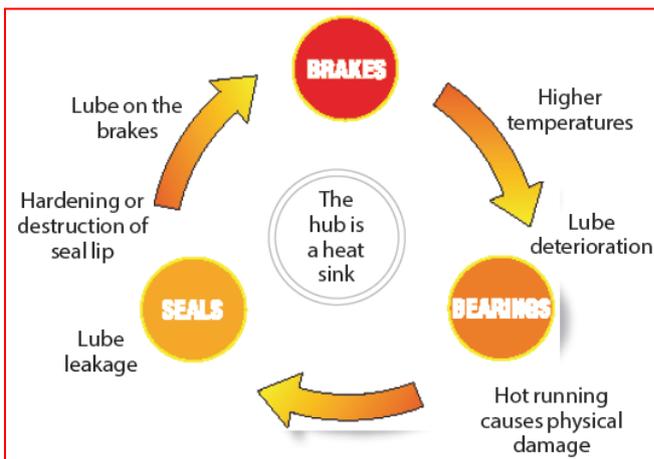
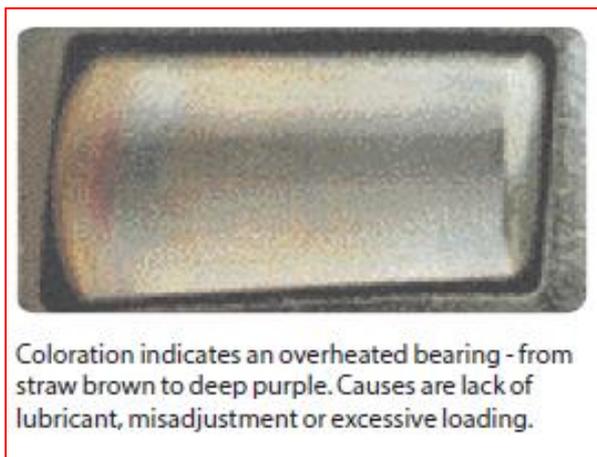


## PRODUCT BULLETIN

### HEAT IN THE HUB

“...the hub is too *hot* to touch...!”

Facts: Anything above 60°- 65°C is too hot to touch by hand.  
A normal brake drum operating temperature is approx. 250°C.  
Max. operating temperature of a NLGI 2 bearing grease is 150°C.



While (excessive) heat can be a sign of a mechanical malfunction, it is important to understand what level of heat may constitute an issue and how to assess that via the external hub temperature.



Rather than touching the hub by hand, we strongly recommend the use of an electronic infrared thermometer.

To best evaluate if there is an “overheating” situation, it is vital to point the laser at the same point on each hub of an axle group (6 hubs for tri axle-suspension) after the trailer has been on the road until normal operating temperatures has been achieved.

Record the readings (6) and compare them to each other.

It is extremely unlikely that all 6 hubs running at exactly the same temperature. If there is a wheel end which has one or more of the conditions which lead to excessive heat in the hub, it will stand out from the others.

If the temperatures are all about the same, then it is most likely that there is no issue.

There are a number of factors contribute to the heat ending up in the hub (see diagram above), and therefore a “higher” level of heat will **not** automatically lead to the cause of the excessive heat (*..not enough grease!!*).

Check the brakes, remove the hub cap\*\*, jack-up the wheel and do a rotation check...etc etc.

\*\*If the grease has been running in excess of 150°C, it will start to deteriorate, blacken and smell burned. The cause of that overheating must be rectified and the grease replaced. Check the bearings for any heat damage.

For the full FKH Axle Maintenance information go to Bulletin:  
KPM-004-0310 and/or check out the FKH information YouTube's.

Note: The electronic infrared thermometer an also be used to check tires, shock absorbers etc.

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