

Part 573 Safety Recall Report

19V-374

Manufacturer Name : Navistar, Inc.**Submission Date :** MAY 15, 2019**NHTSA Recall No. :** 19V-374**Manufacturer Recall No. :** 19507**Manufacturer Information :**

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

Population :

Number of potentially involved : 4
Estimated percentage with defect : 100 %

Vehicle Information :**Vehicle 1 :** 2017-2017 IC Bus CE**Vehicle Type :** BUSES, MEDIUM & HEAVY VEHICLES**Body Style :** OTHER**Power Train :** DIESEL**Descriptive Information :** Commercial Bus; 29 to 77 passengers.

The suspect population is identified by models equipped with Bendix ADB 22X brake calipers.

The inclusive dates of manufacture were determined from when the Bendix ADB 22X calipers went into production through the date the issue was contained in production.

The vehicles in the suspect population were built with Bendix ADB 22X calipers and any similar vehicles not subject to this recall were not.

There are four RE model buses in the suspect population

Production Dates : NOV 10, 2016 - NOV 23, 2016**VIN Range 1 : Begin :**

NR

End : NR Not sequential**Description of Defect :**

Description of the Defect : The ADB22X caliper on the left (driver side) rear corner on school bus applications may experience an unintended reduction in running clearance during operation, which can lead to a dragging brake. The problem occurs intermittently.

FMVSS 1 : NR**FMVSS 2 :** NR

Description of the Safety Risk : Brake drag may cause an overheat condition of the left rear brake resulting in thermal damage to the brake components and wheel speed sensor. A melted speed sensor will cause an ABS warning light to activate. In certain school districts an active brake warning light may require immediate parking of the vehicle and transfer of children in an uncontrolled

environment.

Description of the Cause : In the school bus duty cycle there are frequent service and park brake applications which result in high clamp loads at the rear calipers. These repetitive high loads may cause the caliper adjustment mechanism on the left rear to self-adjust due to pad kick, which may then produce a very low running clearance between the pad and rotor resulting in brake drag. The left rear caliper adjuster is more susceptible to over adjustment due to thread orientation internal to the adjuster.

Identification of Any Warning that can Occur : The operator may observe occasional smoking of the left rear brake; and in more severe over-heating, the ABS malfunction lamp may activate due to melted wheel-speed sensor.

Supplier Identification :

Component Manufacturer

Name : Bendix Spicer Foundation Brake LLC (Bend

Address : 901 Cleveland St.

Elyria OHIO 44035

Country : United States

Chronology :

12/7/2018 – Navistar field service reported emerging issue occurring with hot wheel ends on the left rear of school buses with air disk brakes. All reports prior to this were believed to be service related. The specific unit reported was a Fauquier County bus, with a build date of 5/1/17. Parts were removed and sent back to Bendix for analysis.

12/21/2018 – Received report of a second Fairfax County bus that experienced a hot wheel end on the left rear. The vehicle had prior brake pad replacement on 6/27/18. Therefore, the failure was believed to be maintenance related.

1/10/2019 – Navistar field service reported a second Fauquier County bus also built on 5/1/17 which experienced a dragging brake on the left rear wheel end. The driver noted that the ABS light came on, and he could smell the brakes and drove the vehicle back to the Fauquier bus garage. There was no report of prior brake service on this unit. Parts were sent to Bendix for analysis.

2/21/2019 - Field service received a report of an EL Paso ISD hot wheel end on a 2018 CE bus built 7/27/17. Driver reported he could smell something burning and notice smoke coming from the left rear wheel so he stopped the bus. No prior brake related repairs found on this unit.

03/05/19 – Navistar field service, Compliance, and Bendix met to review most recent report where no prior service had been performed. Determined that elevated testing was needed to determine contributing factors beyond maintenance related issues.

03/18/2019 – Navistar learned from Bendix that pressure sensitivity testing did demonstrate that the left rear adjuster was susceptible to unintended adjustments.

04/03/2019 – Tests confirmed that pad kick as a result of repeated park brake applications could contribute to unintended adjustments and reduced running clearance between the pad and rotor.

Description of Remedy :

Description of Remedy Program : The remedy will involve replacing the left rear caliper with redesigned adjuster mechanism.
Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 10/03/2018, applies and reimbursement instructions will be included in the customer notification.

How Remedy Component Differs from Recalled Component : The remedy left rear brake caliper is made with a redesigned adjuster mechanism.

Identify How/When Recall Condition was Corrected in Production : 04/03/2018 – Manufacturing began use of a left rear brake caliper with redesigned adjuster mechanism.

Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and Dealer notification letters will be mailed by 07/14/2019.

Planned Dealer Notification Date : JUL 14, 2019 - JUL 14, 2019

Planned Owner Notification Date : JUL 14, 2019 - JUL 14, 2019

* NR - Not Reported