

Part 573 Safety Recall Report**15V-776****Manufacturer Name :** Navistar, Inc.**Submission Date :** NOV 18, 2015**NHTSA Recall No. :** 15V-776**Manufacturer Recall No. :** 15517**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.

Address : 2701 Navistar Drive
Lisle IL 60532

Company phone : 331-332-1590

Population :

Number of potentially involved : 15,730

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2014 International ProStar

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Heavy Diesel Truck, GVWR of 26,001 to 55,001 and over with manually shifted transmission.

Production Dates : APR 26, 2012 - APR 04, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2013-2014 International DuraStar

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Medium Diesel Truck, GVWR of 19,501 to 55,000 with manually shifted transmission.

Production Dates : APR 26, 2012 - APR 04, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2013-2014 International WorkStar

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Severe Service Diesel Truck, GVWR of 19,501 to 55,001 and over with manually shifted transmission.

Production Dates : APR 27, 2012 - MAR 29, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Vehicle : 2013-2014 International LoneStar

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Heavy Diesel Truck, GVWR of 33,001 to 55,001 and over with manually shifted transmission.

Production Dates : MAY 21, 2012 - APR 02, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Vehicle : 2013-2014 International TranStar

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Heavy Diesel Truck, GVWR of 26,001 to 55,000 with manually shifted transmission.

Production Dates : APR 30, 2012 - MAR 25, 2013

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Description of Defect :

Description of the Defect : International trucks built with Navistar engines, manual transmissions and a certain accelerator pedal manufactured between 04/26/2012 and 04/04/2013 may have a risk of slightly increased idle speed under certain conditions.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Based on this high idle pedal condition with a manual transmission, when the clutch is depressed during operation the engine can rise to governed rpm resulting in difficulty selecting gears while shifting. In the condition of a loaded vehicle going down a long grade, the inability to down shift could cause difficulty in maintaining or reducing vehicle speed with just the service brakes.

Description of the Cause : The accelerator pedal sensor stator can move slightly on the mounting bracket if the accelerator pedal is pushed with extra force. If the sensor stator moves out of position this can change the sensor signal output resulting in the high idle condition.

Identification of Any Warning that can Occur : • Increased engine RPM at idle

- Increased engine RPM when the clutch pedal is depressed
- Disabled engine brake (if equipped)

Supplier Identification :**Component Manufacturer**

Name : Williams Controls

Address : 8445 Rausch Drive
Plain City OHIO 43064

Country : United States

Chronology :

- 02/11/2014 – Navistar receives call from NHTSA questioning a pedal issue field report copy submitted in 2013 Q3 TREAD report. Navistar assessment of the issue at this time was that this was a warranty issue only. No reports of accident or property damage claims were found during the initial review.
- 08/22/14 – Navistar receives verbal request from NHTSA to provide technical explanation of sticking pedal.
- 08/29/2014 – Navistar sends NHTSA written explanation of the pedal issue.
- 03/30/2015 – NHTSA informs Navistar the pedal issue will go through an escalated review. Navistar still had no reports of accidents or property damage claims at this time.
- 04/20/2015 – Navistar receives NHTSA Opening Resume of PE15-003.
- 04/22/2015 – Navistar begins formal investigation to determine the scope of the issue and gather field data and vehicle data.
- 07/20/2015 – Navistar technical team met to draft test plan for vehicle tests using pedal assemblies that could be adjusted at various voltage outputs to determine the effects of the high idle condition on vehicle braking and control.
- 07/30/2015 – Navistar receives NHTSA Preliminary Evaluation Questionnaire PE15-013.
- 08/03/2015- Engineering and Quality meet to finalize test plans for worst case pedal returns, with various vehicle configurations.
- 09/09/2015 – Navistar sends PE15-013 response letter to NHTSA and indicates in its assessment that it did not find a risk to highway safety because while the high idle condition may cause performance characteristics that could result in customer complaints, and the driver had full vehicle control. Through the entire investigation process there were still no reports of crashes, property damage claims, injuries, or fatalities.
- 09/22/2015 – Engineering completed initial round of vehicle demonstration tests with adjustable accelerator pedal voltages. The manual transmission vehicle had difficulty shifting when the clutch was depressed during a high idle pedal adjustment. How

Description of Remedy :

- Description of Remedy Program :
- The remedy will involve recalibration of the engine Electronic Control Module (ECM) to eliminate the high idle condition caused by pedal housing tooling change.
 - 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 ECM calibration change will allow the engine ECM to recognize the pedal is at idle position when the pedal sensor stator may have moved out of position as a result of the supplier tooling change.

Identify How/When Recall Condition was Corrected in Production : 04/04/2013 – Navistar manufacturing implemented ECM calibration to eliminate the high idle condition caused by pedal housing tooling change.

Recall Schedule :

Description of Recall Schedule : It is estimated that the customer and dealer notification letters will be mailed by 01/18/2016.

Planned Dealer Notification Date : JAN 18, 2016 - JAN 18, 2016

Planned Owner Notification Date : JAN 18, 2016 - JAN 18, 2016

* NR - Not Reported