

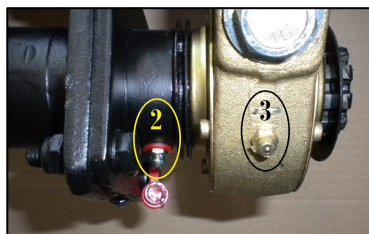
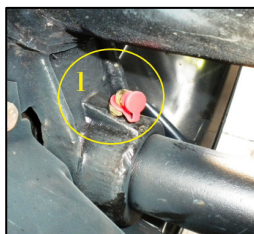
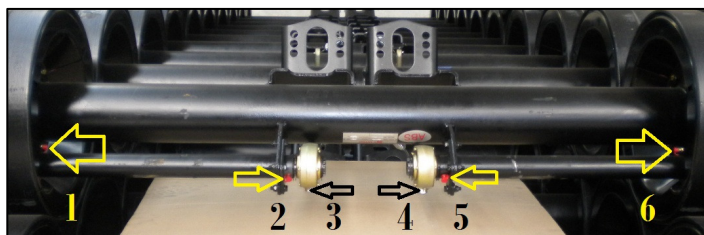
INSTALLATION, MAINTENANCE & SERVICE BULLETIN

AXLE MAINTENANCE

At PD:

Lubricate **all** the grease nipples on the axle (S-cam and tube/bushes, slack adjuster). Ensure that the brakes are not applied when pumping grease in to the grease nipples (chock the wheels).

Most FKH axles have 6 grease nipples (including the manual slack adjusters)



Every 5,000km: Check and adjust brakes

After 10,000 km:

Check wheel bearing end float and adjust as required. (See details below.)

Every 25,000km: Lube the axle grease nipples (as per the PD)

After 100,000 Km:

1. Check & adjust wheel bearings, repack or replace lubricant (if contaminated or past service life).
2. Check all axle and brake components and repair or replace as required. Ensure braking system is functional with all plumbing and valving operating correctly.

Note: The above intervals may have to be increased depending on the severity of the application the trailer operates in.

Lube: A Castrol LMX (or equivalent) should be used for the greaseable wheel bearings and can also be used for the grease nipples. For severe applications a Castrol Ultratak (or equivalent) may be better for s-cam bushes (grease nipples).

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For Product Support call: 03 9369 0000 / 07 3272 8322 / 08 9353 3655

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Wheel Bearing adjustment for:

TN - Tapered Bearing Axle with Double Nut:

1. Install inner nut with dowel facing outwards, torque nut to 270Nm (200 lb/ft) while rotating the hub in both directions.
2. Back off nut one full turn.
3. Re-torque to 68Nm (50 lb/ft) while rotating the hub in both directions.
4. Back off the nut 1/4-1/3 turn. Do not include the socket back lash.
5. Install the lock washer ensuring the inner tab is aligned with the key way in the axle spindle. If the holes in the lock washer do not align with the dowel, remove the lock washer, reverse and re-install. The lock washer should now align with the key and the dowel. If not, select the side of the washer that requires the least amount of movement and adjust the inner nut to suit.
6. Install the lock tab and the outer jam nut and torque to 405-540Nm (300-400 lb/ft) and fold 2 opposite tabs over the jam nut.
7. Check that the hub rotates freely.
8. Bearing end float should be 0.025 – 0.127mm (0.001 – 0.005"). For longer bearing life, keep it to the lower end of the tolerance – 0.001".
9. The above procedures are recommended installation procedures however it is paramount that point 8 is the final outcome.

TP - Parallel Bearing Axle with Single Nut:

1. Install the thrust washer and the castellated nut, torque the nut to 270Nm (200 lb/ft) while rotating the hub in both directions.
2. Back off nut one full turn.
3. Re-torque to 68Nm (50 lb/ft) while rotating the hub in both directions.
4. Back off the nut 1/6-1/4 turn. Do not include socket back lash.
5. Turn nut to nearest slot and install a new cotter (split pin) in the axle spindle hole.
6. Check the hub rotates freely.
7. Bearing end float should be 0.025 – 0.127mm (0.001 – 0.005"). For longer bearing life, keep it to the lower end of the tolerance – 0.001".
8. The above procedures are recommended installation procedures however it is paramount that point 7 is the final outcome.

IMPORTANT:

Check the end float, if not correct repeat as above, reducing or increasing the amount of back off applied after re-torque to 68Nm (50ft/lbs).