

**MERITOR**

October 14, 2013

Meritor, Inc.
2135 West Maple Road
Troy, Michigan 48084-7121 USA
800-535-5560 Tel

meritor.com

National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590
Attention: Associate Administrator of Enforcement

Re: Defect Information Report relating to Wheel Ends for Drive Axle Housings with ConMet PreSet Plus Hubs, built on consignment for Daimler Truck North America (DTNA), with missing locking snap rings.

Meritor File: C14AA

NHTSA File: Unassigned

Ladies & Gentlemen:

Meritor, Inc. submits this Defect Information Report in accordance with 49 CFR §573.6. The information is presented to correspond to the sub-paragraphs of section §573.6(c).

Information Requested under §573.6(c)(1) Manufacturer Submitting Report:

Meritor, Inc.
2135 West Maple Road
Troy, Michigan 48084-7186

Information Requested under §573.6(c)(2) Identification of Affected Product:

The affected motor vehicle equipment are Wheel Ends for Drive Axles with ConMet PreSet Plus Hubs built on consignment for DTNA between August 2012 and December 2012. Meritor made this determination based on available manufacturing records.

Information Requested under §573.6(c)(3) Potential Affected Vehicle Populations:

Meritor has determined that 82 potentially affected Wheel End assemblies were shipped during the suspect period.

Information Requested under §573.6(c)(4) Percentage of Affected Vehicles:

Meritor has calculated the failure rate on the affected population to be approximately 100% of the above mentioned population.

Information Requested under §573.6(c)(5) Description of Defect or Noncompliance:

The part supplier ConMet changed their process from shipping the locking snap rings mounted on the hub to placing the locking snap rings in a plastic bag. The change in process was not communicated to Meritor. The change in process caused some of the locking snap rings to be missed and not to be installed. The absence of the locking snap ring can cause accelerated spindle wear, premature degradation of the wheel bearing components, premature wheel oil seal leaks, and wheel separation.

Information Requested under §573.6(c)(6) Chronology of Principal Events Leading to Determination of a Safety Recall:

August 6, 2013	DTNA reported that two trucks with ConMet PreSet Plus hubs had the left side rear rear wheels separation while in service.
August 6, 2013	100% wheel end photo inspection at Meritor York facility took place.
August 6, 2013	Verified photos from Wheel Ends produced between August 2012 and December 2012. These dates coincide with a packaging change from ConMet whereby it removed the locking snap ring from the hub sub assembly and placed the locking snap ring in a separate plastic bag.
August 26, 2013	Initiate field investigation to dimension the potential issue.
September 13, 2013	Reviewed the wheel end photos from axles produced January 2013 – coincides with packaging changed back to locking snap rings being received on the hub.
October 14, 2013	Based on field investigation and engineering analysis of condition, determination made to remedy product in field.

Information Requested under §573.6(c)(7) Information Used in Determination of a Noncompliance:

This issue does not impact compliance with a motor vehicle standard.

Information Requested under §573.6(c)(8) Description of Remedy:

Meritor will be contacting the customer by way of a Defect Information Notice with the recommendation that all suspect axle assemblies be inspected for the locking snap ring component presence. In the even that an assembly is found to have the locking snap ring component missing, Meritor will instruct the customer to (TBD).

Meritor is in process of preparing the Notice and accompanying service instructions and will submit that information to NHTSA as soon as available. The following is an approximate schedule for the program:

October 17, 2013	Submit draft copy of the customer communication letter to NHTSA
October 25, 2013	Complete notification to affected OEM customer

In addition, Meritor has determined that, to the extent any of the potentially affected axles were remedied prior to this notification, it occurred at no expense to vehicle owners and

through Meritor's warranty system. Therefore, Meritor does not believe that a general pre-notification reimbursement remedy program is required.

We trust that the information provided in this document is fully responsive to the requirements of 49 CFR §573.5. All additions or modifications to any of the information given will be reported promptly to NHTSA. Any questions with respect to the information provided should be directed to the undersigned.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Christine Wright', with a stylized flourish at the end.

Christine Wright
North America Regional Quality and PSAC Project Manager
Meritor, Inc.