Part 573 Safety Recall Report 20V-810

Manufacturer Name : Navistar, Inc.
Submission Date : DEC 23, 2020
NHTSA Recall No. : 20V-810
Manufacturer Recall No. : 20510

Manufacturer Information :

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

Population :

Number of potentially involved : 17,213
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2019-2021 International MV
Vehicle Type :
Body Style :
Power Train : NR
Descriptive Information : • The suspect population is identified by models built with Cummins 2013 EPA ISL and ISB engines and 2017 EPA ISB engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for PTO; Electronic, Stationary Pre-Set, Two Speed Settings).
• The inclusive dates of manufacture were determined by when feature codes 12VXT and 12VXU went into production through the date the issue was contained in manufacturing.
• The vehicles in the suspect population were built with feature code 12VXT or 12VXU and any similar vehicles not subject to this notification were not.
There are 5,773 MV series trucks in the suspect population.
Production Dates : DEC 04, 2017 - NOV 12, 2020
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 :	2020-2021 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 2013 EPA ISL and ISB engines and 2017 EPA ISB engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for PTO; Electronic, Stationary Pre-Set, Two Speed Settings). • The inclusive dates of manufacture were determined by when feature codes 12VXT and 12VXU went into production through the date the issue was contained in manufacturing. • The vehicles in the suspect population were built with feature code 12VXT or 12VXU and any similar vehicles not subject to this notification were not. There are 463 HV series trucks in the suspect population
Production Dates :	MAY 01, 2019 - NOV 09, 2020
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 3 :	2014-2020 International DuraStar
Vehicle Type :	
Body Style :	
Power Train :	NR
Descriptive Information :	• The suspect population is identified by models built with Cummins 2013 EPA ISL and ISB engines and 2017 EPA ISB engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for PTO; Electronic, Stationary Pre-Set, Two Speed Settings). • The inclusive dates of manufacture were determined by when feature codes 12VXT and 12VXU went into production through the date the issue was contained in manufacturing. • The vehicles in the suspect population were built with feature code 12VXT or 12VXU and any similar vehicles not subject to this notification were not. There are 9,250 DuraStar model trucks in the suspect population.
Production Dates :	OCT 08, 2013 - AUG 16, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 4 :	2015-2018 International WorkStar
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	• The suspect population is identified by models built with Cummins 2013 EPA ISL and ISB engines and 2017 EPA ISB engines, with certain Allison transmissions and either feature code 12VXT (Engine Speed Control; Electronic, Stationary, Variable Speed) or 12VXU (Engine Speed Control for PTO; Electronic, Stationary Pre-Set, Two Speed Settings). • The inclusive dates of manufacture were determined by when feature codes 12VXT and 12VXU went into production through the date the issue was contained in manufacturing. • The vehicles in the suspect population were built with feature code 12VXT or 12VXU and any similar vehicles not subject to this notification were not. There are 1,727 WorkStar model trucks in the suspect population.
Production Dates :	DEC 15, 2014 - APR 05, 2017

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

Description of Defect :

Description of the Defect :	Whenthe parking brake is applied and the automatic transmission is still in drive or reverse position and the stationary PTO switch is engaged by the operator, the engine RPM will ramp up and may overcome parking brake hold capability resulting in possible 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 Electronic Control Module (ECM) Calibration
Component Description :	ECM calibration software
Component Part Number :	N/A

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

• 08/28/2020 – Navistar Compliance receives notification from the field that a vehicle built with a 2013 EPA Cummins ISL engine experienced slight vehicle movement when they increased engine rpm with the steering wheel PTO switch when the transmission was in gear and the parking brake was applied
• 09/15/2020 –Compliance and Software Programming Engineering meet to understand the extent of the issue and determine next steps.
• 09/22/2020 – Navistar initiates investigation to analyze and understand the issue in vehicles equipped with 2013 EPA Cummins ISL engines.
• 10/01/2020 – Engineering expands investigation to analyze PTO interlock engine parameter settings across all engine platforms.
• 10/28/2020 – Engineering completes analysis of parameter settings and determines that only vehicles with Cummins ISB and ISL engines could be impacted by the parameter setting.
• 11/12/2020 – Navistar corrects the PTO interlock parameter in production. Engineering and Quality review investigation data gathered to date and decides to initiate vehicle testing on 2013 EPA Cummins ISL and ISB engines with various transmission and brake combinations.
• 11/16/2020 through 12/14/2020 – Conducted multiple vehicle tests with different engine, transmission, and brake combinations.
• 12/14/2020 – Compliance, Software Programming, and Brake Engineering review the test results to determine which engine, transmission and brake combinations should be included in the suspect population.
• 12/15/2020 – Navistar determines the final vehicle suspect population.
• 12/17/2020 – Navistar 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 10/03/2018, 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 :	11/12/2020 – Updated software parameter went into production.

Recall Schedule :

Description of Recall Schedule :	It is estimated that the Customer and Dealer notification letters will be mailed by 02/19/2021.
Planned Dealer Notification Date :	FEB 19, 2021 - FEB 19, 2021
Planned Owner Notification Date :	FEB 19, 2021 - FEB 19, 2021

* NR - Not Reported