

# Part 573 Safety Recall Report

# 23V-120

**Manufacturer Name :** Navistar, Inc.

**Submission Date :** FEB 23, 2023

**NHTSA Recall No. :** 23V-120

**Manufacturer Recall No. :** 23504



## Manufacturer Information :

**Manufacturer Name :** Navistar, Inc.

**Address :** 2701 Navistar Drive

Lisle IL 60532

**Company phone :** 331-332-1590

## Population :

**Number of potentially involved :** 27,972

**Estimated percentage with defect :** 100 %

## Vehicle Information :

**Vehicle 1 :** 2022-2024 International HV

**Vehicle Type :** BUSES, MEDIUM & HEAVY VEHICLES

**Body Style :** OTHER

**Power Train :** DIESEL

- Descriptive Information :**
- The suspect population is identified by models built with Cummins 2021 EPA B6.7 or Cummins 2021 EPA L9 diesel engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for Power Takeoff (PTO); Electronic, Stationary Pre-Set, Two Speed Settings).
  - The inclusive dates of manufacturing were determined by when 12VXT or 12VXU programming did not have PTO neutral interlock enabled in the powertrain database through the date the programming was corrected in production.
  - The vehicles in the suspect population were built with feature code 12VXT or 12VXU during the inclusive dates of manufacture and any similar vehicles not subject to this notification were not.  
There are 6,093 HV series trucks in the suspect population.

**Production Dates :** JAN 08, 2021 - FEB 08, 2023

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

Vehicle 2 : 2022-2024 International MV  
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES  
Body Style : OTHER  
Power Train : DIESEL

Descriptive Information : • The suspect population is identified by models built with Cummins 2021 EPA B6.7 or Cummins 2021 EPA L9 diesel engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for Power Takeoff (PTO); Electronic, Stationary Pre-Set, Two Speed Settings).

• The inclusive dates of manufacturing were determined by when 12VXT or 12VXU programming did not have PTO neutral interlock enabled in the powertrain database through the date the programming was corrected in production.

• The vehicles in the suspect population were built with feature code 12VXT or 12VXU during the inclusive dates of manufacture and any similar vehicles not subject to this notification were not.  
There are 21,710 MV series trucks in the suspect population.

Production Dates : AUG 01, 2021 - FEB 10, 2023

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 3 : 2022-2023 IC Bus TC commercial bus  
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES  
Body Style : OTHER  
Power Train : DIESEL

Descriptive Information : • The suspect population is identified by models built with Cummins 2021 EPA B6.7 or Cummins 2021 EPA L9 diesel engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for Power Takeoff (PTO); Electronic, Stationary Pre-Set, Two Speed Settings).

• The inclusive dates of manufacturing were determined by when 12VXT or 12VXU programming did not have PTO neutral interlock enabled in the powertrain database through the date the programming was corrected in production.

• The vehicles in the suspect population were built with feature code 12VXT or 12VXU during the inclusive dates of manufacture and any similar vehicles not subject to this notification were not.  
There are 169 TC commercial buses in the suspect population.

Production Dates : MAR 30, 2021 - JUN 10, 2022

VIN Range 1 : Begin : NR End : NR  Not sequential

**Description of Defect :**

Description of the Defect : When the parking brake is applied with the automatic transmission still in drive or reverse and the stationary PTO switch or stationary engine ramp switch is engaged by the operator, the engine RPM will ramp up. Because the neutral interlock is disabled, the vehicle is still in gear may overcome the parking brake possibly resulting in unexpected vehicle movement.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Vehicle movement resulting from engine rpm ramp up with the automatic transmission in gear and the parking brake applied could result in property damage or personal injury.

Description of the Cause : The 12VXT or 12VXU programming did not have PTO neutral interlock enabled in the powertrain database.

Identification of Any Warning that can Occur : None

**Involved Components :**

Component Name 1 : Engine Control Module Programming

Component Description : Engine Programming Parameter settings

Component Part Number : None

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

- 01/26/2023 – Navistar Field Service receives communication from a customer that one vehicle had an incorrect parameter setting similar to previous recall 20V-810 (20510).
- 01/31/2023 – Navistar Field Service visits customer location and inspects vehicles. From those inspections it was determined the 12VXT or 12VXU programming with Cummins 2021 EPA L9 diesel engines did not have PTO neutral interlock enabled in the powertrain database.

- 02/07/2023 – Navistar Compliance, Field Service and Engineering meet to determine potential root cause and the impact to International and IC bus products.
- 02/09/2023 – Navistar manufacturing quarantines vehicles with Cummins 2021 EPA L9 diesel engines at all assembly plants and updates the Power Train Data Base to enable the 12VXT or 12VXU PTO neutral interlock in the powertrain database.
- 02/10/2023 – After further investigation, Navistar determines the issue exists in vehicles built with Cummins 2021 EPA B6.7 diesel engines as well.
- 02/11/2023 – Navistar Manufacturing quarantines vehicles built with Cummins 2021 EPA B6.7 diesel engines at all assembly plants.
- 02/16/2023 – Navistar finalizes the suspect population and declares a Safety Recall.

## Description of Remedy :

Description of Remedy Program :

- The remedy will involve updating the parameters in the Cummins' ECM for feature codes 12VXT or 12VXU that enables the PTO neutral interlock.
- 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 updated software parameter has the PTO neutral interlock enabled and the previous calibration did not.

Identify How/When Recall Condition was Corrected in Production : 02/09/2023 – Navistar manufacturing updates the Power Train Data Base to enable the 12VXT or 12VXU PTO neutral interlock in the powertrain database.

## Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and Dealer notification letters will be mailed by 04/24/2023.

Planned Dealer Notification Date : APR 24, 2023 - APR 24, 2023

Planned Owner Notification Date : APR 24, 2023 - APR 24, 2023

\* NR - Not Reported