Part 573 Safety Recall Report 22V-910

Manufacturer Name : Navistar, Inc.
Submission Date : DEC 13, 2022
NHTSA Recall No. : 22V-910
Manufacturer Recall No. : 22528

Manufacturer Information :

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

Population :

Number of potentially involved : 46
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2023-2023 IC CE commercial Bus
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information :
- The suspect population is identified by models equipped with feature code 14TBH, 14TBS, or 14TBT (Suspension, rear, air single; International IROS).
- The inclusive dates of manufacture were determined by warranty data / first failure build date and when the issue was contained in manufacturing.
- The vehicles in the suspect population were built at a certain assembly plant where all vehicles not subject to this recall were built at other manufacturing plants. There are six CE commercial buses in the suspect population

Production Dates : FEB 14, 2022 - SEP 13, 2022
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2023-2023 IN RE commercial buses
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information :
- The suspect population is identified by models equipped with feature code 14TBH, 14TBS, or 14TBT (Suspension, rear, air single; International IROS).
- The inclusive dates of manufacture were determined by warranty data / first failure build date and when the issue was contained in manufacturing.
- The vehicles in the suspect population were built at a certain assembly plant where all vehicles not subject to this recall were built at other manufacturing plants. There are 40 RE commercial buses in the suspect population

Production Dates : MAY 12, 2022 - NOV 15, 2022
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	The fasteners of the transverse torque arm to the rear axle housing may not have been tightened to their specified value at time of assembly. Over time, they may become loose or separate, resulting in the rear axle to shift from side to side.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	In a bus application, a rear axle that shifts from side to side can cause reduced handling performance and may result in an increased risk of injury if passengers must be transferred to another bus near the roadway.
Description of the Cause :	The tool used to assemble the transverse torque rod to the rear axle housing incorrectly gave the operator an indication it had reached the correct torque value when it did not.
Identification of Any Warning that can Occur :	A general "loose" feeling when driving, possible metallic clunking noise in the rear of the vehicle or during pre/post trip inspections the rear axle does not appear centered to the bus body.

Involved Components :

Component Name 1 :	Bolt and Hex Nut
Component Description :	Bolt and Hex Nut
Component Part Number :	31077R1 (BOLT) / 30756R1 (Nut Hex)

Supplier Identification :

Component Manufacturer

Name :	N/A - Manufacturing issue
Address :	NR
	NR
Country :	NR

Chronology :

- 08/05/2022 – Navistar Field Service reviews field reports of four units with loose transverse torque rod axle side bolts on units in service less than three months.
- 08/10/2022 – Navistar's Tulsa bus plant inspected 10 units built in March and all were found in specification. Additionally, the tool and process for the transverse torque rod to

axle joint were inspected with no issues found.
- 08/11/2022 through 09/22/2022 – Nine more units were found with loose of missing axle side fasteners.
- 09/22/2022 – Navistar Field Service received communication of three more units with axle side fasteners missing on units in service for less than three months.
- 09/26/2022 – IC Bus dealer inspected 90 units at one location. All but 5 had their fasteners re-tightened to their specified value.
- 10/31/2022 – IC Bus dealer reinspected 10 of the fleet; four units found with bolts loose a second time. These fasteners were replaced and sent to Navistar engineering for analysis.
- 11/11/2022 – Navistar completes the part analysis for material hardness and found no deficiencies.
- 11/16/2022 – Navistar contains the issue in manufacturing by instituting a secondary torque top-off operation.
- 11/22/2022 – Navistar finalizes the suspect population.
- 12/01/2022 – Navistar declares a Safety Recall.

Description of Remedy :

Description of Remedy Program :	• The remedy will involve replacing the transverse torque rod to axle fasteners and tightening them to their specified value. • Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 05/06/2022, applies and reimbursement instructions will be included in the customer notification.
How Remedy Component Differs from Recalled Component :	The remedy will involve replacing the fasteners and tightening them to their assembly value where the recalled fasteners were not tightened to their specified value.
Identify How/When Recall Condition was Corrected in Production :	11/16/2022 – Navistar manufacturing adds the use of a top-off torque wrench and witness mark to the joint's fasteners.

Recall Schedule :

Description of Recall Schedule :	It is estimated that the Customer and Dealer notification letters will be mailed by 02/06/2023.
Planned Dealer Notification Date :	FEB 06, 2023 - FEB 06, 2023
Planned Owner Notification Date :	FEB 06, 2023 - FEB 06, 2023

* NR - Not Reported