Manufacturer Name :	Navistar, Inc.
Submission Date :	JUN 02, 2023
NHTSA Recall No. :	23V-248
Manufacturer Recall No. :	23510

Manufacturer Information :

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

Vehicle Information :

	2017-2019 Intern BUSES, MEDIUM			
Power Train :				
Descriptive Information :	 The suspective of the suspective of Power Distribution of Power Distribution of the subject to this restrict the subject to this restrict of the subject to this restrict of the subject to the subject to	ing/Air Conditi sive dates of m tribution Cente motor circuit th rect high curren cles in the suspe terminal in HV call were built w C blower motor	is identified by models equipped oning (HVAC) system. anufacture were determined by r (PDC) main cab harness with le rough when Navistar began use nt terminal in HVAC blower mote ect population were built with PI AC blower motor circuit and all with PDC main cab harness with circuit. crucks in the suspect population.	when Navistar began ow current terminal of PDC main cab or circuit. DC main cab harness similar vehicles not correct high current
Production Dates :				
		ND		
VIN Range 1:	Begin :	NR	End: NR	Not sequential
VIN Range 1 :	Begin :	NK	End: NR	☐ Not sequential



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Number of potentially involved : 42,054 Estimated percentage with defect : 100 %

Population :

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		ernational DuraS M & HEAVY VEH			
Body Style :			ICLLS		
Power Train :	DIESEL				
Descriptive Information :	Heating/Ventil • The inc use of Power D in HVAC blower harness with c • The vel with low currer subject to this terminal in HV	lating/Air Condit clusive dates of m Distribution Cente er motor circuit the orrect high curre hicles in the susp nt terminal in HV recall were built AC blower motor	ioning (nanufact er (PDC) hrough ent term ect pop /AC blow with PD c circuit.	ture were determined by w) main cab harness with lo when Navistar began use (inal in HVAC blower moto ulation were built with PE wer motor circuit and all s OC main cab harness with (vhen Navistar begar w current terminal of PDC main cab r circuit. OC main cab harness imilar vehicles not correct high current
Production Dates :	NOV 28, 2016	- DEC 20, 2019			
VIN Range 1:	Begin :	NR	End :	NR	Not sequential
Body Style : Power Train : Descriptive Information : Production Dates :	DIESEL • The sus Heating/Ventil • The ind use of Power D in HVAC blower harness with c • The vel with low currer subject to this terminal in HW There are 8,51 JAN 19, 2016 -	lating/Air Condit clusive dates of m Distribution Cente er motor circuit th orrect high curre hicles in the susp nt terminal in HV recall were built AC blower motor 2 WorkStar mod DEC 04, 2019	ioning (nanufact er (PDC) hrough ent term pect pop /AC blow with PD c circuit. el truck	ture were determined by w) main cab harness with lo when Navistar began use of inal in HVAC blower moto ulation were built with PE wer motor circuit and all s OC main cab harness with of s in the suspect population	vhen Navistar begar w current terminal of PDC main cab r circuit. OC main cab harness imilar vehicles not correct high current
VIN Range 1:	Begin :	NR	End :	NR	Not sequential

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Vehicle 4:	2016-2017 Int	ternational TranS	tar		
• •		JM & HEAVY VEH	ICLES		
Body Style :					
Power Train :			••••	· C	· · · · · · · · · · · · · · · · · · ·
Descriptive Information :	Heating/Venti • The induse of Power I in HVAC blower harness with c • The very with low currer subject to this terminal in HV	lating/Air Condit clusive dates of n Distribution Cente er motor circuit t correct high curre hicles in the susp ent terminal in HV recall were built /AC blower motor	ioning (nanufact er (PDC) hrough ent term pect pop /AC blow with PE r circuit	ture were determined by w) main cab harness with lo when Navistar began use of inal in HVAC blower moto ulation were built with PE wer motor circuit and all s OC main cab harness with o	vhen Navistar begar w current terminal of PDC main cab r circuit. IC main cab harness imilar vehicles not
Production Dates :					
VIN Range 1:	Begin :	NR	End :	NR	Not sequential
Body Style : Power Train : Descriptive Information : Production Dates :	DIESEL • The su Heating/Venti • The indust use of Power I in HVAC blowed harness with co • The very with low current subject to this terminal in HW There are 134	lating/Air Condit clusive dates of n Distribution Cente er motor circuit t correct high curre hicles in the susp ent terminal in HV recall were built /AC blower motor HC Commercial	ioning (nanufact er (PDC) hrough ent term pect pop /AC blov with PE r circuit	ture were determined by w main cab harness with lo when Navistar began use of inal in HVAC blower moto ulation were built with PD wer motor circuit and all s OC main cab harness with o	vhen Navistar begar w current terminal of PDC main cab r circuit. IC main cab harness imilar vehicles not
VIN Range 1:		NR	End:	NR	Not sequential

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Vehicle 6:	2017-2019 International I	LoneStar	
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES		
Body Style :			
Power Train :	DIESEL		
Descriptive Information :	 Heating/Ventilating/Air C The inclusive dates use of Power Distribution terminal in HVAC blower r cab harness with correct h The vehicles in the with low current terminal subject to this recall were terminal in HVAC blower r 	onditioning (HVAC) system. s of manufacture were detern Module (PDM) (R1) main cal notor circuit through when I nigh current terminal in HVA e suspect population were bu in HVAC blower motor circu built with PDC main cab har notor circuit.	Navistar began use of PDC main C blower motor circuit. A with PDC main cab harness A and all similar vehicles not ness with correct high current
	There are 194 LoneStar tr	ucks in the suspect population	on
	JAN 13, 2016 - FEB 08, 201		_
VIN Range 1:	Begin : NR	End: NR	Not sequential
-		or circuit on the load side of	
Description of Defect : Description of the Defe	PDM may have been as continuous electrical continuous electrical continuous and the plast and cause subsequent	or circuit on the load side of sembled with a wire termina urrent load requirement. Thi tic material of the terminal b thermal damage of the surro	al that does not meet the is can cause over-heating lock for the HVAC circuit
Description of the Defe	PDM may have been as continuous electrical continuous electrical continuous electrical continues that may melt the plast and cause subsequent or dash panels.	sembled with a wire termina urrent load requirement. Thi tic material of the terminal b	al that does not meet the is can cause over-heating lock for the HVAC circuit
Description of the Defe FMVSS	 PDM may have been as continuous electrical or that may melt the plast and cause subsequent or dash panels. 1 : NR 	sembled with a wire termina urrent load requirement. Thi tic material of the terminal b	al that does not meet the is can cause over-heating lock for the HVAC circuit
Description of the Defe FMVSS	 PDM may have been as continuous electrical critical criti	sembled with a wire termina urrent load requirement. Thi tic material of the terminal b	al that does not meet the is can cause over-heating lock for the HVAC circuit unding area of the PDM and us electrical current load cause a fire that may
Description of the Defe FMVSS FMVSS	 PDM may have been as continuous electrical critical criti	sembled with a wire termina urrent load requirement. This ic material of the terminal b thermal damage of the surro AC blower motor circuit can age to the vehicle and/or per se the Navistar specified wire cuit. A terminal which fit phy- et the continuous electrical of	al that does not meet the is can cause over-heating lock for the HVAC circuit unding area of the PDM and as electrical current load cause a fire that may rsonal injury or death to e terminal for the HVAC sically into the terminal current load requirement upplier's system it indicated the same style and for the count the continuous

The information contained in this report was submitted pursuant to 49 CFR \$573

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Involved Components :

Component Name 1 : Wire terminal

Component Description : Terminal, Electrical, Cable

Component Part Number: 3536590C1

Supplier Identification :

Component Manufacturer

Name :MSSL Wiring System Inc. (MSSL)Address :Prolongación Isidro
Lopez Zertuche # 1950 Colonia Capellania Ramos Arizpe Coahuila, CP Foreign States 25900Country :Mexico

Chronology :

The chronology exceeds the 2000-character limit and will be submitted as a miscellaneous document.

Description of Remedy Program :	 The remedy will involve replacing the HVAC blower motor load circuit wiring terminal with correct terminal pigtail that meets the continuous electrical current load requirement and all fuse blocks found with thermal damage. 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.
	The remedy wire terminal meets the continuous electrical current load requirement where the recalled wire terminal does not.
Identify How/When Recall Condition was Corrected in Production :	01/06/2020 – Navistar begins use of a redesigned PDM cab harness assembly.
Recall Schedule :	
Description of Recall Schedule :	It is estimated that the Customer and Dealer notification letters will be mailed by $06/05/2023$.
Planned Dealer Notification Date :	5

The information contained in this report was submitted pursuant to 49 CFR §573

Planned Owner Notification Date : JUN 05, 2023 - JUN 05, 2023

* NR - Not Reported

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