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OFFICE
DEFECTS INVESTIGATION

Gary W. Rossow
Director
Government Technical Affairs

DATE: November 22, 1999

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Portland, OR 97217
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GaryRossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

Subject: Information Report, NHTSA No. 99V-295

In accordance with Title 49, Part 573, Freightliner Corporation herewith submits an Information report supplying documents distributed to dealers and purchasers.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No. Z 410 672 855

Section 573.5 Defect Information Report

Supplement No.: 1

Date: November 22, 1999

**(c) (1) Manufacturer: FREIGHTLINER CORPORATION
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078**

(c) (9) Communications sent to dealers and owners:

**Recall bulletin to dealers
Notification to owners**

Owner notification began on 11/18/99 and was completed 11/18/99

(c) (11) Manufacturer's campaign number: FL-246



A Division of **FREIGHTLINER**
CORPORATION

Alliance
P.O. Box 4090
Portland, OR 97208-4090
800.547.0712 Phone
503.735.7415 Fax

Recall Campaign Information

October 1999

Attention: Service Manager
Warranty Manager
Parts Manager
Freightliner Field Personnel
Internal Distribution

Subject: ConMet Preset Greased Front Hubs
FL246AB U.S.
FC246AB Canada

Enclosed is a copy of the subject recall bulletin.

There are approximately 2,976 vehicles involved in this campaign.

Please replace the index and place this bulletin in your Recall Binder.

ALLIANCE WARRANTY OPERATIONS (RECALL)

Attachments

October 1999
FL248AB U.S.
FC248AB Canada**Subject: ConMet Preset Greased Front Hubs****MODELS AFFECTED:** Freightliner specific Argosy, Century Class, FLDs, and Business Class models equipped with ConMet Preset Hubs with grease lubrication.**GENERAL INFORMATION**

It has been determined that a defect which relates to motor vehicle safety exists on the above mentioned vehicles. There are approximately 2976 vehicles involved in this campaign.

The ConMet Preset greased front hubs used on Argosy, Century Class, FLD, and Business Class, vehicles could experience outer wheel bearing failure due to water intrusion, leading to possible separation of the hub and wheel from the vehicle. This could result in a loss of vehicle control without prior warning, possibly resulting in a vehicle crash.

The modification consists of replacing the front hub caps, inspecting the hubs for water intrusion and replacing them as necessary.

WORK INSTRUCTIONS

Please refer to the attached work instructions.

REPLACEMENT PARTS

Replacement kits are now available, and can be obtained by ordering the kit number(s) listed below from your facing PDC.

If your dealership has ordered any vehicle(s) involved in campaign number FL248AB/FC248AB, a computer listing of the customers and vehicle identification numbers will be enclosed. Please refer to this list when ordering parts for this recall.

Refer to Tables 1 through 3 for replacement kit(s).

25-FL248-000

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Wholesale Price*
FL248AB/FC248AB	25-FL248-000	Hub Caps	CHR 1310	2	\$29.79 U.S. \$69.69 CAN

* Please charge all Direct Warranty Customers the above listed price for the kit, as they are authorized to perform their own Recall Modifications.

Table 1

25-FL248-001

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Wholesale Price*
FL248B/FC248B	25-FL248-001	ConMet Preset Hub (Greased)	CM 107175	1	\$193.60 U.S. \$384.09 CAN

* Please charge all Direct Warranty Customers the above listed price for the kit, as they are authorized to perform their own Recall Modifications.

Table 2



A Division of **FREIGHTLINER**
CORPORATION

Recall

Recall Bulletin

October 1998
FL248AB U.S.
FC248AB Canada

25-FL248-002

Campaign Number	KR Number	Part Description	Part Number	Qty. per Kit	Wholesale Price*
FL248A/FC248A	25-FL248-002	ConMet Preset Hub (Greased)	CM 107274	1	\$193.80 U.S. \$384.09 CAN

* Please charge all Direct Warranty Customers the above listed price for the kit, as they are authorized to perform their own Recall Modifications.

Table 3

REMOVED PARTS

Please follow the Warranty Parts Tracking system.

LABOR ALLOWANCE

Refer to Table 4 for labor allowance.

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL248AB/FC248AB	Inspect hubs, remove and replace both front axle hub caps	0.9	998-0321A	000-Modifcck
	Inspect hubs, remove and replace both front axle hub caps and one hub	1.4	998-0321B	000-Modifcck
	Inspect hubs, remove and replace both front axle hub caps and both hubs	2.0	998-0321C	000-Modifcck

Table 4

IMPORTANT: When the modification has been completed, clean a spot on the passenger side door jamb above the latch and attach a completion sticker (Form W-147), referencing the modification number and date the work was performed.

CLAIMS FOR CREDIT

You will be reimbursed for your parts, labor and handling by submitting your claim through the Alliance Warranty system. Please reference **FL248AB/FC248AB** in the FSDOC field and **25-FL248-000** in the primary failed part number field on each claim. All modification parts used must be listed on the claim as the kit number shown in the Replacement Part Tables.

NOTE: ServicePro®/Service Advisor® must be viewed prior to performing the modification to ensure the vehicle is involved and the modification has not been previously completed. Also, it is important to check for a completion sticker prior to performing the modification.

Freightliner provides the following methods to determine if a vehicle is involved in any campaigns:

1. On-line Service Advisor®
2. On-line ServicePro®
3. Contact the Alliance Recall Department at 1-800-547-0712, from 7:00 a.m. to 3:30 p.m., Pacific Time, or the Alliance Customer Assistance Center at 1-503-735-7877 after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, please submit a Parts Authorization Request (PAR), to the Chicago PDC. All PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.



Recall

Recall Bulletin

A Division of FORD MOTOR CREDIT CORPORATION

October 1989
FL246AB U.S.
FC246AB Canada

Please note that the National Traffic and Motor Vehicle Safety Act as amended (49 USC), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The act states that failure to repair a vehicle within 90 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 90 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Also, any lessor is required to send a copy of the recall notification to the lessee.

Finally, the Act states that a remedy need not be provided without charge if the vehicle was bought by the first purchaser more than eight (8) calendar years before notice is given.

ALLIANCE WARRANTY OPERATIONS (RECALL)



A Division of **FREIGHTLINER**
CORPORATION

Recall

Recall Bulletin

October 1999
FL246AB U.S.
FC246AB Canada

Copy of Letter to Owner

Subject: ConMet Preset Greased Front Hubs

Dear Freightliner Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and the Canadian Motor Vehicles Safety Act.

It has been determined that a defect which relates to motor vehicle safety exists on Freightliner specific Argosy, Century Class, FLDs, and Business Class models equipped with ConMet Preset Hubs with grease lubrication.

The ConMet Preset greased front hubs used on Argosy, Century Class, FLD, and Business Class, vehicles could experience outer wheel bearing failure due to water intrusion, leading to possible separation of the hub and wheel from the vehicle. This could result in a loss of vehicle control without prior warning, possibly resulting in a vehicle crash.

The modification consists of replacing the front hub caps, inspecting the hubs for water intrusion and replacing them as necessary.

You should immediately contact your Freightliner dealer to arrange to have your vehicle(s) modified. When you contact your dealer, reference campaign number FL246AB/FC246AB. The kits are now available to Freightliner dealers to complete the modification. Please allow approximately 2.0 hours to have this modification completed. This modification will be performed at no charge to you.

When the modification has been completed on your vehicle, please ensure that a sticker has been affixed on the passenger side door jam above the latch, referencing FL246AB/FC246AB and the date the work was performed.

If you do not own the vehicle that corresponds to the identification number(s) which appear on the Recall Notification, please return the notification to the Alliance Recall Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, please make sure this notification is immediately forwarded to the lessee.

If you are unable to have the defect remedied without charge and within a reasonable time after you tender the vehicle for repair, please contact the Alliance Recall Department, at 1-800-547-0712, 7:00 a.m. to 3:30 p.m., Pacific Time, or the Alliance Customer Assistance Center, at 1-800-FTL-HELP after normal business hours. You may also wish to notify the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590, or phone 1-800-424-9393. If your vehicle is involved in the Canadian portion, you may notify the Manager, Recall and Public Compliance, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, Ottawa, Ontario, or phone (613) 993-8851.

We regret any inconvenience this action may cause, but feel certain you understand our interest in motor vehicle safety.

ALLIANCE WARRANTY OPERATIONS (RECALL)

Enclosure

October 1999
FL246AB U.S.
FC246AB Canada

Work Instructions

Subject: ConMet Preset Greased Front Hubs

MODELS AFFECTED: Freightliner specific Argosy, Century Class, FLDs, and Business Class models equipped with ConMet Preset Hubs with grease lubrication.

OUTER HUB END INSPECTION

1. Park the vehicle on a level surface, shut down the engine, apply the parking brakes, and chock the rear tires.
2. Check the passenger-side door jamb about 18 inches (457 mm) above the handle of the vehicle for a completion sticker (Form W-147). If a sticker is not found, proceed to the next step. If the completion sticker is found, no further work is needed. Remove the chocks from the rear tires.
3. Raise the front of the vehicle until the tires clear the ground. Then, place safety stands under the axle.
4. Inspect the outer hub end for signs of corrosion. Complete the inspection and repair of the driver-side hub before proceeding to the passenger-side hub.
 - 4.1 Rotate the wheel and tire by hand, and check for noise or other indications of wheel bearing deterioration.
 - 4.2 Check for excessive bearing play by pushing and pulling on the tire. This is a subjective test to identify a significant loose bearing condition, and is not intended to measure bearing end play. There will be almost no detectable end play if the bearings are in good operating condition, and adjusted properly.
 - 4.3 Remove the hub cap and gasket.
 - 4.4 Visually inspect the snap ring, outer bearing retainer, spindle nut, and spindle end for indications of corrosion. See Fig. 1. If there is even the slightest evidence of corrosion, then the entire hub assembly should be replaced. See the instructions for the "Hub Assembly Replacement." If the bearing is in good condition, replacing the hub assembly is not necessary. Proceed to the instructions for the "Hub Cap Replacement."

HUB ASSEMBLY REPLACEMENT

NOTE: Hub replacement is required only if corrosion was detected during the outer hub end inspection.

WARNING

WARNING: Breathing brake lining dust (asbestos or non-asbestos) could cause lung cancer or lung disease. OSHA has set maximum levels of exposure and requires workers to wear an air purifying respirator approved by MSHA or NIOSH. Wear a respirator at all times when servicing the brakes, starting with removal of the wheels and continuing through assembly.

IMPORTANT: To minimize the possibility of creating airborne brake lining dust, clean the dust from the brake drum, brake backing plate, and brake assembly, using an industrial-type vacuum cleaner equipped with a high-efficiency filter system. Then, using a rag soaked in water and wrung until nearly dry, remove any remaining dust. Don't use compressed air or dry brushing to clean the brake assembly.

1. Remove the driver-side steer axle hub assembly.
 - 1.1 Remove the driver-side wheel nuts and pull the wheel and tire assembly. See Fig. 2.



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Recall

Recall Bulletin

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FC246AB Canada

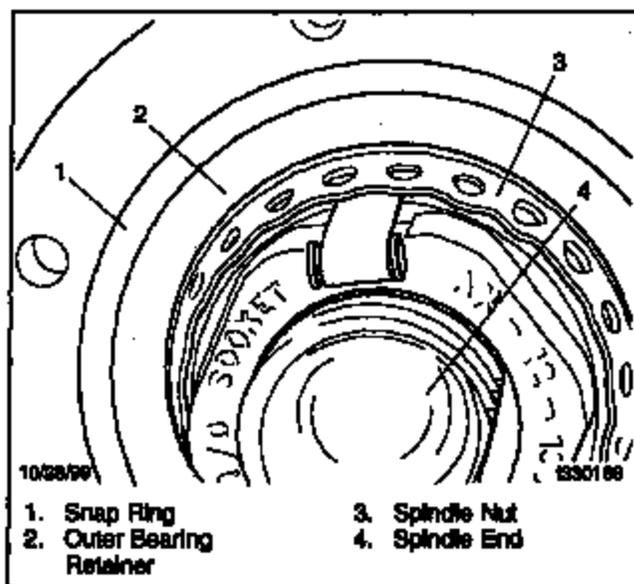
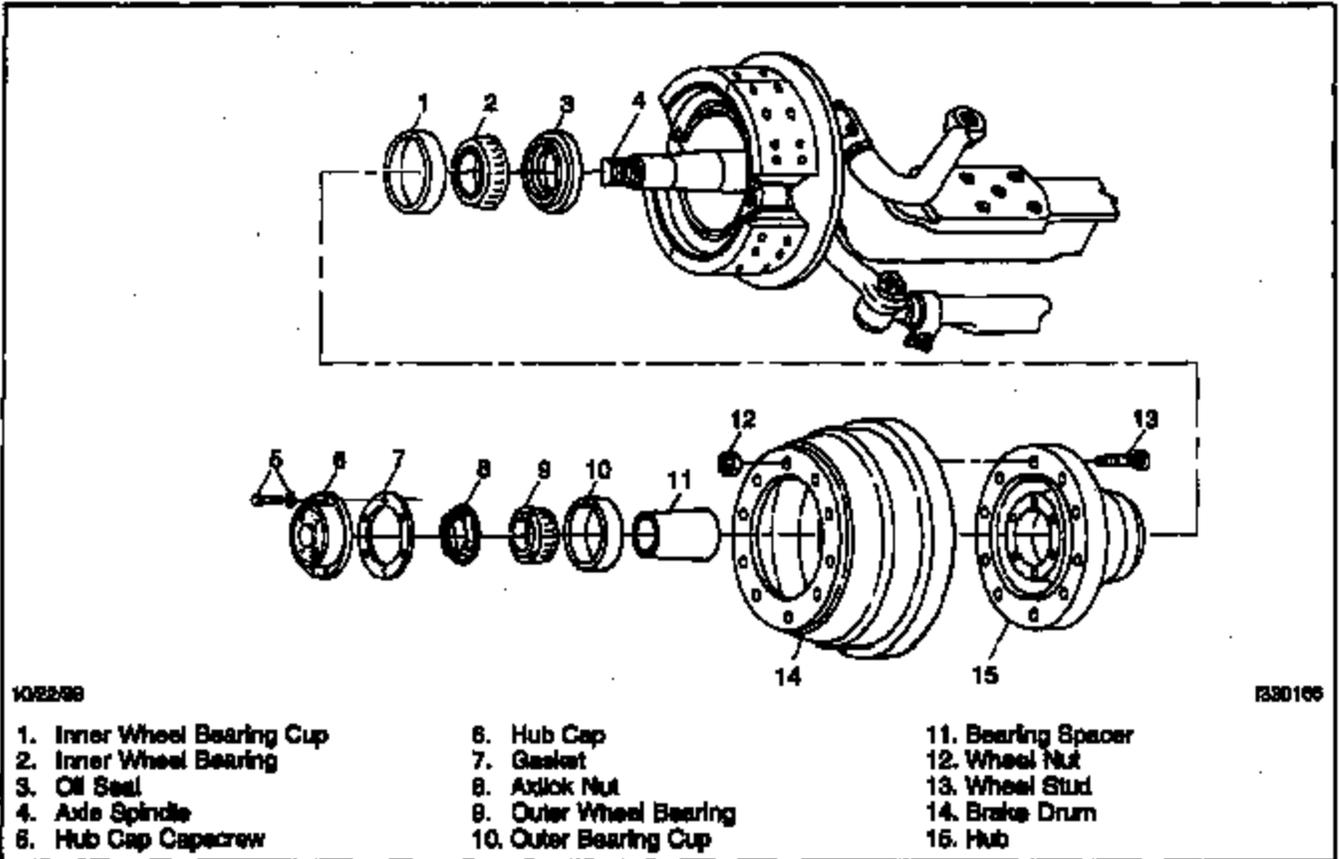


Fig. 1, Corrosion on Snap Ring, Outer Bearing Retainer, Spindle Nut, and Spindle End

- 1.2 If needed, back off the slack adjuster to release the front axle brake shoes.

October 1988
 FL246AB U.S.
 FC246AB Canada



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|----------------------------|------------------------|--------------------|
| 1. Inner Wheel Bearing Cup | 6. Hub Cap | 11. Bearing Spacer |
| 2. Inner Wheel Bearing | 7. Gasket | 12. Wheel Nut |
| 3. Oil Seal | 8. Axlok Nut | 13. Wheel Stud |
| 4. Axle Spindle | 9. Outer Wheel Bearing | 14. Brake Drum |
| 5. Hub Cap Capcrew | 10. Outer Bearing Cup | 15. Hub |

Fig. 2, Typical Wheel and Axle Assembly

1.3 Remove the brake drum.

CAUTION

Axlok retaining nuts can be damaged if they are not removed or installed correctly. Use only the correct size, six-point socket to remove or install Axlok retaining nuts. Do not use hammers, chisels, pliers, wrenches, or power tools to remove or install Axlok nuts. Do not use an Axlok nut if the locking clips are damaged or missing, or if the retainer cage tab or D-flat is damaged or missing. Never try to repair a damaged Axlok nut; always replace it with a new one. Always start an Axlok installation by hand. Use an accurately calibrated torque wrench to tighten the nut to its final torque value.

2. Remove the Axlok nut (see Fig. 3 or Fig. 4).

CAUTION

On vehicles equipped with WABCO ABS, use care when removing or installing the hubs. The ABS tone wheel is permanently pressed onto the hub and cannot be repaired. The tone wheel and the hub must be replaced as a unit if either is damaged. To prevent damage to the tone wheel, do not drop the hub or lay it down in a way that would damage the tone wheel.



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Recall

Recall Bulletin

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FL246AB U.S.
FC246AB Canada

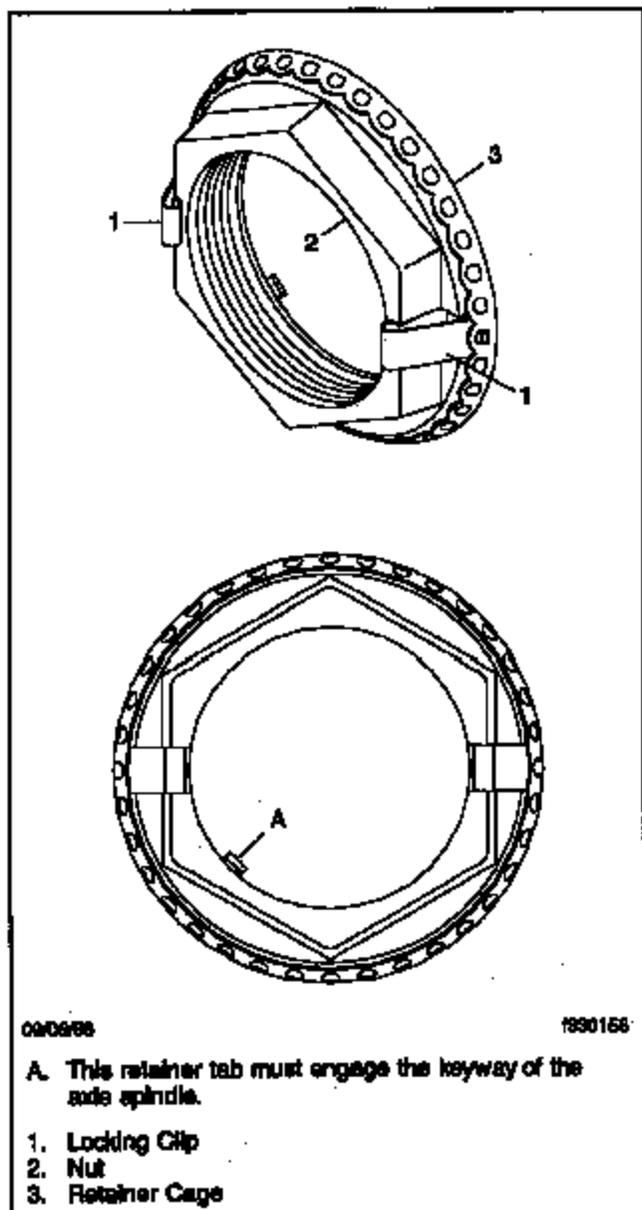


Fig. 3, Axlok Retaining Nut, Eaton Front Axle

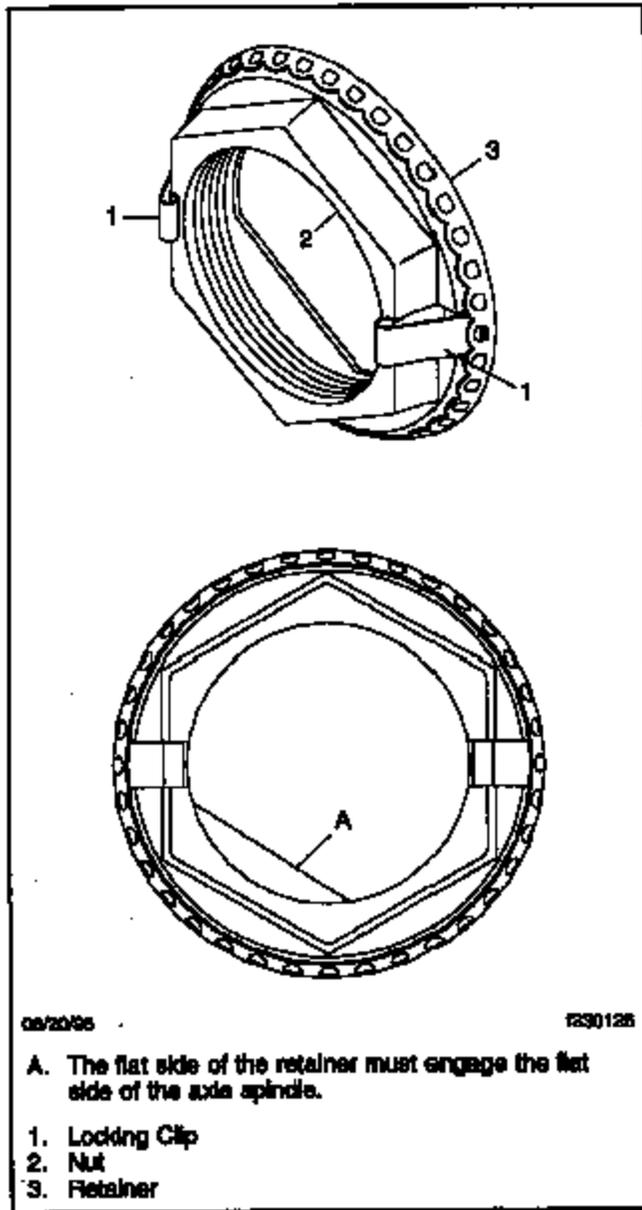


Fig. 4, Axlok Retaining Nut, Meritor Front Axle

- 2.1 Remove the hub (hub, bearings and grease seal) as a unit from the axle spindle. Be careful not to damage the axle spindle threads as the assembly is removed.
- 2.2 Remove the inner bearing and grease seal from the axle spindle, if not already removed.
3. Clean the axle spindle.
4. Wipe a film of grease on the axle spindle to prevent rust from forming behind the inner wheel bearing.



Recall

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NOTE: The replacement hub assemblies will be supplied complete with bearings that are already packed with Mobilith SHC 220 grease. Additional bearing lubrication is not required prior to installation.

5. Install the new driver-side steer axle hub assembly.
6. If present, remove the temporary plastic bearing cover from the front of the hub.

CAUTION

Do not remove the outer wheel bearing once the hub is installed on the axle. Removing the outer bearing could cause the grease seal to become misaligned, which could cause damage to the wheel bearings, the hub, and the axle spindle.

7. Install the PreSet hub assembly all the way onto the axle spindle. If equipped, make sure the ABS sensor is pushed in all the way to make contact with the tone wheel.

WARNING

Axlok retaining nuts secure the hub assemblies on the axle. If the Axlok nut is not correctly installed, the hub could separate from the axle, resulting in severe personal injury or death. Axlok retaining nuts can be damaged if they are not removed or installed correctly. Use only the correct size, six-point socket to install Axlok retaining nuts. Do not use hammers, chisels, pliers, wrenches, or power tools to install Axlok nuts. Do not use an Axlok nut if the locking clips are damaged or missing, or if the retainer cage tab or D-flat is damaged or missing. Never try to repair a damaged Axlok nut; always replace it with a new one.

8. Install the Axlok retaining nut (see Fig. 3 or Fig. 4) onto the axle spindle.
9. Tighten the retaining nut 250 lbf-ft (339 N-m). Do not back off the retaining nut. The nut should lock in place when you remove the wrench. If it does not, advance it until it does.
10. Install a new gasket and the hub cap provided in the recall kit. In stages, tighten the capscrews 15 lbf-ft (20 N-m). Make sure the hub rotates freely and doesn't make any unusual sounds.
11. Install the drum.
12. Install the wheel and tire assembly.
13. Adjust the brakes (if backed off earlier).
14. Repeat the procedure for the passenger-side steer axle hub assembly.
15. Remove the jack stands and lower the vehicle.
16. If the vehicle is equipped with an ABS sensor, make sure there are no ABS fault codes.
17. When the modification is complete, clean a spot on the passenger door jamb about 16 inches (457 mm) above the handle. Attach a completion sticker (Form W-147), referencing the recall number and date the work was performed.
18. Remove the chocks from the tires.

HUB CAP REPLACEMENT

NOTE: The existing vented hub caps must be replaced with non-vented hub caps on all vehicles included in this recall. Replacing the hub caps is included as a step in the Hub Replacement Section. Make sure that the hub caps are replaced only once.



A Division of **FREIGHTLINER**
CORPORATION

Recall

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1. Verify spindle nut torque prior to hub cap installation. Using a calibrated torque wrench, tighten the spindle nut to 250 lbf-ft (339 N-m). Do not back off the spindle nut. The nut should lock in place when the wrench is removed. If it does not, advance it until it does.

CAUTION

Axlok retaining nuts can be damaged if they are not removed or installed correctly. Use only the correct size, six-point socket to remove or install Axlok retaining nuts. Do not use hammers, chisels, pliers, wrenches, or power tools to remove or install Axlok nuts. Do not use an Axlok nut if the locking clips are damaged or missing, or if the retainer cage tab or D-flat is damaged or missing. Never try to repair a damaged Axlok nut; always replace it with a new one. Always start an Axlok installation by hand. Use an accurately calibrated torque wrench to tighten the nut to its final torque value.

2. Install the new non-vented hub cap, and new gasket supplied in the kit. In stages, tighten the capcrews 15 lbf-ft (20 N-m).
3. Repeat the procedure for the passenger-side steer axle hub assembly.
4. Remove the jack stands and lower the vehicle.
5. Remove the chocks from the tires.
6. When the modification is complete, clean a spot on the passenger door jamb about 18 inches (457 mm) above the handle. Attach a completion sticker (Form W-147), referencing the recall number and date the work was performed.

Recall FL-246AB, Attachment 1- Reference Photos



Normal Outboard End Has No Rust



Light Rust on Snap Ring and Steel Retainer



Heavy Rust on Retainer