



RECEIVED
00 SEP 6 AM 9:23
OFFICE
DEFECTS INVESTIGATION

September 6, 2000
L000906a

Associate Administrator for Safety Assurance (NSA-01)
National Highway Traffic Safety Administration
400 7th Street, SW
Washington, DC 20590

00V-102.002 (21)

Re: PART 573 Defect Report, Consolidated Metco, Inc., pregreased trailer axle hub w/
tire inflation system.

Ref: NHTSA recall No. 00E-019, ConMet recall No. CMI-00-01, BQ00-019.

Dear Sir or Madam:

Attached is a Part 573 Defect Report for semi-trailers manufactured by Wabash National. This is our only filing for this since the component supplier, Consolidated Metco, Inc., will be conducting the recall program. If any additional information is needed please contact me at the address below or by phone at 765-771-5440 or 765-771-5385 (fax).

Thank you for your assistance in this matter.

Sincerely,

Frank Smidler
Director of Engineering

cc: Mr. Jon White
NHTSA
Chief, Recall Analysis Division
Fax 202-366-7882

PART 573 Defect and Noncompliance Report

On May 16, 2000, Wabash National was informed by Consolidated Metco, Inc. (ConMet) that a defect which relates to motor vehicle safety exists in an original equipment component that they supplied for use in semi-trailers we built. ConMet stated that they will be conducting the recall under NHTSA recall No. 00E-019 and will file the quarterly reports. We have provided ConMet with the information on the one customer and 84 trailers affected. This is our notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was Prepared: September 6, 2000

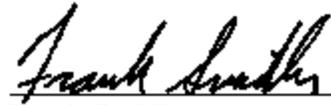
Manufacturer's identification code for this recall: Recall 2000-3

Manufacturer of the vehicle being recalled: Wabash National Corporation
P.O. Box 6129
Lafayette, IN 47903

Contact corporate officer: Rod Ehrlich, Vice-President of Engineering
765-771-5440
765-771-5385 Fax

Report prepared by: Frank Smidler, Director of Engineering
765-771-5440
765-771-5385 Fax

Signature:


Frank Smidler

I. Identify the Vehicle Models Involved in the Recall

The recalled trailers can not be segregated by a model number. The trailers were identified by the call out of the Consolidated Metco, Inc. pregreased hubs and tire inflation systems on Work Orders used to build the trailers. They are:

Order No.	Qty	VIN	Customer
PC 15138	1	607377	Roehl Transport, Inc.
PC 15139	29	607378 thru 607406	Roehl Transport, Inc.
PC 15346	45	616554 thru 616598	Roehl Transport, Inc.
PC 15347	9	616599 thru 616607	Roehl Transport, Inc.

The VIN range listed above is the unique last 6 characters of the 17 character Vehicle Identification Number (VIN). The 17 character VIN of all these units will begin with the Wabash World Identifier as the first three characters, LJJ.

II. Identify the Recall Population

Total Number of vehicles recalled potentially containing the defect: 84

Approximate percentage of vehicles recalled containing the defect: 100%

The Work Orders requiring the installation of the ConMet pregreased hubs and tire inflation systems identified the recall population of trailers.

III. Description of the Defect

This is the description of the Defect as provided to us by ConMet. The outboard bearing on pregreased trailer axle hubs use with tire inflation systems may fail due to the intrusion of contamination through the tire inflation system. An outboard bearing failure can result in separation of the hub assembly from the spindle.

IV. Chronology in Determining Defect

May 16, 2000 – Notified of voluntary recall by ConMet with request for list of customers and trailers that received pregreased hubs and tire inflation systems.

V. Identify the Remedy

The remedy was determined by ConMet. They will be provided to NHTSA in their filing and to the end user by recall notification. The remedy provides for two options. Option 1 is to retain the tire inflation system and change to an oil bath lubrication in place of grease. Option 2 is to remove the tire inflation system and inspect.

VI. Identify the Recall Schedule

The recall schedule will be determined by ConMet and will be provided to NHTSA in their filing.

VII. Furnish Recall Communications

ConMet will provide the Recall Notice to the end customer.