

Part 573 Safety Recall Report

19V-534

Manufacturer Name : Navistar, Inc.**Submission Date :** JUL 17, 2019**NHTSA Recall No. :** 19V-534**Manufacturer Recall No. :** 19512**Manufacturer Information :**

Manufacturer Name : Navistar, Inc.

Address : 2701 Navistar Drive

Lisle IL 60532

Company phone : 331-332-1590

Population :

Number of potentially involved : 16

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2020-2020 IC Bus CE

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : School buses; 29 to 77 passengers and built with PSI gasoline engine and C7 Body Control Module (BCM).

suspect population is identified by models equipped with PSI gasoline engine and C7 BCM.

The inclusive dates of manufacture were determined by when the C7 BCM went into production and when the issue was contained in manufacturing.

There are 16 CE models in the suspect population

Production Dates : APR 24, 2019 - MAY 02, 2019

VIN Range 1 : Begin : NR End : NR

 Not sequential**Description of Defect :**

Description of the Defect : An overload condition in the BCM from the starter solenoid may cause damage to the starter crank output circuit of the BCM resulting in an unintended command to crank the engine when the ignition key is in the run position and the transmission is in the park or neutral position.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the ignition is in the run position during servicing, the engine could start while someone is working in the engine compartment which could result in personal injury.

Description of the Cause : The starter on the PSI engine is supplied as part of the engine and does not have a starter with an isolating component such as an IMS.

Identification of Any Warning that can Occur : None

Supplier Identification :

Component Manufacturer

Name : N/A

Address : NR

NR

Country : NR

Chronology :

05/01/2019 – Navistar Manufacturing notifies Engineering of an instance where the engine started when the ignition was in the run position.

05/02/2019 – Navistar quarantines suspect vehicles at the plant.

05/03/2019 – Engineering initiates investigation of the issue. The supplier x-rayed the body control module (BCM) and determined that an electrical overload of the starter circuit occurred. This causes the circuit to be active when the key is in the run position when it should only be active in the crank position.

05/13/2019 – Navistar contains the issue in manufacturing by installing an overlay harness that includes a relay and fuse to protect the BCM from the over current condition.

06/5/2019 – Manufacturing reworks all units held in quarantine.

06/25/2019 – Manufacturing determines that 23 units had left the plant before the containment action could be applied.

07/01/2019 – Navistar met to review the issue, including the severity of the issue. It was determined that the prior C6 version of the BCM was more robust and therefore did not need to be included in the suspect population. Requested analysis of all possible scenarios where ignition could be in run position while servicing the vehicle

07/09/2019- Finalized suspect population. Completed analysis of possible engine start situations were a technician could be working in the engine compartment if the key was in the run position.

07/10/2019 – Navistar declares a Safety Recall.

Description of Remedy :

Description of Remedy Program : The remedy will involve installation of an overlay harness and relay to provide electrical power to the starter solenoid.

Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 10/03/2018, applies and reimbursement instructions will be included in the customer notification.

How Remedy Component Differs from Recalled Component : The remedy incorporates the use of a relay to provide power to the starter solenoid where the recalled assembly provided electrical power to the starter solenoid directly from the BCM.

Identify How/When Recall Condition was Corrected in Production : 05/13/2019 – Navistar corrected the condition with installation of a relay to provide electrical power to the starter solenoid.

Recall Schedule :

Description of Recall Schedule : It is estimated that the Customer and Dealer notification letters will be mailed by 09/13/2019.

Planned Dealer Notification Date : SEP 13, 2019 - SEP 13, 2019

Planned Owner Notification Date : SEP 13, 2019 - SEP 13, 2019

* NR - Not Reported