

AMENDED PART 573 DEFECT INFORMATION REPORT**Hayes Lemmerz International – Commercial Highway, Inc.****January 18, 2013 (amends November 1, 2012 Report)**

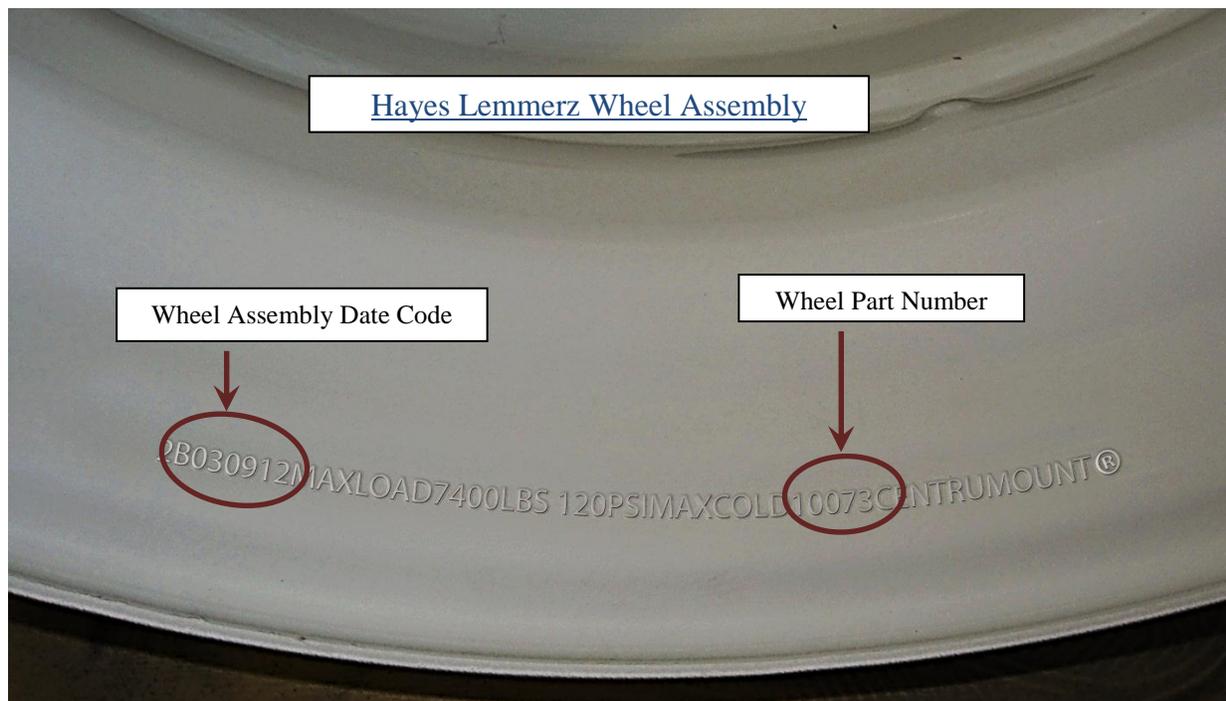
Hayes Lemmerz International – Commercial Highway, Inc. (“Hayes Lemmerz”) has determined that a defect related to motor vehicle safety may exist in certain Model 10073 steel wheels manufactured by Hayes Lemmerz. These wheels are intended for installation on various commercial highway vehicles (highway tractor, truck, bus and trailer applications).

The following information is submitted in accordance with 49 CFR Part 573.6, and amends/supersedes the information provided in the November 1, 2012 report.

1. Product Identification and Customer Channels.

This notice involves Model 10073 steel wheels with date codes A030912 and B030912. These wheels were manufactured in Hayes Lemmerz’s Akron, Ohio plant. A list of affected OEM customers is provided in Attachment 1. These wheels were also shipped to two distributors (Fleetpride and Maintenance Plus) for resale to one end user fleet.

The location of the wheel assembly date code is indicated in the photograph below:



This recall involves a total of 732 wheels, which represents the number of subject wheels sold to OEM and distributor/replacement customers. The affected production range was determined based upon an analysis of plant records and the results of testing.

2. Percentage Estimated to Contain the Defect.

At this time, Hayes Lemmerz cannot estimate the percentage of wheels within the stated population that actually contain the defect, but the company is recalling 100 percent of the subject population.

3. Description of Defect.

A production issue resulted in reduced weld fusion between the disc and rim. As a consequence, these wheels may be susceptible to separation of the disc from the rim component. If such a failure occurs, the vehicle may experience shimmy or vibration in the steering wheel and the vehicle may become difficult to steer. Other evidence of the defect could be a rattling sound from the front of the vehicle. The separated wheel components could damage the adjacent wheel end, suspension or body panel components, which may increase the risk of a vehicle crash.

4. Chronology of Events.

On October 15, 2012, Hayes Lemmerz received a report from a fleet (UPS) regarding a failure of a Model 10073 wheel. The report indicated that the wheel disk separated from the rim on a steer axle of a truck-tractor. On October 17, 2012, UPS reported a second failure of a Model 10073 wheel, similar to the failure reported on October 15. No accidents, injuries or property damage were reported with respect to these incidents. Both of these wheels were manufactured at Hayes Lemmerz's Akron plant on March 9, 2012.

On October 17, 2012, Hayes Lemmerz retrieved the wheels from the UPS facility and immediately proceeded to conduct an analysis of plant records and testing to determine the possible root cause(s) of these failures and scope of the issue.

Representatives of Hayes Lemmerz met with NHTSA's Office of Defect Investigation on October 24, 2012 to discuss the company's test results. Hayes Lemmerz advised ODI that, based upon Hayes Lemmerz's testing and analysis to date, the company intended to commence a recall of the wheels identified in the November 1, 2012 defect notice, but that the company would continue to perform root cause analysis and testing.

Additional testing was performed on the Model 10073 (10 hand holes) and Model 90262 (5 hand holes). (There were no returns of the Model 90541 (2 hand holes) and, consequently, no testing was done on those parts.) Tests were performed to industry (SAE J267) standards using wheels from the suspect date codes and samples that exhibited reduced weld fusion similar to that observed in the field returns, with the following results: (1) all Model 90262s tested by Hayes Lemmerz passed industry standards; (2) not all Model 10073s tested passed industry standards. Due to the additional hand holes, the design of the 10073 wheel results in a reduction in the stiffness of the disc component, as compared to the Model 90262 and 90541 wheels. The reduced stiffness increases the stress in the weld joint in the 10073, allowing for potential premature fracture in the event of reduced weld fusion. Hayes Lemmerz shared its findings with NHTSA staff on January 15, 2013.

Based upon the additional analysis and testing, Hayes Lemmerz has revised its safety defect determination and decided to recall only the Model 10073 wheels with the above-identified date codes. Furthermore, Hayes Lemmerz has decided to recall all such wheels, regardless of vehicle application.

To date, Hayes Lemmerz is not aware of any accidents, injuries or fatalities related to this issue.

5. Remedy Program.

Hayes Lemmerz will notify affected OEM customers and distributors of this determination and will offer to replace the subject wheels in their inventory and on customers' vehicles free of charge.

6. Part 577 Customer/Owner Notifications.

Hayes Lemmerz will notify its direct customers within five business days and will work with these customers to identify and contact affected owners to advise them of this recall and arrange to have the remedy performed free of charge. The timing of vehicle owner notification will be determined by each customer. A draft Part 577 Owner Letter will be submitted.

As required by 49 CFR 573.6(c)(10), representative copies of any additional dealer/OEM communications related to this recall will be provided within five business days after they are sent.

7. Pre-Notification Remedy Reimbursement.

Pursuant to 49 CFR §577.11(e), Hayes Lemmerz requests that it be exempt from providing notification of a reimbursement plan. Any pre-notification product failure would have been replaced under the manufacturer's limited warranty. Accordingly, no person would be eligible for reimbursement pursuant to §573.13.

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Attachment 1 to Amended Part 573 Defect Information Report

January 18, 2013

Hayes Lemmerz International – Commercial Highway, Inc.

List of OEM Customers

<i>Customer</i>	<i>Contact Name</i>	<i>Contact Email</i>	<i>Contact Address</i>
Kentucky Trailer (TWAY R C Co.)	Robert Headrick	rheadrick@kytrailer.com	7201 Logistics Drive Louisville, KY 40258
VOLVO/MACK	Timothy Lafon	timothy.lafon@volvo.com	7900 National Service Drive Greensboro, NC 27409