with defect : 7

Vehicle Information :

Vehicle : 2015-2015 IC CE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : School bus 29 to 77 passengers

Production Dates : OCT 03, 2013 - SEP 04, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : • The powertrain harness routing at the cowl panel in relation to heater hoses, may result in harness contact with engine high pressure fuel line to number 5 injector.
• Powertrain harness contact with an injector high pressure fuel line, over time may potentially rub through the high pressure fuel line resulting in a fuel leak.

Description of the Safety Risk : A high pressure fuel line with a hole rubbed through may cause fuel to spray inside the engine compartment increasing the risk of fire resulting in property damage or personal injury.

Description of the Cause : The interference of electrical harness and heater hoses were not discovered during validation review.

Identification of Any Warning that can Occur : The driver may notice an engine miss.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

FOREIGN STATES

Country : NR

Chronology :

• 08/29/2014 – Navistar Engineering receives communication from field service indicating a chafing condition between the power train harness and the injector fuel line on three units. • 09/03/2014 – Navistar Manufacturing contains the issue at the Tulsa plant. The manufacturing bill of material was updated to include an additional harness saddle to secure harness with proper clearance. • 09/16/2014 – Navistar Product Compliance, Engineering, and Manufacturing meet to determine why the plant work instructions for the powertrain harness did not consider heater hose routing. At this time the team was viewing this issue as a long term durability issue with the electrical circuits. • 09/23/2014 – Navistar Product Compliance and Engineering meet to understand the scope of the issue and begin warranty and field report review to determine number of occurrences of the harness chafing the injector fuel line. It was also decided that additional field inspections should be scheduled. • 10/1/2014 – Navistar Manufacturing, Field Service, and Compliance met and identified a concern that the plant was having difficulty with the installation of the harness to get the required clearance between the harness and the fuel line. Still at this point the team was concerned with long term durability. • 10/17/2014 – Engineering confirmed root cause was relating to clipping point of the harness in manufacturing and initiated actions to make the clipping point more robust. • 11/13/2014 – Field Service completed inspections of suspect buses. Over 60% of units inspected had evidence of chafing between the harness and the fuel line. However, none had rubbed through the protective coating. • 11/19/2014 – Engineering and Compliance met to review the field inspections of other units. Based on the inspection results above, the indication was that the loom of the harness was actually rubbing material off the metal fuel line. Based on these observations, the team first considered this to have pote

Description of Remedy :

Description of Remedy Program : • The remedy will involve installing an additional harness saddle and cable tie strap to provide the proper clearance between the powertrain harness and high pressure fuel line to injector number 5 and to replace any fuel line or harness that has rubbed through the protective coating and repaint any injector line found with paint abrasion.

- 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 : The remedy will involve the installation of an additional harness saddle and cable tie strap. The original assembly did not include the use of the additional harness saddle and cable tie strap.

Identify How/When Recall Condition was Corrected in Production : The manufacturing bill of material was updated to include an additional harness

saddle to secure harness with proper clearance.

Recall Schedule :

Description of Recall Schedule : It is estimated that the customer and dealer notification letters will be mailed by 02/20/2015.

Planned Dealer Notification Date : FEB 20, 2015 - FEB 20, 2015

Planned Owner Notification Date : FEB 20, 2015 - FEB 20, 2015

* NR - Not Reported