- 09/13/19 – Navistar receives an initial field report describing issue with a fleet having five A26 engine connecting rod failures over the course of two months and Navistar quality started an investigation into the potential issue
- 11/01/2019 – Navistar expands the investigation to include a cross functional team to search for other reports of connecting rod failures and begin analysis into root cause of the issue.
- 01/15/20 – Navistar first considered the connecting rod failure as a potential safety issue and opened a defect investigation. Compliance started an industry history search and located three prior recalls to look into that could be potentially related based on similar failure modes.
- 01/22/20 – Navistar obtained warranty data on connecting rod failures. There were 81 potential connecting rod failures, but no indications or reports of engine stalling in the roadway.
- 01/29/20 – Navistar started contacting customers and drivers to understand what is happening before, during, and after the rod failures occur.
- 02/07/20 – Navistar started reviewing driver comments received to date. Received several responses with driver comments, two reported that the engine shut down quickly and had to get to the side of the road.
- 02/13/2020 – Started A26 engine in engine test cell with known bad rod for purposes of evaluated possible detection of knocking prior to failure and to obtain data after the rod fails to understand failure mode and how long the engine will continue to run.
- 02/19/2020 – Navistar meets with NHTSA identifying the issue and reviewing reported connecting rod failures to date and reviewing engine test plans, and a few driver comments when the rod failure occurs. Identified two periods of time where a tooling issue at the supplier could result in some rods being produced with out of spec. straightness on the wrist pin end bore.
- 02/28/2020 – Navistar reviewed engine testing to date, rod failures to date at the NHTSA quarterly ODI meeting. Discussed need to get more driver comments to understand how the failures occurs and what is happening before, during, and after rod failures.
- 03/16/2020 – As part of Navistar's plan to obtain driver comments, Navistar receives first report of engine rod failure where the engine shut down quickly and the vehicle could not get completely off the roadway and was in the right turn lane.
- 03/18/2020 – Navistar provides update on rod failures reported to date, confirmation test developments, and driver comments obtained to NHTSA team. Also shared first Weibull predictions based on data received to date. Discussed concerns of additional reports causing vehicles stalled on side of roadway.
- 03/27/2020 – Because test cell dyno was up to 394 hours with no signs of knock or failure with known bad rod, Navistar decided to expand test to include additional engines with known bad rods.
- 04/3/2020 – Navistar meets with Technical Leadership to review failures to date, driver comments received to date, and engine dyno testing to date. Initiated work stream to define suspect vehicle population based on suspect rod production.
- 04/08/2020 – Started to run a known knocking engine received from the field in another engine test cell to speed up data analysis.

- 04/20/2020 – As part of Navistar's initiative to obtain driver comments, Navistar receives second report of an engine stall where the vehicle could not get off the roadway. This incident was first report of an oil spill on the road.
- 04/23/2020 – Navistar receives third report of an engine stall as a result of a connecting rod failure where the vehicle could not get off the roadway. Oil cleanup was required for this incident as well.
- 04/30/2020 – Navistar finalizes the suspect population and declares a safety recall.