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December 22, 2005

Ron Medford  
Sr. Associate Administrator for Vehicle Safety  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

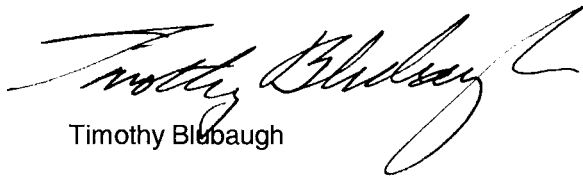
**Re: Defect Information Report – supplemental information  
(FL-451), NHTSA no. 05V-285, ConMet TruTurn Brake Drums**

Mr. Medford:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information to revise the population and description of the defect for this recall.

Please contact me if you have any questions.

Sincerely yours,



Timothy Blubaugh

Cc: Michael Mason, CAL-OSHA  
DOSH, Legal Unit  
10th Floor  
455 Golden Gate Avenue  
San Francisco, CA 94102

Enclosure

Certified Mail Article Number:

7003 2260 0001 3403 3844

**Section 573.6 Non-Compliance Information Report  
FL-451, ConMet TruTurn Brake Drums; NHTSA no. 05V-285  
Supplement No.: 2**

December 22, 2005:

**(c) (1) Manufacturer:** FREIGHTLINER LLC  
P.O. BOX 3849  
Portland, Oregon 97208  
(503) 745-5219

**c)(2) Vehicles identification:**

**Model(s) affected:** Century ST, Columbia, Coronado

**Manufacture Dates:** (revised)

Santiago 8/30-9/01/04, 10/18-10/21/04, 3/23-3/29/05

Portland 9/17-9/21/04, 2/18-3/02/05

Cleveland NC 11/30-12/03/04, 3/10-3/14/05

**Basis for determining population:** The brake drum production dates were defined by ConMet from their investigation and a review of their production records. Manufacturing defects that caused a taper in the drum could be traced to certain production dates.

**Component manufacturer if other than the vehicle manufacturer:**

Consolidated Metco, Inc.

13940 N. Rivergate Blvd.

Portland, OR 97203

**(c)(3) Total number of vehicles potentially affected:** Approximately 950

**(c)(4) Percentage of vehicles estimated to contain the defect:** less than 10% of the vehicles manufactured on the dates listed above.

**(c)(5) Description of the defect:** (revised) The drum mounting flange on ConMet TruTurn brake drum may have been manufactured with a taper from the pilot hole to the barrel of the drum. This taper may cause cracking or fractures of the front hub.

**(c)(6) Chronology of principal events:** (additional information)

On June 3, 2005, Freightliner submitted a Defect Information Report to NHTSA to recall trucks built with ConMet Generation III front hubs identifying potential manufacturing defects in the hub during the start of production.

Prior to sending notifications to customers, additional reports were received of cracked hubs and fractured hubs outside the population originally defined in the Defect Information Report. ConMet retrieved hubs, drums, and wheels from a truck that experienced hub fractures in both the original Generation III front hub and the Generation II Turbo hub that replaced it. The mounting flange on the ConMet TruTurn brake drum was tapered from the center hole to the barrel of the drum. ConMet determined this taper would create excessive mounting strains in the hub above the yield point of the material. Tapered mounting flanges were also found on other trucks that had fractured or cracked other Generation III hubs.

**(c)(8) Estimated Owner Notification Date:** revise to read – February 24, 2006  
**Communications sent to dealers:** revise to read – February 24, 2006