

Part 573 Safety Recall Report**15V-438****Manufacturer Name :** Navistar, Inc.**Submission Date :** JUL 01,2015**NHTSA Recall No. :** 15V-438**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.

Address : 2701 Navistar Drive
Lisle IL 60532

Company phone : 331-332-1590

Population :

Number of potentially involved : 63

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2015 International® TranStar®

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : CNG/LPG

Descriptive Information : Heavy Diesel Truck; GVWR of 26,001 to 55,000 and with CUMMINS WESTPORT/
ISL G Engines

Production Dates : APR 10, 2012 - DEC 12, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

- Description of the Defect :
- Per Cummins 15E-030, the engine is equipped with an open crankcase ventilation breather that functions as a filter to remove most of the engine oil from the pressurized combustion gases which escape from the crankcase during normal engine operation. A vent tube assembly is attached to the breather to direct the escaping gases towards the bottom of the engine.
 - Under conditions of excessive engine crankcase pressures, the 90-degree elbow of the vent tube assembly may become detached from the breather, possibly allowing engine oil to come into contact with hot surfaces.

FMVSS 1 :NR

FMVSS 2 :NR

Description of the Safety Risk : Per Cummins 15E-030, engine oil contacting hot surfaces may ignite, possibly resulting in a fire.

Description of the Cause : Per Cummins 15E-030, under conditions of excessive engine crankcase pressure, the barbs on the breather exit tube may not adequately maintain the attachment between the 90-degree elbow of the vent tube assembly and the breather exit tube.

In the known incidents, the predominant cause of excessive crankcase pressure has been a cracked piston.

Identification of Any Warning that can Occur : Per Cummins 15E030, Conditions which result in high engine crankcase pressure may result in a loss of engine power, may illuminate amber or red engine diagnostic lamps on the vehicle instrument cluster, or may result in erratic engine operation.

Supplier Identification :**Component Manufacturer**

Name : Cummins, Inc. (Cummins)

Address : 500 Jackson St.

Columbus INDIANA 47201

Country : United States

Chronology :

- 05/06/2015 – Navistar is notified by Cummins regarding the draft tube defect that may cause engine oil contacting hot surfaces and the possibility of an engine compartment fire and that Cummins has filed an equipment defect report (reference 15E-030).
- 5/19/2015 – Navistar supplies Cummins with preliminary customer name and address information.
- 06/16/2015 – Navistar receives 577 letter from Cummins.
- 06/29/2015 – Navistar Finalizes suspect vehicle population based on engine serial numbers provided by Cummins.
- 06/30/2015 – Navistar declares a Safety Recall.

Description of Remedy :

Description of Remedy Program : • Per Cummins 15E-030, hose clamps will be installed on both ends of the 90-degree elbow of the breather tube assembly to maintain attachment of the breather tube assembly during high crankcase pressure conditions. In addition, the engine Electronic Control Module (ECM) will be reprogrammed with software having improved diagnostic capability; this improved diagnostic will limit the engine torque upon detection of engine misfire in order to limit the crankcase pressures.

- Because Cummins is administering the campaign, any plan for pre-remedy reimbursement will be handled by Cummins.

How Remedy Component Differs from Recalled Component : Per Cummins 15E-030, the remedy involves the installation of hose clamps on both ends of the 90-degree elbow of the breather tube assembly and the ECM calibration with the improved diagnostics which were not installed at the time of manufacture of the suspect population.

Identify How/When Recall Condition was Corrected in Production : Per Cummins 15E-030, the hose clamps installed on both ends of the 90-degree elbow of the breather tube assembly and

the ECM calibration with the improved diagnostics were introduced into production on April 14, 2015.

Recall Schedule :

- Description of Recall Schedule :
- Cummins will administer the campaign, notify customers, supply remedy, and provide quarterly completion reports as outlined in Cummins' defect report (NHTSA campaign number: 15E-030).
 - Navistar will supply Cummins with final customer and dealer name and address information by 07/06/2015. Cummins will notify customers on behalf of Navistar.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported