

15517 Full Chronology of Events

- 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. However it was concluded at this time even with manual transmission the driver was in full vehicle control.
- 09/29/2015 – NHTSA met with Navistar at their proving grounds to perform a full vehicle demonstration of the effects of the high idle pedal position. NHTSA expressed concern over the vehicle with manual transmission, because of the difficulty the driver would have to shift the vehicle.
- 10/09/2015 – Navistar determines the scope of the suspect population based on vehicles with manual transmissions and the accelerator pedal supplier tooling change of the mounting bracket housing in the spike warranty return period.
- 10/21/15 – Navistar submitted the vehicle demonstration test results to NHTSA for review.
- 11/10/2015 – Navistar and NHTSA have a conference concerning the vehicles with the manual transmissions and the suspect accelerator pedal build range, and review the potential risks to vehicle safety.
- 11/11/2015 – Navistar declares a Safety Recall.