



Great Dane Trailers

SERVICE BULLETIN

DATE: February 6, 2013

SERVICE BULLETIN #453

TO: BRANCH MANAGERS, DEALER PRINCIPALS, AND SERVICE MANAGERS

FROM: BARRY A. MITCHELL
DIRECTOR, CUSTOMER SERVICE/WARRANTY

SUBJECT: **NHTSA RECALL 13V-018: PRO-TORQ Axle Spindle Nut Keepers**

Great Dane Trailers recently determined that 654 dry freight vans manufactured at our Jonesboro, AR plant may have the PRO-TORQ axle spindle nut keeper improperly engaged on some wheel ends. We are therefore initiating a NHTSA RECALL campaign in order to inspect and/or correct any wheel end keeper that may not be properly engaged.

Attached you will find a list of the trailer VIN's affected by this RECALL that have not yet been inspected and/or corrected. You will also find a copy of the notification letter sent out for each trailer instructing the owner to present the trailer/s to a Great Dane Service facility for inspection/correction. When presented with one of the trailers on the list you should verify that it has not previously been addressed and then follow the attached inspection and installation procedure for the PRO-TORQ Axle Spindle Nut and Keeper, as necessary.

Upon completion of the NHTSA RECALL Campaign, fill out and fax the attached inspection form to Customer Service (912) 644-2164. If you are unsure if a trailer has been addressed you should contact Great Dane Customer Service for verification.



Great Dane

February , 2013

**SAFETY RECALL NOTICE
NHTSA Recall 13V-018**

Customer
Address
Address
City, State, Zip

VIN's

Re: PRO-TORQ Axle Spindle Nut Keepers

To Whom It May Concern:

This notice is being sent in accordance with the requirements of the National Traffic Motor Vehicle Safety Act.

Great Dane Trailers has decided that a defect exists in certain dry freight van trailers manufactured at our Jonesboro, Arkansas plant. We have determined that the axle nut retaining clips may not have been properly seated. Disengagement of the axle nut retaining clips could lead to excessive wheel end play and/or result in a loss of control or a crash.

To address and remedy this defect, Great Dane Trailers has produced a field inspection and repair procedure. You should immediately present the trailers referenced on this letter to a Great Dane Branch or Dealer service facility for inspection of the PRO-TORQ wheel end retainer clips. To find a branch or dealer service facility you may visit www.greatdanetrailers.com and click on the "Locations" tab or by calling Great Dane Customer Service at (877) 369-3493. It is estimated that this inspection/repair will take one hour to perform.

If you had this repair performed before you received this letter, you may be eligible to receive reimbursement for the cost of obtaining a per-notification remedy of the problem associated with this recall. For more information contact Great Dane Customer Service at (877) 369-3493.

Federal regulations require that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

If you conclude that Great Dane Trailers has not enabled you to remedy this condition without charge and/or in a reasonable time, a complaint may be submitted to the:

Administrator
National Highway Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

www.greatdanetrailers.com

602 E. Lathrop Avenue | Savannah, GA | 31415 | Office: 912.644.2100 | Fax: 912.644.2171
P.O. Box 67 | Savannah, GA | 31402



Great Dane

-or-

Call the toll free Vehicle Safety Hotline: 1-888-327-4236; (TTY: 800-424-9153) or go to <http://www.safercar.gov>)

We regret any inconvenience that this situation may have caused. Great Dane Trailers wants to assure you that we are concerned for customer safety and your continued satisfaction with our products.

Sincerely,

Barry A. Mitchell
Director, Customer Service/Warranty

/bam

www.greatdanetrailers.com

602 E. Lathrop Avenue | Savannah, GA | 31415 | Office: 912.644.2100 | Fax: 912.644.2171
P.O. Box 67 | Savannah, GA | 31402

RECALL 13V-018
SUSPECT SERIALS

DJ635976	DJ636474	DJ636867	DJ637621	DJ637962	DJ638269	DJ638411	DJ638598	DJ638791
DJ635977	DJ636475	DJ636868	DJ637623	DJ637963	DJ638270	DJ638413	DJ638600	DJ638792
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DJ635979	DJ636477	DJ636870	DJ637625	DJ637965	DJ638272	DJ638481	DJ638602	DJ639675
DJ635980	DJ636587	DJ636946	DJ637628	DJ637967	DJ638273	DJ638483	DJ638603	DJ639676
DJ635981	DJ636588	DJ636947	DJ637689	DJ637968	DJ638274	DJ638484	DJ638604	DJ639677
DJ635982	DJ636589	DJ636953	DJ637690	DJ637969	DJ638275	DJ638485	DJ638607	DJ639678
DJ635983	DJ636590	DJ636960	DJ637691	DJ638025	DJ638276	DJ638486	DJ638608	DJ639679
DJ635984	DJ636591	DJ636965	DJ637692	DJ638028	DJ638277	DJ638487	DJ638609	DJ639680
DJ635985	DJ636592	DJ636966	DJ637693	DJ638029	DJ638278	DJ638488	DJ638611	DJ639681
DJ635986	DJ636593	DJ637076	DJ637694	DJ638030	DJ638327	DJ638489	DJ638612	DJ639682
DJ635987	DJ636594	DJ637077	DJ637696	DJ638031	DJ638328	DJ638490	DJ638613	DJ639683
DJ635988	DJ636595	DJ637327	DJ637697	DJ638032	DJ638329	DJ638491	DJ638614	DJ639684
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DJ635990	DJ636597	DJ637347	DJ637699	DJ638034	DJ638331	DJ638494	DJ638617	DJ639686
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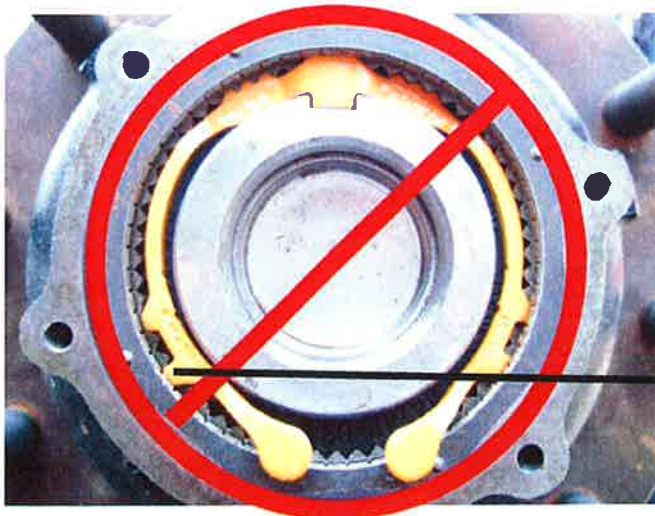
INCORRECTLY Installed Clip



Clip **NOT** installed in undercut groove.



Clip teeth **NOT** engaged with nut.



Keeper arm **NOT** installed in undercut groove.



Warning

Failure to properly install the clip could cause wheel end separation.

ProTorq Snap Ring Inspection Work Instructions

- 1: Remove hubcaps to access Stemco ProTorq nut
- 2: Inspect ProTorq nut using a flashlight. Please compare this for the attached diagram of unacceptable installations.
- 3: If the snap ring is installed correctly, please skip to step 4.
- 3a: If the snap ring is not installed correctly please re-install the snap ring per the attached Stemco instructions.
- 4: Reinstall the hubcap with a new seal, and refill with any lubricant that was lost in the inspection process.
- 5: Fax the below inspection form to: 912-644-2164

*Please note that special care must be exercised for any trailers equipped with a tire inflation system. If you have any questions regarding the correct removal and reinstallation of the hubcaps on trailers equipped with tire inflation systems, please contact Great Dane Customer Service at 912-644-2260 for instructions for your specific application.

Roadside Front:
Please Circle
Pass or Fail

Curbside Front:
Please Circle
Pass or Fail

Roadside Rear:
Please Circle
Pass or Fail

Curbside Rear:
Please Circle
Pass or Fail

VIN:

Unit Number:

Date:

Location of Inspection:

Technician's Name:



STEMCO®

A Higher Standard of Performance™

PRO-TORQ®

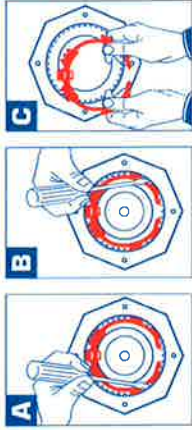
ADVANCED AXLE SPINDLE NUTS



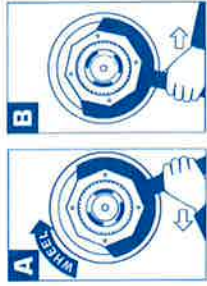
STEMCO
 150775 115949
 P.O. BOX 1989
 LONGVIEW, TX 75606-1989
 (803) 758-9981
 FAX (803) 232-3508
 1-800-527-8492

Stemco, Longview, Texas Made in U.S.A.
 PRO-TORQ® is a registered trademark of Stemco LP.

STEP 1



STEP 2



THIS PROCEDURE WILL CONSISTENTLY PRODUCE A BEARING SETTING OF .001" TO .003" END PLAY.

Pro-Torq® Installation Procedure for PreSet® or LMS® Hubs: Pro-Torq® spindle nuts may be used with PreSet® or LMS® hub assemblies. When used with these systems, it is important to follow the hub manufacturers' product specific installation instructions. For PreSet and LMS hub assemblies, torque the Pro-Torq spindle nut to a minimum of 250 ft. lbs. Engage the keeper. If the keeper can not be engaged, advance the spindle nut until it can be engaged. **DO NOT BACK OFF THE SPINDLE NUT.**

WARNING

Failure to follow this instruction could cause the wheel to come off and cause bodily injury. The PRO-TORQ® Spindle Nut is sold as an assembly with the keeper in place. **DO NOT** attempt to place the nut on the spindle or tighten or loosen the nut on the spindle while the keeper is locked inside the nut. Doing so may deform the keeper and allow the nut to untread during operation. For unitized hub or spacer system follow manufacturer recommended torque procedure.

ESTE PROCEDIMIENTO DARÁ CONSISTENTEMENTE EL AJUSTE A LOS RODAMIENTOS ENTRE .001" Y .003".

Pro-Torq® Procedimiento de Instalación para Mazas PreSet® o LMS®: Las tuercas para espiga Pro-Torq® pueden ser usadas con los ensamblajes de mazas PreSet® y LMS®. Cuando estos sistemas son usados, es importante seguir las especificaciones de producto del fabricante de maza para instrucciones de instalación. Para ensamblajes de maza PreSet y LMS, aplique el torque a la tuerca Pro-Torq mínimo a 250 lbs/pié. Coloque el seguro. Si el seguro no puede ser colocado, avance la tuerca de la espiga hasta que este pueda ser colocado apropiadamente. **NO GIRE HACIA ATRÁS LA TUERCA.**

PRECAUCIÓN

No seguir las siguientes instrucciones de instalación puede causar el desmontaje de la rueda resultando en un grave accidente. La tuerca para eje PRO-TORQ® se vende como un ensamblaje completo que incluye un seguro en su lugar. **NO** intente colocar apretar ni aflojar la tuerca en el eje mientras el seguro está ensamblado dentro de la tuerca. No seguir estas instrucciones puede causar que se deforme el seguro y que se afloje la tuerca durante su operación. Para mazas selladas o sistemas con espaciadores siga las recomendaciones del fabricante para procedimientos de torque.

Stemco, Longview, Texas Hecho en E.E.U.U.
 PRO-TORQ® es una marca registrada de Stemco LP.

PROCEDIMIENTO PARA INSTALACIÓN DE LA TUERCA Y PARA EL AJUSTE DE LOS RODAMIENTOS DE LA RUEDA DE EJE

REMOVER EL SEGURO DE LA TUERCA:

A, B, C Utilice un desarmador pequeño para desalojar cuidadosamente el brazo del seguro de la ranura en cada lado, hasta que se suelte el seguro.

ASENTAR LOS RODAMIENTOS:

Con maza o maza y tambor solamente:
A (1) Apriete la tuerca hasta 200 pie-lb. Gire la rueda por lo menos una vuelta completa.
 (2) Afloje la tuerca hasta 200 pie-lb. Gire la rueda por lo menos una vuelta completa.
 (3) Apriete la tuerca hasta 200 pie-lb.
B Afloje la tuerca hasta que quede libre.
Con maza, tambor y rueda:
A Apriete la tuerca hasta 200 pie-lb mientras gira la rueda.
B Afloje la tuerca hasta que quede libre.

Part Number Socket Req'd	(1/2" Drive) Ref. Part No.	Quantity Cont.	Includ Int'l.
448-4038	4 13/16" x 8 point	1941	E-1597
448-4039	3 3/4" x 8 point	1925	E-1925
448-4040	4 3/8" x 8 point	1917	E-1917
448-4041	2 1/2" x 6 point	1921	E-1921
448-4042	2 3/8" x 6 point	1927	E-1927
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448-4177	3 1/4" x 6 point	1921	E-1921
448-4178	3 1/2" x 6 point	1921	E-1921
448-4179	3 1/8" x 6 point	1921	E-1921
448-4180	3 1/4" x 6 point	1921	E-1921
448-4181	3 1/2" x 6 point	1921	E-1921
448-4182	3 1/8" x 6 point	1921	E-1921
448-4183	3 1/4" x 6 point	1921	E-1921
448-4184	3 1/2" x 6 point	1921	E-1921
448-4185	3 1/8" x 6 point	1921	E-1921
448-4186	3 1/4" x 6 point	1921	E-1921
448-4187	3 1/2" x 6 point	1921	E-1921
448-4188	3 1/8" x 6 point	1921	E-1921
448-4189	3 1/4" x 6 point	1921	E-1921
448-4190	3 1/2" x 6 point	1921	E-1921
448-4191	3 1/8" x 6 point	1921	E-1921
448-4192	3 1/4" x 6 point	1921	E-1921
448-4193	3 1/2" x 6 point	1921	E-1921
448-4194	3 1/8" x 6 point	1921	E-1921
448-4195	3 1/4" x 6 point	1921	E-1921
448-4196	3 1/2" x 6 point	1921	E-1921
448-4197	3 1/8" x 6 point	1921	E-1921
448-4198	3 1/4" x 6 point	1921	E-1921
448-4199	3 1/2" x 6 point	1921	E-1921
448-4200	3 1/8" x 6 point	1921	E-1921

Note: Ford application 12,000 lbs. STECO Steer Axle requires OEM inner washer to be installed prior to installation of PRO-TORQ® nut system.

CETTE PROCÉDURE PRODUIRA DE FAÇON CONSTANTE, UN JEU AXIAL DU ROULEMENT DE .001" A .003".

Procédure d'installation des Pro-Torq® pour les PRESET ou les assemblages de moyeu LMS. Les écrous avant-gardistes Pro-Torq® peuvent être utilisés avec les PRESET ou les assemblages de moyeu LMS. Quand utilisés avec ces systèmes, il est important de suivre les instructions spécifiques d'installation de la compagnie de fabrication du moyeu. Pour les PRESET ou les assemblages de moyeu LMS, régler l'écrou avant-gardiste Pro-Torq® à un minimum de 250 lb. Engager le contre-écrou. Si le contre-écrou ne peut être engagé, avancer l'écrou avant-gardiste jusqu'à ce qu'il puisse être engagé. **NE PAS FAIRE RECULER L'ÉCROU.**

AVERTISSEMENT

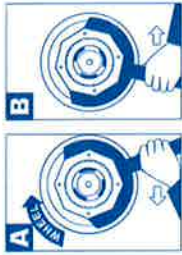
Négliger de suivre la procédure d'installation, la roue pourrait se détacher et être la cause de blessures corporelles. L'écrou d'essieu déjà en place. NE PAS essayer de placer l'écrou sur l'essieu, de serrer ou de desserrer l'écrou sur l'essieu, quand le contre-écrou est calé à l'intérieur de l'écrou. Cela pourrait déformer le contre-écrou et permettre à l'écrou de se dévisser pendant que celui-ci est en opération. Pour les systèmes avec barilletés ou pour les moyeux unifiés, suivre les procédures de couple de serrage du manufacturier.

Stemco, Longview, Texas Fabriqué aux États-Unis.
 PRO-TORQ® est une marque enregistrée de Stemco LP.

PROCÉDURE D'INSTALLATION ET AJUSTEMENT DU ROULEMENT DE LA ROUE

ENLEVEZ LE CONTRE-ÉCROU DE L'ÉCROU:

STEP 3



ADJUST THE BEARING:

With hub or hub/drum only:

- Using a torque wrench:
 - Tighten the nut to 100 ft.-lbs.
 - Spin the wheel at least one full rotation.
 - Tighten the nut to 100 ft.-lbs.
 - Spin the wheel at least one full rotation.
 - Tighten the nut to 100 ft.-lbs.
- Back the nut off one raised face mark (according to chart).

With hub/drum/wheels:

- Using a torque wrench:
 - Tighten the nut to 100 ft.-lbs. while the wheel is rotating.
 - Back the nut off one raised face mark (according to chart).

WARNING	FINAL BACKOFF	BACKOFF
Failure to follow this instruction could cause the wheel to come off and cause bodily injury. Failure to back off the nut will cause the bearing to run hot and be damaged.	PART NUMBER Trailer Axle Nut 447-4723 448-4836 448-4839 448-4864 448-4865 448-4866 448-4867 448-4868 448-4869 448-4870 448-4871 448-4872 448-4873 448-4874 448-4875	1/8 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn 1/4 turn

PRECAUCIÓN	AJUSTE FINAL	AFIADORA
No seguir las siguientes instrucciones de instalación puede causar el desmontaje de la rueda resultando en un grave accidente. No aflojar la tuerca causará que los rodamientos se calienten y se dañen.	Tuerca para eje de tracción 447-4723 448-4836 448-4839 448-4864 448-4865 448-4866 448-4867 448-4868 448-4869 448-4870 448-4871 448-4872 448-4873 448-4874 448-4875	1/8 de vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta 1/4 vuelta

AVERTISSEMENT	COUPLE D'AJUSTEMENT ET DE DÉSERRAJE	DISTRIBUTEUR
Négliger de suivre ces instructions la roue pourrait se détacher et être la cause de blessures corporelles. Négliger de desserrer l'écrou pourrait faire chauffer le roulement et l'endommager.	Écrou d'Essieu de Remorque 447-4723 448-4836 448-4839 448-4864 448-4865 448-4866 448-4867 448-4868 448-4869 448-4870 448-4871 448-4872 448-4873 448-4874 448-4875	1/8 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour 1/4 tour

AJUSTE DEL RODAMIENTO:

Con maza o maza/tambor solamente:

- Usando un torquímetro:
 - Apretar la tuerca a 100 lbs.-pie.
 - Girar la rueda cuando menos una vuelta completa.
 - Apretar la tuerca a 100 lbs.-pie.
 - Girar la rueda cuando menos una vuelta completa.
 - Apretar la tuerca a 100 lbs.-pie.
- Regresar la tuerca un punto (de acuerdo con el diagrama).

Con maza/tambor/ruedas:

- Usando un torquímetro:
 - Apretar la tuerca a 100 lbs.-pie mientras gira la rueda.
 - Regresar la tuerca un punto (de acuerdo con el diagrama).

AJUSTER LE ROULEMENT:

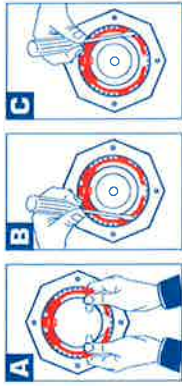
Avec marteau ou marteau/tambour seulement:

- En utilisant un clé dynamométrique:
 - Serrer l'écrou à 100 lb.-pi.
 - Tourner la roue d'au moins un tour complet.
 - Serrer l'écrou à 100 lb.-pi.
 - Tourner la roue d'au moins un tour complet.
 - Serrer l'écrou à 100 lb.-pi.
- Reculer l'écrou d'une marque surélevée de surface (selon la charte).

Avec marteau/tambour/roues:

- En utilisant une clé dynamométrique:
 - Serrer l'écrou à 100 lb.-pi pendant que vous tournez la roue.
 - Reculer l'écrou d'une marque surélevée de surface (selon la charte).

STEP 4



INSTALL THE KEEPER:

ORANGE SIDE FACING OUT

- Insert the keeper tab into the undercut groove of the nut and engage the keyway tang in the axle keyway. Insert keeper tab with the orange side facing out.
- Engage the mating teeth.
- Compress and insert the keeper arms, one at a time, into the undercut groove with a small screwdriver. For Steering Spindle Nut 448-4836, 448-4839, 448-4840, 448-4863, 448-4864, & 448-4865:
- Align the flat of the keeper with the milled flat on the spindle and insert the single keeper tab into the undercut groove of the nut. Insert keeper tab with the orange side facing out.
- Engage the mating teeth.
- Compress and insert the keeper arms, one at a time, into the undercut groove with a small screwdriver.

WARNING — Failure to follow this instruction could cause the wheel to come off and cause bodily injury. Do not bend or manipulate keyway tang in any way. Doing so may cause the tang to break off in service. Recommended practice is to replace the keeper each time the Pro-Torq nut assembly is removed for maintenance purposes.

STEP 5 A



INSPECT THE INSTALLATION:

- Failure to follow this instruction could cause the wheel to come off and cause bodily injury. Make sure that the keeper tab and keeper arms are fully seated into the undercut groove. Inspect keyway tang to insure it does not contact the bottom of the keyway. If contact exists, immediately notify your PRO-TORQ representative.

STEP 6

ACCEPTABLE END PLAY:

The dial indicator should be attached to the hub or brake drum with its magnetic base. Adjust the dial indicator so that its plunger is against the end of the spindle with its line of action approximately parallel to the axis of the spindle. Gently the wheel or hub assembly at the 3 o'clock and 9 o'clock positions. Read the dial indicator. Successively rotate the wheel or hub assembly in the same position as it was before oscillation began. Read the bearing end-play as the total indicator movement.

* Acceptable end-play is .001" - .005"

For single nut self-lubing systems, consult manufacturers' specifications. STEARCO assumes no responsibility for bearing warranty.

INSTALACIÓN DEL SEGURO:

EL LADO AMARILLO DEBE ESTAR A LA VISTA

- Inserte la lengüeta del seguro en el ranura maquinada de la tuerca y encaja en la ranura correspondiente del eje de la rueda. Inserte la lengüeta del seguro con la parte amarillada hacia afuera.
- Engaje los dientes.
- Comprima e inserte los brazos del seguro (uno por uno) dentro de la ranura de la tuerca utilizando un desarmador pequeño. Para Tuerca de eje con No. de parte 448-4836, 448-4839, 448-4840, 448-4863, 448-4864, & 448-4865:
- Alinear el plano del seguro con el plano de la parte maquinada del eje e insertar la lengüeta del seguro en el ranura maquinada de la tuerca e insertar la lengüeta del seguro con la parte amarillada hacia afuera.
- Engaje los dientes.
- Comprima e inserte los brazos del seguro (uno por uno) dentro de la tuerca utilizando un desarmador pequeño.

PRECAUCIÓN — No seguir las siguientes instrucciones de instalación puede causar el desmontaje de la rueda resultando en un grave accidente. No doble ni manipule de ninguna manera la lengüeta. De hacerlo, puede causar que ésta se rompa durante el servicio. La práctica recomendada es reemplazar el seguro cada vez que el ensamble de la tuerca Pro-Torq es removido para fines de mantenimiento.

INSPECCIONE LA INSTALACIÓN:

- No seguir las siguientes instrucciones de instalación puede causar el desmontaje de la rueda resultando en un grave accidente. Asegúrese de que la lengüeta y los brazos del seguro estén totalmente encajados en el ranura maquinada de la tuerca. Inspeccione la lengüeta para asegurarse de que no haga contacto con el fondo de la ranura maquinada del eje. Si existe contacto, modifique inmediatamente a su representant de PRO-TORQ®.

JUEGO AXIAL ACEPTABLE:

La medida debe de ser tomada contra la masa o el tambor. Ajuste la base magnética en la espiga de tal manera que la espiga de la carterita haga contacto con la masa. La posición correcta de la espiga es paralela a la alineación de la espiga. Suavemente con ambas manos la rueda, una a las 3 en punto y otra a las 9 en punto conforme a la manecilla del reloj. Presione la tuerca hacia afuera y hacia adentro. Lea el indicador. Suavemente gire la rueda o el tambor en la misma posición en la cual se tomó la medida. Lea el juego axial como el movimiento total de la carterita.

* Juego aceptable en Terminal de rueda es .001" - .005"

Para ajuste en otro modelo de tuerca, consulte las especificaciones del fabricante. STEARCO asume responsabilidad en garantías de rodamientos.

INSTALEZ LE CONTRE-ÉCROU:

LE CÔTÉ ORANGÉ VERS L'EXTÉRIEUR

- Insérez la patte du contre-écrou dans la rainure de l'écrou et engagez la clavette dans la cannelure de l'essieu. Insérez le contre-écrou avec le côté orange vers l'extérieur.
- Engagez les dents qui s'accouplent.
- Avec un petit tournevis, compressez et insérez un à la fois, les bras du contre-écrou dans la rainure de l'écrou. Seulement Pour Ecrou d'Essieu Avant 448-4836, 448-4839, 448-4840, 448-4863, 448-4864, & 448-4865:
- Alignez le coté aplati du contre-écrou avec la partie aplatie de l'essieu, puis insérez la clavette dans la rainure de l'écrou. Insérez le contre-écrou avec le côté orange vers l'extérieur.
- Engagez les dents qui s'accouplent.
- Avec un petit tournevis, compressez et insérez un à la fois, les bras du contre-écrou dans la rainure de l'écrou.

AVERTISSEMENT — Négliger de suivre ces instructions, la roue pourrait se détacher et être la cause de blessures corporelles. Ne pas plier, ou manipuler d'aucune façon la languette, car elle pourrait se rompre pendant le service. La pratique recommandée est de remplacer le contre-écrou chaque fois que l'assemblage d'écrou avant-gardiste est envoyé à la maintenance.

INSPECTEZ L'INSTALLATION:

- Négliger de suivre ces instructions, la roue pourrait se détacher et être la cause de blessures corporelles. Assurez-vous que la clavette et les bras du contre-écrou soient entièrement calés dans la rainure de l'écrou. Inspectez la clavette qui s'installe dans la cannelure de l'essieu pour s'assurer qu'elle ne soit pas en contact avec le fond de la cannelure. Si il y avait contact, avisez votre représentant de PRO-TORQ® immédiatement.

JEU AXIAL ACCEPTABLE:

Le centre indicateur devrait être attaché au tambour ou frein grâce à sa base magnétique. Ajuster le cadran indicateur pour que le bout du piston soit contre le bout de l'écrou avec sa ligne d'action presque parallèle à l'axe de l'essieu. Suivre l'assemblage de la roue/moyeu à la position 3 heures et 9 heures. Poussez et tirez le train de roulement tout en bougeant le roue à 45 degrés approximativement dans les deux directions. Lisez l'indicateur. Suavement faire tourner la roue ou le tambour dans la même position où elle a été prise la mesure. Lisez le jeu axial comme le mouvement total de l'indicateur.

* Le jeu axial acceptable est de .001" - .005"

Pour les systèmes de roue simple à verrouillage automatique, STEARCO n'assume aucune responsabilité pour la garantie des roulements.