Part 573 Safety Recall Report

16V-030

Manufacturer Name : Navistar, Inc.
Submission Date : JAN 21, 2016
NHTSA Recall No. : 16V-030
Manufacturer Recall No. : 16501

Manufacturer Information :

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

Population :

Number of potentially involved : 529
Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2016-2017 IC CE
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : School bus; 29 to 77 passengers and built with feature codes 0049EER, 0049EEG, 0049EEK, 0049EEL, 0049EEN, 0049EES, or 0049EEU
Production Dates : MAY 04, 2015 - DEC 15, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Vehicle : 2016-2016 IC RE
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : School bus; 60 to 90 passengers and built with feature codes 0049EER, 0049EEG, 0049EEK, 0049EEL, 0049EEN, 0049EES, or 0049EEU
Production Dates : JUL 17, 2015 - DEC 15, 2015

VIN (Vehicle Identification Number) Range

Begin : NR End : NR ☐ Not sequential VINs

Description of Noncompliance :

Description of the Noncompliance : • Per SMI 15E-090; a School Bus Stop Arm is typically located behind the driver side window/door. Some states require an additional Stop Arm located at the rear of the driver side. During the School Bus route, the bus is stopped to load and unload students. At this particular time, the Stop

Arm deploys with lights flashing. The combination of flashing lights and reflective decals on the blade are intended to attract the attention of drivers in the area and induce a stoppage of traffic in the area.
• The decals reflect light (primarily vehicle headlights) during low visibility situations. FMVSS 131 specifies requirements for the reflective decal.
• The decal is adhered to the plastic blade. In the units showing the defect, the decal has a lower level of adhesion than desired. This could result in the decal being pulled loose from the blade (partially or entirely) as seen in the Photo B.

FMVSS 1 : 131 - School bus pedestrian safety devices

FMVSS 2 : NR

Description of the Safety Risk : Per SMI 15E-090; the condition where the decal may be loose at the edge (Photo A), is not addressed in FMVSS 131. If, however, the decal is removed or is partially torn, that condition could prevent adherence to FMVSS 131 requirements during low visibility situations and may not attract the attention of drivers in the area and induce a stoppage of traffic in the area during egress operations increasing the risk of bodily injury to pedestrians.

Description of the Cause : Per SMI 15E-090; the adhesion of the reflective decal is in large part controlled by two elements.
1. The preparation of the application surface (plastic blade):
¿The quality or “surface preparation” of the plastic blade is performed via a flaming process. The blade is exposed to an open flame which removes a layer of oxygen which may have formed on the plastic (post-molding). At the time of root cause investigation, a review of the flaming process and parts showed that the parts did not exhibit the expected change in surface temperature immediately after the flaming process. A change in surface temperature is indicative of proper surface preparation.
2. The pressure used to apply the decal:
¿After flaming, pressure is placed on the decal via a “rolling process to press the decal against the plastic surface. This ensures maximum surface area of adhesion.

Identification of Any Warning that can Occur : Pre-trip inspection of the stop arm blade for peeling or missing decal.

Supplier Identification :

Component Manufacturer

Name : Specialty Manufacturing Inc. (SMI)

Address : 13501 South Ridge Drive
Charlotte NORTH CAROLINA 28273

Country : United States

Chronology :

• 11/19/2015 – Navistar Supplier Parts receives communication from SMI describing non-compliance to FMVSS 131 involving certain Transpec stop arms.
• 11/23/2015 – Navistar Quality initiates inspection at bus manufacturing and parts distribution to determine the scope of the issue.
• 12/04/2015 – Plant campaign was completed with 87 buses reworked. Parts distribution campaign was completed with 91 pieces quarantined.
• 12/17/2015 – Navistar receives communication from SMI describing the Non-compliance condition as described in 15E-090.
• 01/08/2016 – Engineering management of both companies meet to work through root cause analysis of the decal adhesion issue and to determine the scope of the issue relating to the IC Bus product.
• 01/12/2016 – Navistar finalizes suspect population.
• 01/13/2016 – Navistar declares a Non Compliance Recall.

Description of Remedy :

Description of Remedy Program : • Per SMI 15E-090, the remedy will involve replacing the stop arm blade assembly
• Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 10/28/2015, applies and reimbursement instructions will be included in the customer notification.

How Remedy Component Differs from Recalled Component : Per SMI 15E-090; the replacement stop arm blade will have optimal surface preparation process and surface pressure process performed where the recalled stop arm blade did not.

Identify How/When Recall Condition was Corrected in Production : The suspect stop arm blade assembly were quarantined at the plant and replaced with a stop arm blade that was assembled with optimal surface preparation process and surface pressure process performed.

Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and Dealer notification letters will be mailed by 03/21/2016.

Planned Dealer Notification Date : MAR 22, 2016 - MAR 22, 2016

Planned Owner Notification Date : MAR 22, 2016 - MAR 22, 2016

* NR - Not Reported