

Part 573 Safety Recall Report**15V-169**

Manufacturer Name : Navistar, Inc.
Submission Date : MAY 08,2015
NHTSA Recall No. : 15V-169
Manufacturer Recall No. : 15506

**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.
 Address : 2701 Navistar Drive
 Lisle IL 60532
 Company phone : 331-332-1590

Population :

Number of potentially involved : 500
 Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 1999-2002 International 4800 4X4
 Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
 Body Style : OTHER
 Power Train : DIESEL
 Descriptive Information : 4800 4X4 vehicles with a Fabco TC-200 transfer case (feature code 013TJZ only)
 Production Dates : JUN 30, 1999 - MAY 28, 2002

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : • Navistar used the double Cardan front driveshaft as the field remedy for Navistar recall 05501 (03V-415).
 • The centering ball and socket in a double Cardan joint could seize under certain conditions and not allow the shaft to turn in non axial rotation resulting in possible front driveshaft separation.

Description of the Safety Risk : • A seized double Cardan joint can cause either the driveline joint to fail or a non-axial rotation could result in the shaft breaking in the tube section of the shaft. This could result in eventual front driveshaft separation, or if the shaft breaks midway the front portion of the shaft could hit a part of the vehicle which could cause front axle wheel lock up.
 • Front axle lock up may increase the risk of a vehicle crash resulting in property damage, personal injury, or death.

Description of the Cause : • A double Cardan joint is designed to have articulation in the centering ball and socket to distribute the grease properly in this joint. When this on/off road vehicle is operated on a smooth road and traveling at highway speeds for extended periods

of time, the grease in the centering ball and socket may move away from the contact surfaces resulting in heat build up and eventual seizing of the ball and socket.

- Also, if the rubber boot that protects the ball and socket joint is compromised in any way during vehicle operation it also could result in loss of grease causing the same condition.

Identification of Any Warning that can Occur : Front end vibration shortly before failure.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

FOREIGN STATES

Country : NR

Chronology :

- 6/24/2014 – The Montana State Highway Patrol contacted Navistar asking for assistance to investigate a June 19, 2014 accident involving a 2002 International 4800 4x4 and a pickup truck.
- 7/01/2014 – Navistar and Montana State Highway Patrol investigate the accident scene and vehicles involved. It was noted during the inspection that the 4800 front driveshaft was a double Cardan shaft that was installed under Navistar recall 05501 (03V-415), and that the shaft had broken midway in the tube of the shaft. The front axle also had a mechanical failure on the left front axle shaft.
- 7/07/2014 – 7/21/14 - Navistar Engineering and Reliability met to try to determine the cause of the failure and subsequent accident. Based on a review of photos taken during the inspection, Navistar found that the centering ball and socket in the double Cardan joint may have failed first, which may have caused a non-axial rotation which could result in the shaft breaking in the tube section of the shaft.
- 8/15/2014 – Navistar conducts an initial vehicle search to determine suspect population.
- 8/19/2014 – Navistar completes review of warranty claims, customer complaints and field reports on the 4800 4x4 model. Five other double Cardan shaft separations were found during this review with the first occurring in 2008 and the last occurring in 2011. Review of this information indicates that the centering ball and socket in the double Cardan shaft seized. There were no injuries reported in any of these incidents.
- 8/20/2014 – Navistar finalizes suspect vehicle population.
- 8/20/2014 – Navistar declares safety recall 14514 to perform interim action of front drive shaft removal.
- 09/01/2014 – Navistar Engineering completes analysis of data and information collected on the issue.
- 09/16/2014 through 02/16/2015 – Navistar Engineering develops final remedy solution that includes the installation of lock out hubs on the front axle, and the addition of front drive line guards at both

Description of Remedy :

Description of Remedy Program : • The remedy will involve installing front driveshaft guards at both ends of the shaft, the installation of lockout front wheel hubs, and replacement of any drive shaft found with loose or binding double Cardan joints at either end.

- Because 14514 was an interim notice, completion rates for the final remedy will be reported under new International recall number 15506. The

interim action will be terminated now that the final remedy is available.
• Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 05/09/14, applies and reimbursement instructions will be included in the customer notification.

How Remedy Component Differs from Recalled Component : The final remedy includes installation of front drive shaft guards and lockout wheel hubs that were not included in the 4800 4X4 model vehicle build at time of manufacture.

Identify How/When Recall Condition was Corrected in Production : The 4800 4X4 is no longer in production.

Recall Schedule :

Description of Recall Schedule : Navistar estimates that the customer and dealer notification letters will be mailed by Mid-June

Planned Dealer Notification Date : JUN 15, 2015 - JUN 24, 2015

Planned Owner Notification Date : JUN 15, 2015 - JUN 24, 2015

* NR - Not Reported