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April 29, 2003

Richard Boyd, Chief
Medium & Heavy Duty Truck Division
Office of Defects Investigation
Safety Assurance
National Highway Transportation and Safety
Administration
400 Seventh Street, S.W.
Washington, DC 20590

Re: Information Request to SKF USA ("SKF") Inc.
PE02-088

Dear Mr. Boyd:

Accompanying this letter are two boxes containing the amended submissions of SKF in response to NHTSA information request PE02-088.

SKF submitted to NHTSA its initial response to the inquiry on January 31, 2003. That submission consisted of two copies of non-confidential documents and two copies of documents designated confidential. By letter to Sharon Vaughn-Fair, Esquire, dated April 1, 2003, SKF withdrew the January 31 submission and advised the Office of Chief Counsel of its intention to resubmit its response. Box 1 of this mailing contains SKF's amended submission. The box contains two copies of responsive non-confidential documents and two copies of documents designated confidential. A "CONFIDENTIAL" stamp at the top of a page with markings indicates that the contents of the page, in their entirety, are confidential. If only a portion of a page is confidential, that portion is boxed in black and shaded.

On March 21, 2003, SKF filed a supplemental submission with NHTSA. Enclosed in that submission were two copies of non-confidential documents, and two copies of confidential documents, so designated by a "CONFIDENTIAL" stamp and blue brackets indicating confidential information where appropriate. The original confidential designations from the March 21 submission have been amended. Therefore, we are enclosing, in Box 2, two copies of the revised confidential documents to accompany the original supplemental

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submission. With this submission, SKF withdraws its original confidential submission and submits the enclosed. The March 21 non-confidential submission remains unaltered.

Thank you for your time and attention. If you have any questions, please feel free to contact me.

Sincerely,



David Richman

Enclosures

cc: Richard W. Frett, Esquire