Manufacturer Name :	Navistar, Inc.
Submission Date :	APR 06, 2023
<b>NHTSA Recall No. :</b>	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 :

DIESEL			
Heating/Ventilat • The inclu use of Power Dis- in HVAC blower harness with con • The vehi with low current subject to this re- terminal in HVA	ting/Air Condit usive dates of n stribution Cente motor circuit t rrect high curre cles in the susp t terminal in Hy ecall were built C blower motor	ioning (HVAC) system. nanufacture were determine er (PDC) main cab harness w hrough when Navistar bega ent terminal in HVAC blower bect population were built w VAC blower motor circuit ar with PDC main cab harness r circuit.	ed by when Navistar began with low current terminal n use of PDC main cab r motor circuit. with PDC main cab harness ad all similar vehicles not with correct high current
	NR	End: NR	□ Not sequential
	<ul> <li>OTHER</li> <li>DIESEL</li> <li>The susp Heating/Ventila</li> <li>The incluse of Power Diss in HVAC blower harness with content with low current subject to this reater terminal in HVA There are 32,69</li> </ul>	<ul> <li>OTHER</li> <li>DIESEL</li> <li>The suspect population Heating/Ventilating/Air Condit</li> <li>The inclusive dates of n use of Power Distribution Center in HVAC blower motor circuit th harness with correct high currer</li> <li>The vehicles in the susp with low current terminal in HV subject to this recall were built terminal in HVAC blower motor There are 32,692 DuraStar mode</li> <li>SEP 03, 2015 - DEC 20, 2019</li> </ul>	<ul> <li>DIESEL</li> <li>The suspect population is identified by models equination (HVAC) system.</li> <li>The inclusive dates of manufacture were determined use of Power Distribution Center (PDC) main cab harness with correct high current terminal in HVAC blower</li> <li>The vehicles in the suspect population were built with low current terminal in HVAC blower motor circuit are subject to this recall were built with PDC main cab harness terminal in HVAC blower motor circuit.</li> <li>There are 32,692 DuraStar model trucks in the suspect population were subject to the suspect population were built with suspect population were built with PDC main cab harness terminal in HVAC blower motor circuit.</li> </ul>



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

**Population :** 



23V-248

Vehicle 2:	2016-2020 Int	ernational Work	Star		
Vehicle Type :	BUSES, MEDIU	M & HEAVY VEH	ICLES		
Body Style :					
Power Train :					
Power Train : Descriptive Information :	The sustential of the sus	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) nrough v nt term ect pop /AC blov with PD	ure were determined by w main cab harness with low when Navistar began use of inal in HVAC blower motor ulation were built with PD wer motor circuit and all si of main cab harness with c	when Navistar began w current terminal of PDC main cab r circuit. C main cab harness milar vehicles not orrect high current
Production Dates :				I I I I I I I I I I I I I I I I I I I	
VIN Range 1:1		NR	End :	NR	□ Not sequential
Vehicle Type : Body Style : Power Train : Descriptive Information :	BUSES, MEDIU OTHER DIESEL • The sus Heating/Ventil • The ind use of Power D in HVAC blowe harness with c • The vel with low curre subject to this terminal in HV There are 157	lating/Air Condit clusive dates of m distribution Center or motor circuit the orrect high current hicles in the susp nt terminal in HV recall were built AC blower motor TranStar model to	ICLES is ident ioning ( anufact er (PDC) nrough nt term ect pop /AC blow with PD	ure were determined by w main cab harness with low when Navistar began use c inal in HVAC blower moto ulation were built with PD wer motor circuit and all si of main cab harness with c	when Navistar began w current terminal of PDC main cab r circuit. C main cab harness milar vehicles not
Production Dates :					
VIN Domgo 1.	Begin :	NR	End :	NR	Not sequential

		ternational ProSt			
		UM & HEAVY VEH	ICLES		
Body Style : Power Train :					
Descriptive Information :		uspect population	is identifi	ed by models equipped v	vith factory installe
	Heating/Vent	ilating/Air Condit	tioning (HV	VAC) system.	, , , , , , , , , , , , , , , , , , ,
				e were determined by w nain cab harness with lov	
				ien Navistar began use o	
				al in HVAC blower motor	
				ation were built with PD er motor circuit and all si	
				main cab harness with c	orrect high current
		VAC blower moto roStar model truc		uspect population.	
Production Dates :			ks in the s	uspeet population.	
VIN Range 1:		NR	End: N	R	Not sequential
Vehicle 5:	2020-2020 In	ternational HV			
		UM & HEAVY VEH	ICLES		
Body Style : Power Train :					
Descriptive Information :		spect population	is identifi	ed by models equipped v	vith factory installe
	Heating/Vent	ilating/Air Condit	tioning (HV	VAC) system.	·
				e were determined by w nain cab harness with lov	
				ien Navistar began use o	
	harness with	correct high curre	ent termina	al in HVAC blower motor	<sup>•</sup> circuit.
		-		ation were built with PD er motor circuit and all si	
	subject to this	recall were built	with PDC	main cab harness with c	
		VAC blower moto V series trucks in		ct nonulation	
_			the susper	et population.	
Production Dates :				R	

Vehicle 6 ·	2020-2020	International M	V	
		DIUM & HEAVY V		
Body Style :				
Power Train :				
Descriptive Information :	• The	suspect populat	ion is identified by model	s equipped with factory install
	Heating/Ve • The use of Powe in HVAC blo harness wit • The with low cu subject to th terminal in	ntilating/Air Con inclusive dates of er Distribution Co ower motor circu ch correct high cu vehicles in the s urrent terminal in his recall were bu HVAC blower mo	nditioning (HVAC) system of manufacture were deter enter (PDC) main cab harn it through when Navistar urrent terminal in HVAC b uspect population were b n HVAC blower motor circ uilt with PDC main cab har otor circuit.	rmined by when Navistar bega ness with low current terminal began use of PDC main cab lower motor circuit. uilt with PDC main cab harness uit and all similar vehicles not rness with correct high curren
Droduction Dotos			s in the suspect population	11.
Production Dates :		19-001 09, 201 NR	End: NR	Not sequentia
VIN Range 1:	Degiii.	INIC	LIIU. INK	☐ Not sequentia
Power Train : Descriptive Information :	<ul> <li>The Heating/Ve</li> <li>The use of Power in HVAC blocharness with</li> <li>The with low cu subject to the terminal in the second second</li></ul>	ntilating/Air Con inclusive dates of er Distribution Co ower motor circu ch correct high cu vehicles in the s urrent terminal in his recall were bu HVAC blower mo	nditioning (HVAC) system of manufacture were deter enter (PDC) main cab harn it through when Navistar urrent terminal in HVAC b uspect population were b n HVAC blower motor circ uilt with PDC main cab har	rmined by when Navistar bega ness with low current terminal began use of PDC main cab lower motor circuit. uilt with PDC main cab harness uit and all similar vehicles not rness with correct high current
Production Dates :			bus in the suspect popula	ation.
Production Dates : VIN Range 1 :	JUN 29, 201			Tion.

FMVSS 1 : FMVSS 2 :	
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.

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

### **Description of Remedy :**

Description of Remedy Program :	<ul> <li>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.</li> <li>Navistar's plan for reimbursement of pre-notification remedies, on file with NHTSA and dated 05/06/2022, applies and reimbursement</li> </ul>
	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.
dentify 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

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