Part 573 Safety Recall Report

15V-242

Manufacturer Name : Navistar, Inc.
Submission Date : APR 22,2015
NHTSA Recall No. : 15V-242
Manufacturer Recall No. : 15510

Manufacturer Information :

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

Population :

Number of potentially involved : 113
Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2014-2015 IC AE
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : School bus; 14 – 36 passengers
Production Dates : FEB 14, 2013 - MAR 10, 2014

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Defect :

Description of the Defect : A vehicle double battery jump start or electrical load dump event could result in an overvoltage condition of a component within the HVAC system linear power module (LPM) which is used to control the blower speed. The overvoltage condition could eventually result in LPM failure and possible fire.

Description of the Safety Risk : Overheating of the LPM circuit board may result in a vehicle fire resulting in property damage or personal injury.

Description of the Cause : The field effect transistor (FET) on the LPM circuit board was not rated at high enough voltage to withstand vehicle voltage spikes as described above.

Identification of Any Warning that can Occur : The cab HVAC blower motor goes to high speed and cannot be shut off with the control or when the ignition is turned off.

Supplier Identification :

Component Manufacturer

Name : Bergstrom, Inc.

Address : 2390 Blackhawk Rd.
Rockford ILLINOIS 61109

Country : United States

Chronology :

• 07/21/2014 – First known fire reported by Field Service where the fire appeared to originate in the area on the right side of the cab interior in the area of the HVAC module. The vehicle was a 2014 WorkStar built on 12/4/13.
• 9/9/2014 – Completed above vehicle inspection report where origin of fire was believed to be at the LPM module within the HVAC system.
• 10/14/2014 – Navistar investigator first met with Engineering HVAC team to discuss findings.
• 10/15/2014 – Navistar Engineering and Bergstrom Inc. meet to understand the scope of the issue. Determines data insufficient to support further action at this time due to low number of failure and no other thermal events reported. Plan to monitor for additional field reports and initiate test program to determine likelihood of future occurrence.
• 1/16/2015 Navistar investigator and product engineering inspect a second reported fire on a 2012 ProStar located in Atlanta, GA. The fire originated on the right side of the cab near the HVAC unit LPM. The LPM had been changed and was manufactured in 2013. This vehicle had confirmed reports of multiple jump starts prior to the fire.
• 2/10/2015 – Navistar and Bergstrom inspect a third report of a fire in Canada that originated on the right side of the cab interior near the HVAC unit LPM. This vehicle was a ProStar built 4/13/12, but had the LPM replaced with an LPM that was manufactured in 2013.
• 02/12/2015 – Navistar and Bergstrom engineering experimented with a double battery jump start on a vehicle and were able to reproduce an LPM failure which initially causes the blower to go to high speed, but did get to a point of causing a fire.
• 02/20/2015 – Navistar Engineering and Bergstrom Inc. meet to evaluate new data collected from the recent field reports and past warranty data. A test program was initiated to reproduce the failure of the LPM and also understand how the failure could ultimately result in a fire. The plan was to perform both LPM component bench te

Description of Remedy :

Description of Remedy Program : • The remedy will involve replacing the LPM with an upgraded LPM design.
• 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 : FET design voltage on the circuit board of the LPM was increased to withstand the worst case voltage spikes from the vehicle as compared to the recalled LPM.

Identify How/When Recall Condition was Corrected in Production : • 03/10/2014 – Navistar began use of LPM with upgraded design installed at all plants.

Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and dealer interim notification letters will be mailed by June 22, 2015 with final part availability not known at this time.

Planned Dealer Notification Date : JUN 22, 2015 - JUN 22, 2015

Planned Owner Notification Date : JUN 22, 2015 - JUN 22, 2015

* NR - Not Reported