Part 573 Safety Recall Report 23V-248

Manufacturer Name : Navistar, Inc.
Submission Date : APR 06, 2023
NHTSA Recall No. : 23V-248
Manufacturer Recall No. : 23510

NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Manufacturer Information :

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

Population :

Number of potentially involved : 44,887
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2016-2020 International DuraStar
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information :
- The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system.
- The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit.
- The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit.

There are 32,692 DuraStar model trucks in the suspect population

Production Dates : SEP 03, 2015 - DEC 20, 2019
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 :	2016-2020 International WorkStar
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There are 12,028 WorkStar model trucks in the suspect population.
Production Dates :	SEP 02, 2015 - NOV 28, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 3 :	2017-2018 International TranStar
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There are 157 TranStar model trucks in the suspect population.
Production Dates :	JAN 19, 2016 - JUL 06, 2017
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 4 :	2018-2018 International ProStar
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There are 4 ProStar model trucks in the suspect population.
Production Dates :	MAY 03, 2017 - AUG 10, 2017
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 5 :	2020-2020 International HV
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There are 3 HV series trucks in the suspect population.
Production Dates :	FEB 08, 2019 - FEB 08, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 6 :	2020-2020 International MV
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models equipped with factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There are 2 MV series trucks in the suspect population.
Production Dates :	AUG 14, 2019 - OCT 09, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 7 :	2018-2018 IC Bus HC 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 factory installed Heating/Ventilating/Air Conditioning (HVAC) system. • The inclusive dates of manufacture were determined by when Navistar began use of Power Distribution Center (PDC) main cab harness with low current terminal in HVAC blower motor circuit through when Navistar began use of PDC main cab harness with correct high current terminal in HVAC blower motor circuit. • The vehicles in the suspect population were built with PDC main cab harness with low current terminal in HVAC blower motor circuit and all similar vehicles not subject to this recall were built with PDC main cab harness with correct high current terminal in HVAC blower motor circuit. There is one HC commercial bus in the suspect population.
Production Dates :	JUN 29, 2017 - JUN 29, 2017
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	The HVAC blower motor circuit on the load side of the circuit breaker in the PDM may have been assembled with a wire terminal that does not meet the continuous electrical current load requirement. This can cause over-heating that may melt the plastic material of the terminal block for the HVAC circuit and cause subsequent thermal damage of the surrounding area of the PDM and or dash panels.

FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	A wiring terminal that does not meet the continuous electrical current load requirement of the HVAC blower motor circuit can cause a thermal event that may result in property damage to the vehicle and/or personal injury or death to the vehicle operator.
Description of the Cause :	The supplier did not use the Navistar specified wire terminal for the HVAC blower motor load circuit. A terminal which fit physically into the terminal block but could not meet the continuous electrical current load requirement was substituted to a different part number. In the supplier's system it indicated that both part numbers could be used as they were the same style and for the same gauge wire. The supplier did not take into account the continuous amperage load capability required of the HVAC blower motor circuit.
Identification of Any Warning that can Occur :	None.

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 25900
Country :	Mexico

Chronology :

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

Description of Remedy :

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.
How Remedy Component Differs from Recalled Component :	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 :	JUN 05, 2023 - JUN 05, 2023
Planned Owner Notification Date :	JUN 05, 2023 - JUN 05, 2023

* NR - Not Reported