

- 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 potential safety concerns.
- 12/3/2014 - The technical team reviewed information from the engine supplier regarding the risks associated with chafing the line. Light touching of the line would be acceptable, but hard contact with rubbing was not. Data indicated that if the line were to rub to the point of a fuel leak, the fuel exiting the line could be atomized which would have the potential for fire. Team agrees that a full warranty and field report review needed to be completed.
- 01/07/2015 – Navistar completes warranty and field report review. During the suspect build period there were no claims for powertrain harness repair or injector fuel line leaks or replacements.
- 01/26/2015 – Navistar Product Compliance, Engineering, and Manufacturing meet to determine the suspect population based on the suspect build dates and review of inspected units.
- 02/02/2015 – Navistar declares a Safety Recall based on the potential for the harness loom to eventually rub through the fuel line, causing a leak and the potential for atomized fuel in the engine compartment. No actual fuel leaks or shorted wires were ever reported.
- 02/18/2015 – Navistar releases recall 15501 to the field.
- 02/20/2015 – Navistar mails customer and dealer notifications.

- 03/16/2015 – Navistar manufacturing discovers new condition between the power train harness routing and the injector fuel line where a cable tie was missed, which could also result in the harness chafing on the high pressure fuel line.
- 03/24/2015 – Manufacturing contains the issue at the Tulsa plant. The manufacturing bill of material was updated to include the addition of a cable tie.
- 03/31/2015 – Product Compliance and Customer Service receives communication from manufacturing reporting additional units with chafing condition between the power train harness and the injector fuel line.
- 04/06/2015 – Product Compliance and manufacturing meet to determine expanded suspect vehicle population.
- 04/08/2015 – Navistar approves expanded campaign population.