



**Ditch
Witch®**

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Safety Notice

Affected Models	T18 Trailer units after SN: 1DSB202S9C1701731 and prior to SN: 1DSB202S2F1700747 Excluding SN: 1DSB202S1F1700724, 1DSB202S7F1700727, 1DSB202S0F1700732, 1DSB202S2F1700733, 1DSB202S3F1700742, 1DSB202S9F1700745
Attention	Dealership Owners, Managers, Parts and Service Managers
Description	Please see the attached customer notice and included instructions to determine if you have the correct bearing preload.
Parts Required	125-347 Bearing 125-643 Outer bearing race 500-1638 Inner bearing 500-1637 Inner bearing race 152-136 Seal
Estimated Repair Time	1 hour inspection, 2 hours replacement
Compensation	parts/inspection labor/mileage
Dealership Notes	<p>URGENT: Please perform this update as soon as possible in the interest of safety. CMW requests that you update all machines in your area by 09/30/2015.</p> <p>A notification will be mailed to owners of affected models in one week. A list of units in your area is included. Please note "What You Should Do" section of the attached customer notice. If you have any questions, contact the Trenchless Product Support Group.</p>

Bearing Preload Inspection

To help avoid injury:

- Do not lift or support the trailer on any part of the axle or suspension system.
- Never go under any trailer unless it is properly supported on jack stands which have been rated for the load
- Wear safety glasses when removing or installing force fitted parts.

1. Elevate and support the trailer unit.
2. Check for excessive wheel end clearance by pulling the tire assembly towards you and by pushing the assembly away from you. Excessive wheel end play can be estimated by 0.006" (0.15 mm) of play per inch to outside of tire. With a 17.5" (0.45 m) tire, total wheel end play within specification can be roughly 0.10" or 1/8" (2.54 mm) at the end of the tire. Slight end play is acceptable.
3. Rotate tire slowly forwards and backwards. The wheel assembly should turn freely and smoothly.
4. Excessive wheel end play, restriction to rotation, noise, or "bumpy" rotation indicate replacement of bearing unit is required. If there is not excessive wheel end play do nothing. If there is excessive wheel end play, proceed to step 1 of Bearing Replacement.

Bearing Replacement

1. Remove the wheel.
2. Unscrew lube cap counterclockwise while holding the hub stationary.
3. Remove the cotter pin from the spindle nut.
4. Unscrew the spindle nut counterclockwise and remove the spindle washer.
5. Carefully remove the hub from the spindle. Do not allow the outer bearing cone to fall out.
6. Pry the seal out of the hub, remove inner and outer bearings.
7. Place hub on flat work surface with the race to be replaced on the bottom side.
8. Using a brass drift punch, carefully tap around the small diameter end of the race to drive out.
9. Remove the inside outer race and the outside outer race.
10. After cleaning the hub bore area, replace both races by tapping in with the brass drift punch. Ensure the cups are seated all the way up against the retaining shoulder in the hub.
11. Lubricate new bearing with SAE 90, SAE 80W-90 or SAE 75W-90 oil.
12. Apply a thin coat of sealant to the outside of the new seal.
13. Clean the seal journal of the spindle to inspect for nicks or roughness.
14. Use a file to remove any burrs from the edge or shoulder area.
15. Clean the journal area with a emery cloth.

16. Clean the seal bore in the hub and inspect for any nicks, gouges or scratches that may prevent the seal from retaining the bearing lubricant inside the hub.
17. Insert new lubed inner bearing into the hub.
18. Orient seal properly.
19. Install new seal into place, pressed flush to the back surface of the hub.

NOTICE: Ensure the seal is driven in evenly and straight. Never hammer directly on the seal..

20. Install hub, inner and outer bearings, washers, and spindle nut back on the axle spindle.
21. Rotate the hub assembly slowly while tightening the spindle nut to approximately 50 ft•lb (68N•m) of torque.
22. Loosen the spindle nut to remove the torque.

NOTICE: Do not rotate the hub.

23. Finger tighten the spindle nut until snug.
24. Back the spindle nut out until the first castellation lines up with the cotter key hole and insert the cotter pin.
25. Bend over the cotter pin legs to secure the spindle nut.

NOTICE: The spindle nut should be free to move with the only restraint being the cotter pin.

26. Reinstall oil cap and tighten to 20-30 ft•lb (27-41 N•m).
27. Refill oil in hub cavity with approve weight oil (as noted in step 11) to fill line identified on oil cap.
28. Inspect assembly for excessive end play, noise, and rotation restriction prior to mounting final wheel end hardware.
29. Replace wheel and torque lug nuts with greased threads to 275-325 ft•lb (373-441 N•m).