

Navistar Recall 21505 Chronology of Events

- 8/24/2020 – Navistar’s Field Service first became aware of a possible wrist pin bushing failure that was not detected by the engine software detection system from recall 20V-255.
- 8/31/2020 – Navistar’s Field Service first became aware of a possible wrist pin bushing failure on an A26 engine that occurred outside the recall population included in 20V-255.
- 9/21/2020 – The engine with the undetected failure above was returned and disassembled for analysis. The failure was confirmed to be the wrist pin bushing.
- 10/13/2020 – Navistar engine calibration team first learned of a possible software concern that could be degrading the accuracy of the knock detection signal in the upper gear ranges and began working with the software supplier to investigate the issue and determine next steps.
- 11/16/2020 – Navistar released a calibration update that improved the robustness of the knock detection system for those vehicles with a PTO option.
- 11/16/2020 – The engine with the wrist pin failure outside the recall was returned and torn down and confirmed to have the same bushing failure mode.
- 12/4/2020 – Navistar reviewed knock detection accuracy which was still high; and wrist pin failures outside the 20V-255 recall population which remained low.
- 1/4/2021 – The weekly review of data from release of 20V-255 to this point continued to show few wrist pin failure reports outside the recall population. There were no reports of accidents or injuries to date.
- 1/20/2021 – The engine software coding concern identified on 10/13/20 was revised and released to further improve the knock detection system in the upper gear ranges.
- 2/15/2021 – Review of data from the first of January indicated that the number of wrist pin failures that were occurring on engines outside the recall population began to increase. Still no reports of accidents or injuries to this point in the investigation.
- 3/21/2021 – Review of data from 1/20/2020 software release to current showed a significant increase in knock detection accuracy with this calibration.
- 4/8/2021 – Navistar compliance committee met to review the wrist pin failures outside the original recall population; and the accuracy of the knock detection system released with 20V-255.
- 4/15/2021 – Navistar finalized the suspect vehicle population and declared a safety recall. To date there have been no reports of accidents or injuries related to this condition.