Underrated Axles/ Leaf Springs

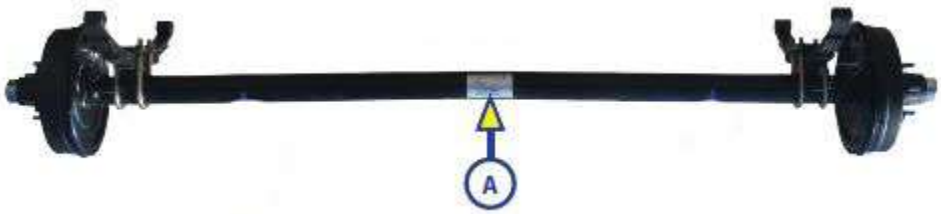
Bulletin Type:	Recall	**Publication Date:**	March 2020
Recall #s:	20V-091 US Units 2020-063 Canadian Units	**Make:**	Jayco
Job Codes:	Inspect ONLY 9901505 Inspect and Replace 9901506	**Models:**	Seismic 9C Pinnacle
Flat Rates:	Inspect .3 hours Replace 2 Hours	**Model Years:**	2013-2014 2015

Incident:	Underrated axles installed on frame. 6000lb with 3000# leaf springs, when 7000lb with 3500# leaf springs are specified for the fifth wheel.
Affected Units:	**2013-2014 Seismic 9C** **D19C0050-0131** **E19C0051-0088** **2015 Pinnacle** **F1RB0051-0068** **RG0051-0075** **RH0050-0066** **RK0050** **RL0050**
Parts Kit:	**PARTS KIT # 20V-091A – Seismic** **# 20V-091B - Pinnacle**
	Contents: **20V-091A** 2 Dexter 7000lbs axle/ 3500 # leaf spring assemblies 1 Dexter Spring Hanger Kit - specific for **Seismic** **20V-091B** 2 Dexter 7000lbs axle/ 3500# leaf spring assemblies 1 Dexter Spring Hanger Kit - specific for **Pinnacle** **PARTS KITS HAVE LEAD TIME OF 5 BUSINESS DAYS**

INSPECT AXLES

Before proceeding with these repair instructions, check the axle labels on the trailer to verify the axles are 6,000 lb. rated and do indeed require replacement.

Axle label can be located on the rear of the axle beam shown below (A).
If the axles are already 7,000 lb. rated, no further action is necessary.



Proceed with the following repair instructions if the axles are 6,000 lb. rated.

REPAIR INSTRUCTIONS (Preliminary Trailer Setup)


FIG 1


FIG 2

FIG 1:

- Use the impact driver with the 3/4 socket and break the lug nuts loose on all wheels.
- Do NOT remove any lug nuts at this time.

FIG 2:

- Position the unit on a flat level surface in a level condition.
- Support the unit at the pin box with a suitable pin box stand or a forklift.
- Make sure to set the wheel stops on the pin box stand so it does not roll.
- Retract ALL stabilizer jacks.


FIG 3


FIG 4

FIG 3:

- Support the trailer frame behind the rear wheels, and in front of the front wheels on both sides of the trailer using 6,000 lb. jack stands or wood cribbing.
- Raise the trailer so all wheels are off the ground.
- Once the trailer is raised and secure, the lug nuts and wheels can be removed from the trailer.

FIG 4:

- Example of wood cribbing placed under the frame to lift the trailer frame.

REPAIR INSTRUCTIONS (Remove old axles)

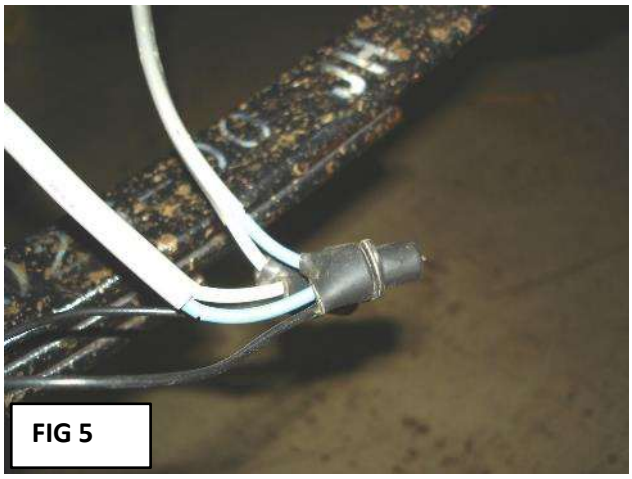


FIG 5

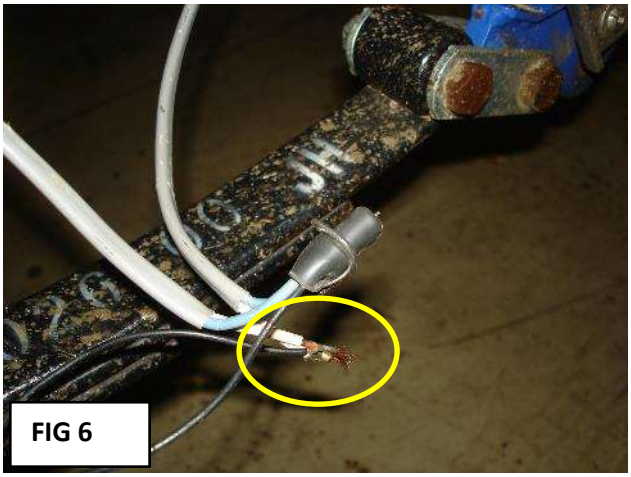


FIG 6

FIG 5:

- Cut the brake wire connections to both axles.
- Remove the rubber protective caps on the wire connections.

FIG 6:

- Use the wire cutters and cut off only the copper crimps on both sets of wires at each axle.
- Wiring remains under the trailer to reuse on the new axles.

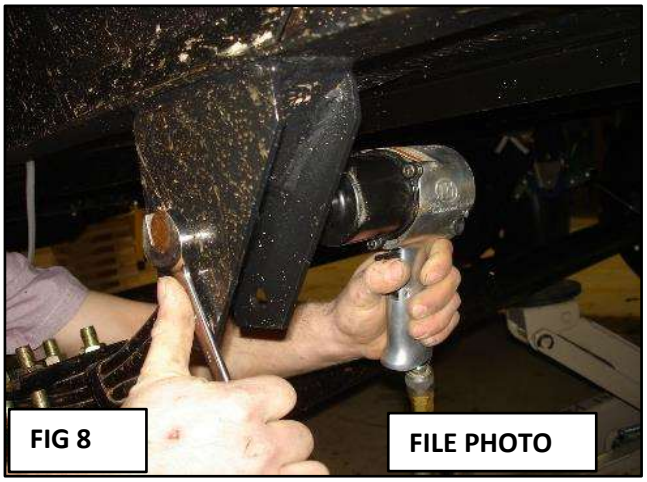


FIG 7:

- Starting with the front axle, place a floor jack under that axle to support it, so once it is freed, it will not fall to the ground.

FIG 8:

- Remove the nut from the spring hanger bracket. **DO NOT REMOVE THE BOLT YET**.
- Use the 13/16 wrench and the 11/16 impact socket and impact driver.
- **NOTE:** the bolts will have a grease zerk on the bolt head -not shown in this photo.
- Inspect Shackle links for wear. If they are worn, replace.

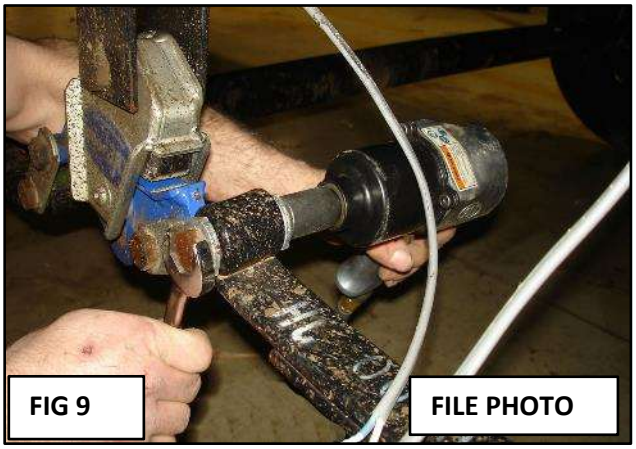


FIG 9:

- Remove the nut from the bolt holding the spring to the equalizer shackle link.
- Go around to the other side of the trailer and remove the spring hanger nut and equalizer link nut.

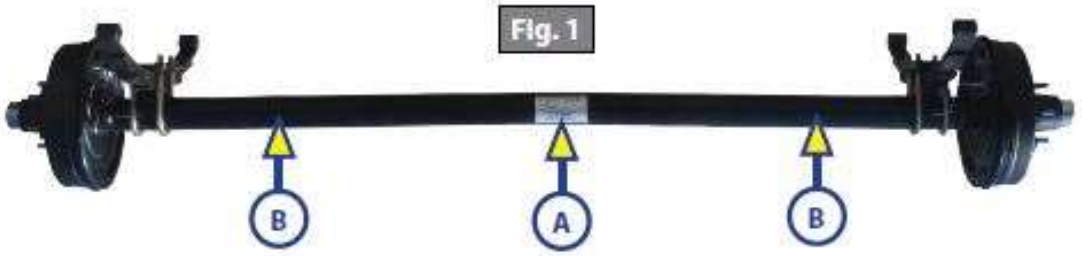
FIG 10:

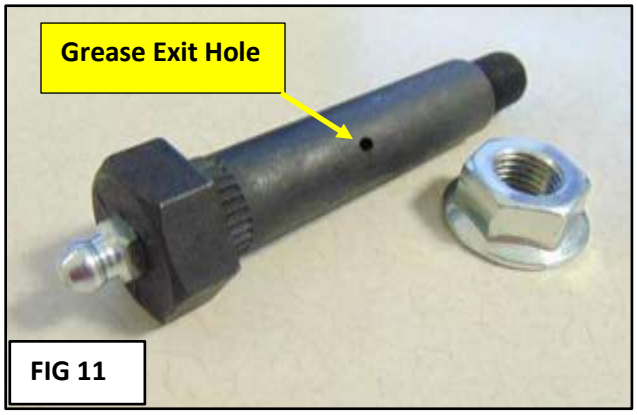
- Make sure the floor jack is under the axle to support it, and drive the bolts out of the equalizer shackle links and the spring hanger brackets from the nut end.
- Drive the 4 bolts out of the shackles from the nut end with a small, sledge hammer.
  NOTE: if new shackle links are included in the kit, all shackle links should be replaced with new ones.
- **Old hardware will not be re-used, discard bolts**. Use new hardware from the kit.
- The axle should now be loose, roll it out from under the trailer on the floor jack.

REPAIR INSTRUCTIONS (Install new axles)

Roll the new axle with springs attached, under the trailer on the floor jack and raise into position. Position the axle so it bends upward under the trailer, the middle of the axle should be higher than the ends (See Fig 1 below).

Silver axle ID tag (A) should be located on the backside of the axle tube facing the rear of the trailer. Black wires from the axle hub should end up on the same side of the trailer as the blue & white wires cut in **Figs 5 & 6**.





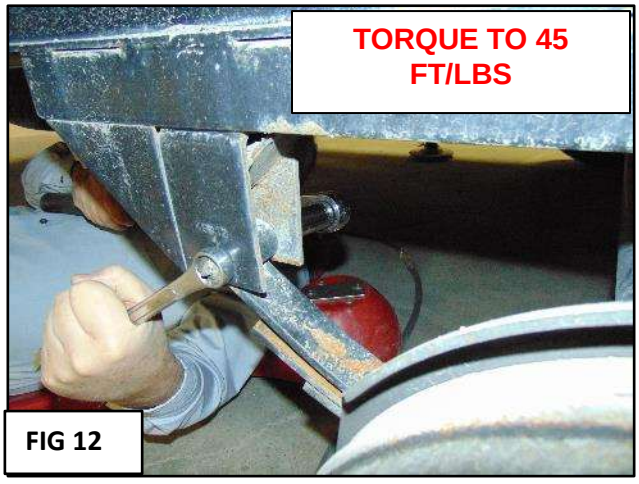
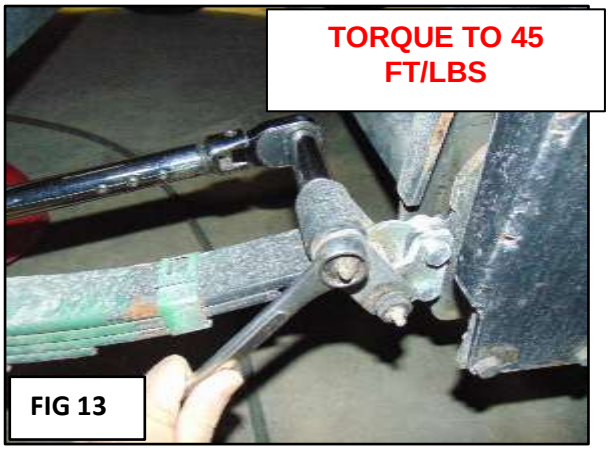


FIG 11:

- Springs on the new axle should be installed using new hardware from the kit (shackle links, bolts & nuts)
  NOTE: in order to drive the new bolts (with grease zerks) into shackles and spring hanger brackets, you will have to place something like a 9/16 socket over the bolt head to cover up and protect the grease zerk so you can drive the bolt head into the link or bracket by striking the socket with the hammer (instead of the bolt head).
  NOTE: The grease zerk on the head of the bolt should be toward the outside (nearest the tires). The grease exit hole location on the bolt should face sideways (3 o'clock or 9 o'clock position) to allow for ease of grease flow

FIG 12:

- Drive the bolts into the spring bushings and hanger brackets on both sides of the trailer. (**Reference the notes in Fig 11)**
- Bolt head MUST be flush with the spring hanger bracket.
- **DO NOT TRY TO DRAW IT FLUSH USING THE IMPACT DRIVER FROM THE NUT SIDE.**
- **DO NOT TIGHTEN THE NUTS WITH THE IMPACT DRIVER. USE A RATCHET AND SOCKET.**
- **USE THE TORQUE WRENCH WITH 11/16 SOCKET AND TORQUE NUTS TO 45 FT/LBS.**
- Use 13/16 wrench on the bolt heads.



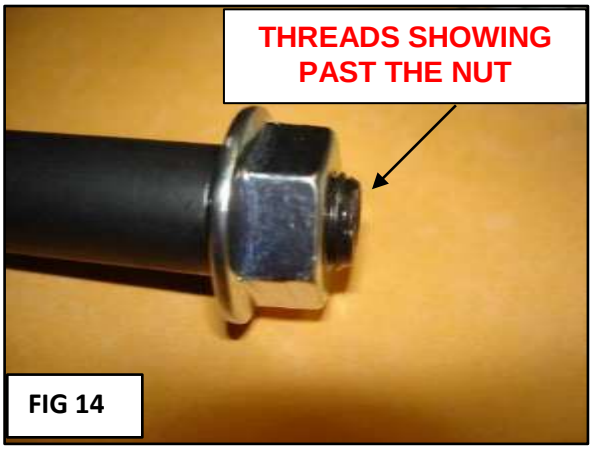


FIG 13:

- Drive bolts through new shackle links and spring bushing at the equalizer on both sides of the trailer. (**Reference notes in Fig 11**)
- Bolt head MUST be flush with the shackle link.
- **DO NOT TRY TO DRAW IT FLUSH WITH THE IMPACT DRIVER FROM THE NUT SIDE.**
- **DO NOT TIGHTEN NUTS WITH THE IMPACT DRIVER. USE A RATCHET AND SOCKET.**
- **USE THE TORQUE WRENCH WITH 11/16 SOCKET AND TORQUE NUTS TO 45 FT/LBS.**
- Use the 13/16 wrench on the bolt heads.

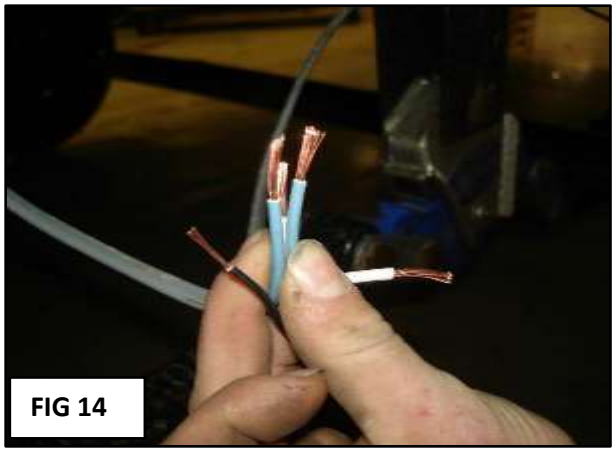
FIG 14:

- **When installing nuts on the wet bolts (Fig 12 & 13):**
- Make sure at least 2 to 3 threads show beyond the face of the nut.

Repeat Steps 5 through 13 to remove and replace the rear axle. Use the floor jack under the axle to support it during removal and installation.

After replacement of both axles, reconnect the brake wiring.
Brake wires should be on the same side of the trailer for both axles.
Insure wire connectors are a weatherproof type as shown in Figure 5.
Apply electric to the unit and Check the brakes to insure they are working properly.

REPAIR INSTRUCTIONS (Brake Wiring)



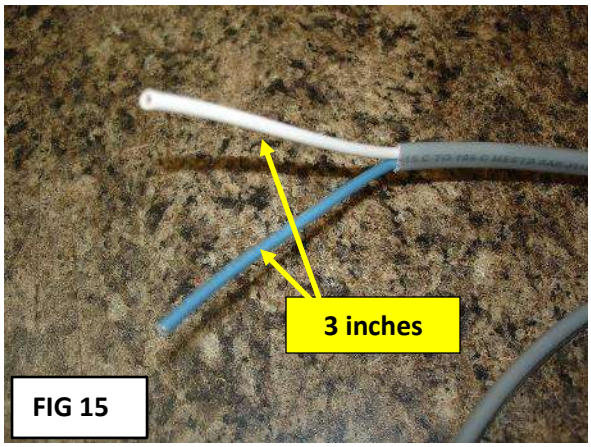
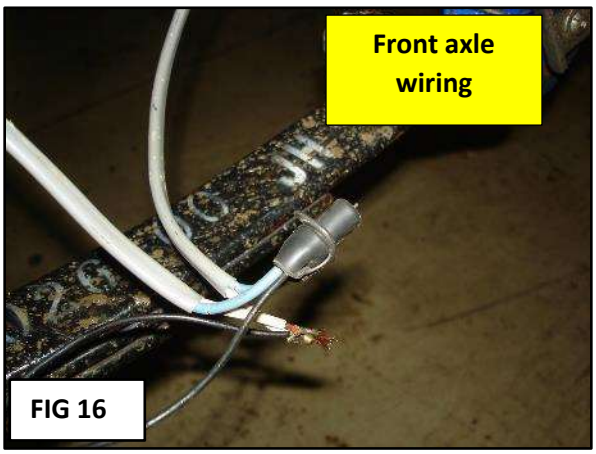


FIG 14:

- On the front axle:
- Strip the ends of all the brake wires approximately ½" as shown in the photo.
- 2 blue wires, 2 white wires, and 2 black wires.

FIG 15:

- Harness brake wires should be approximately 3 inches long



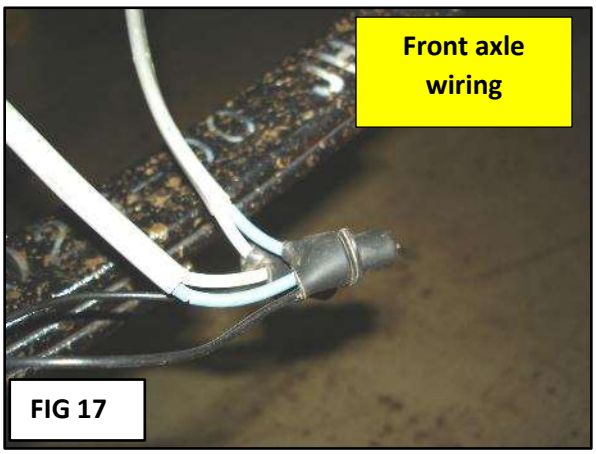


FIG 16:

- On the front axle:
- Twist the 2 blue wires and 1 black wire together and crimp with a copper sleeve.
- Then cover the connection with a rubber boot.
- Twist the 2 white wires and remaining black wire together and crimp with a copper sleeve.
- Then cover the connection with a rubber boot.

FIG 17:

- Completed connections for the brake wiring on the front axle.
- Dress wires along the backside of the axle and away from pinch hazards like the springs or the frame (**See Fig 18**).

NOTE: At the rear axle, there will only be 1 blue, 1 white and 2 black wires.
Strip the blue, white and 2 black wires approximately ½".
Twist the blue with one of the black wires (does not matter which one) and crimp with a copper sleeve.
Twist the white with the remaining black wire and crimp with a copper sleeve.
Then cover each connection with a rubber boot.

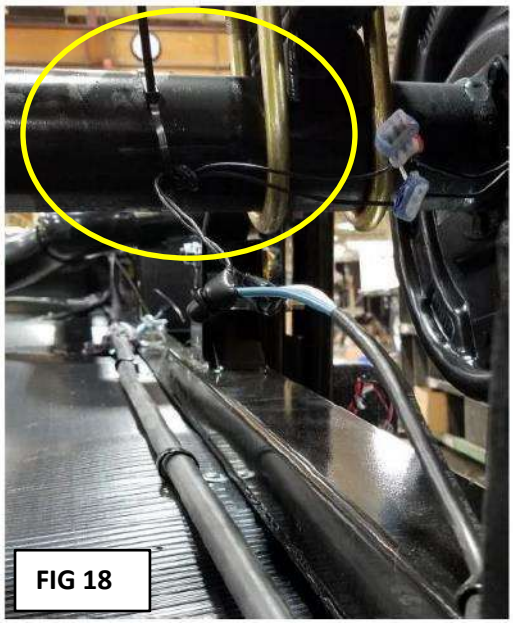


FIG 18


FIG 19

FIG 18:

- Secure wires to axle with weather resistant wire ties (circled in photo).
- Leave enough slack so the wires can move with the axle and will not get tangled in pinch points, like the frame or the springs.

FIG 19:

- Re-install the wheels and lug nuts.
- Lower the trailer back on to the ground.
- Torque all the lug nuts to 65 ft/lbs, then final torque them to 120 ft/lbs.

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903 South Main Street • P.O. Box 460 • Middlebury, IN 46540