

Helmer, Chris

From: Helmer, Chris
Sent: Monday, April 18, 2016 4:32 PM
To: 'Jeff Thompson'
Cc: Jansen, Roger
Subject: RE: P89 tone ring
Attachments: abs tone ring check.pdf; PLM-07821.pdf

Jeff,

Please see attached for the gage we came up with. It looks good in the model world if we can get to the spot-face under the bolt head in real life. We have not tried this on an actual part yet but will attempt to tomorrow with a cardboard cutout to start with.

Roger said he will be at Timppte tomorrow and will try to touch base with you if you have questions or concerns.

Regards,

Chris Helmer

From: Jeff Thompson [<mailto:JThompson@timppte.com>]
Sent: Monday, April 18, 2016 8:06 AM
To: Helmer, Chris
Subject: RE: P89 tone ring

Chris,

It was great having dinner with you and your wife Penney, Detlef and Anastasia. Thanks much.

Thank you for the attached information and date range. Have you had a chance to look any further into whether there is a relatively simple way to gauge if the tone ring has moved at all that our salesmen could use to check the existing trailers?

Please advise

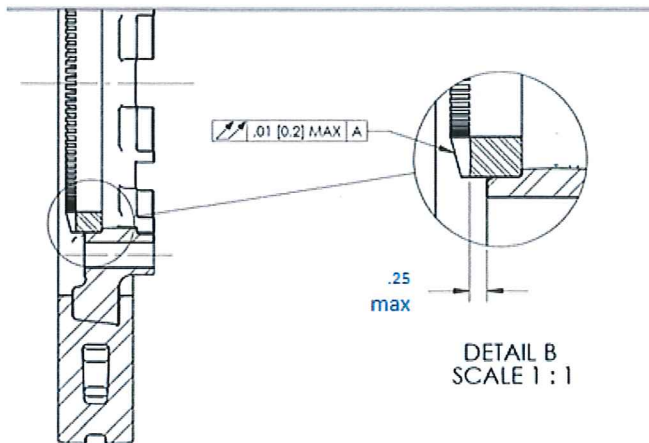
Thanks again
Jeff Thompson

From: Helmer, Chris [<mailto:Chris.Helmer@safholland.com>]
Sent: Monday, April 11, 2016 2:45 PM
To: Jeff Thompson
Cc: Jansen, Roger
Subject: P89 tone ring

Jeff,

After review of our P89 disc brake assembly we see the max dimension below (.25") for the tone ring to stick out of the rotor. This is from the machined area on the rotor to the bottom of the slots. We have selected this as a flat surface to check. The alternate dimension would be to the corner of the OD and the tooth profile. This would be .35" max. We are attempting to see if we can get a tool to fit into this area affectively to check either of these dimensions.

For the range of part numbers /production dates we started making P-89's in Jan 2014 and used a new part number that ends in -9xxx. So you could look at 2014 & 2015 produced trailers that had SAF part numbers that end in -9xxx.



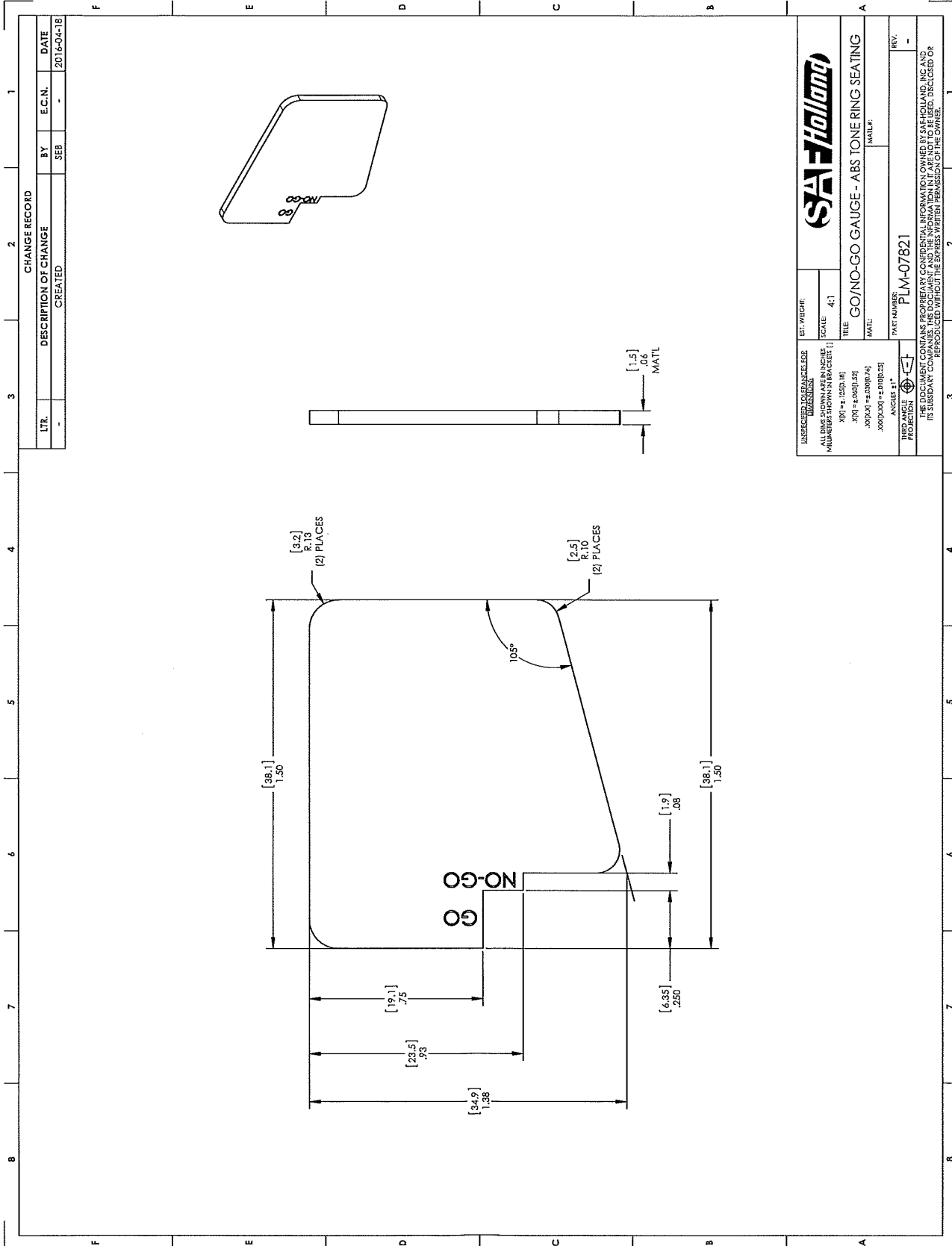
After we review the access to this area with a tool I will get back to you with more information.

Regards,

Chris Helmer

Director Applications Engineering-Americas
Trailer Suspension Systems
SAF-Holland, Inc.
Ph # 231-777-4377
Cell # 616-990-4756
www.SAFHolland.com

This email and any file attachments are confidential, and are intended solely for use by the identified recipient(s). If you received the email in error, please notify the sender and delete the message and any copies completely from your computer. Dissemination, distribution, or copying of this communication, in whole or in part, by any unintended or unauthorized recipient is prohibited.



CHANGE RECORD			
LTR.	DESCRIPTION OF CHANGE	BY	EC.N.
-	CREATED	SEB	-
			DATE
			2016-04-18

UNSPECIFIED TOLERANCES FOR DIMENSIONS

EST. WEIGHT: 4.1

SCALE: 4:1

SAF Holland

GO/NO-GO GAUGE - ABS TONE RING SEATING

MATL:

PART NUMBER: PLM-07821

REV: -

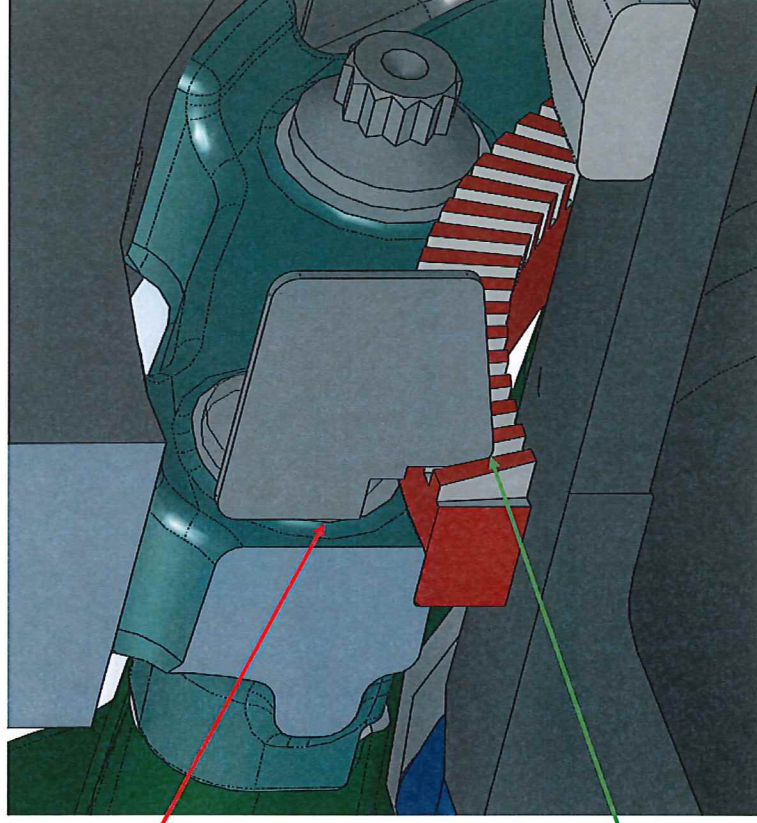
THIS DOCUMENT CONTAINS PROPRIETARY CONFIDENTIAL INFORMATION OWNED BY SAF HOLLAND, INC. AND ITS SUBSIDIARY COMPANIES. THE DOCUMENT AND THE INFORMATION IT CONTAINS ARE NOT TO BE USED, DISCLOSED OR REPRODUCED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE OWNER.

Set Up

The section of the tone ring that is accessible is located on the front side of the axle.

Insert gauge between ID on rotor and OD on tone ring.

1. Place upper gauge face flush on spot face under bolt head
2. Slide lower flange of gauge between ABS tone ring teeth

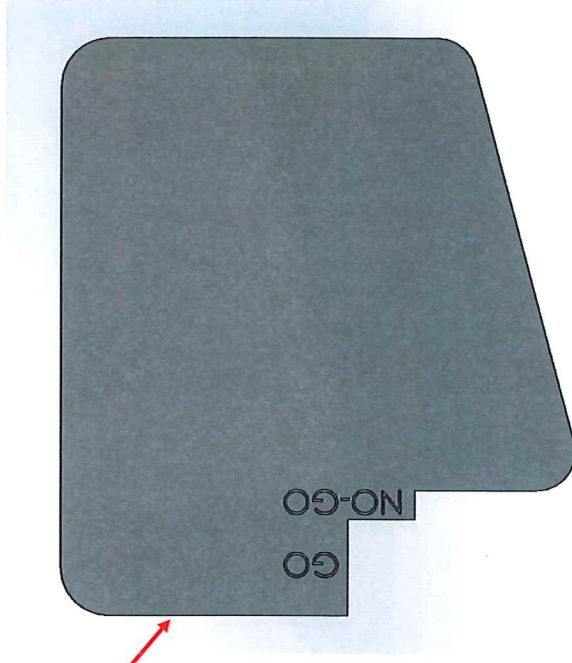


❖ Note: Any of the machined bolt faces on the hub will suffice for the check. It is **important** that the gauge is between teeth and sits flat on spot face.

Check Procedure

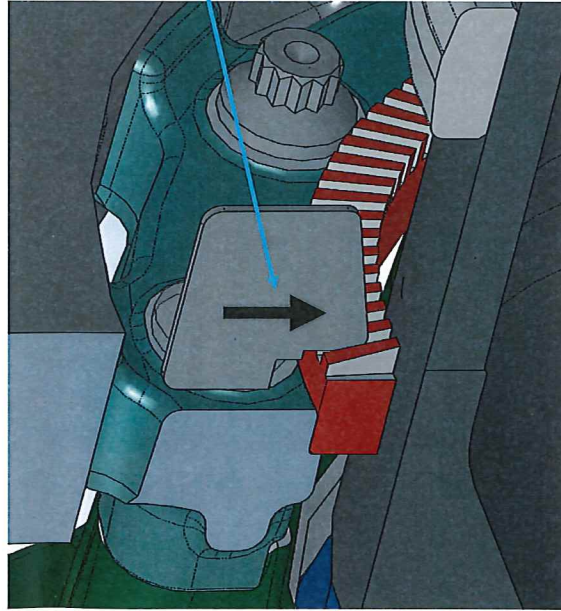
Once gauge is on the spot face slide the gauge between teeth

Slide on
this edge



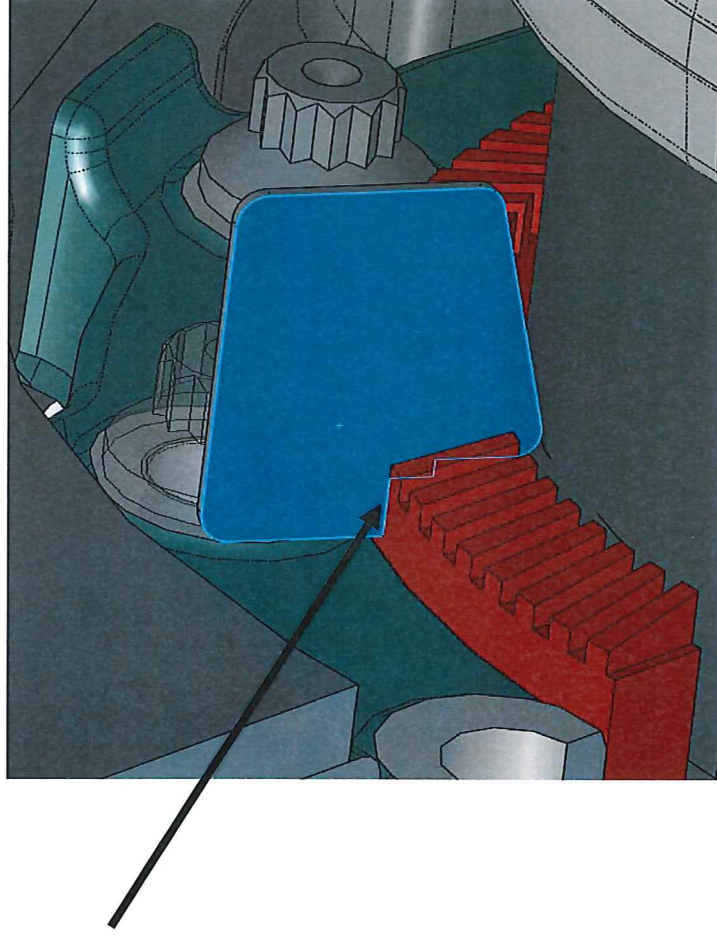
Slide direction

Maintain contact to
machined face



Correct Position

If the gauge slides down and makes contact with the Go notch the tone ring is fully seated in the hub



Incorrect Position

If the gauge slides down and makes contact with the No-Go notch the tone ring is not fully seated in the hub.

This would be a visible 1/8" gap between the gauge and OD of tone ring.

