

14E-019  
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April 28, 2014

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 DTNA, with missing locking snap rings. These are additional units to a previous submission under NHTSA File 13E-054/13V-538.

Meritor File: C14AA  
DNTA File: FL653

NHTSA File: Unassigned

Ladies and 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 48064-7186**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 73 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:**

|                |                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| April 10, 2014 | DTNA reported that one truck with ConMet PreSet Plus hubs had a loose Wheel End. Upon inspection it was found to be missing the locking snap ring.                                                                                                                                                                                                                                                   |
| April 11, 2014 | Review of photo of Wheel End and found that the locking snap ring was missing from the photo.                                                                                                                                                                                                                                                                                                        |
| April 22, 2014 | Completed reverification of all 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. It was determined that 73 additional units were deemed to be missing the lock washer or inconclusive. |

**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 event 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:

|             |                                                                 |
|-------------|-----------------------------------------------------------------|
| May 2, 2014 | Submit draft copy of the customer communication letter to NHTSA |
|-------------|-----------------------------------------------------------------|

|             |                                                |
|-------------|------------------------------------------------|
| May 9, 2014 | 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 blue ink that reads "Christine Wright". The signature is written in a cursive, flowing style.

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