

November 2, 2017

Product Change Notice - Hydraulic Jack Lower Assembly Bolts and Jack Mounting Bolts Corrosion Resistance Improvement

Dear Valued Customer:

LCI intends to make another improvement to its environmentally exposed products to improve corrosion resistance. This particular improvement pertains to the lower assembly bolts utilized for our hydraulic leveling and landing gear legs and jack mounting bolts. Presently, all of the assembly bolts that we utilize have a zinc coating with salt spray resistance exceeding 50 hours. We intend to improve the corrosion resistance of the lower assembly (gland) bolts and most mounting (mtg) bolts on or around 12-31-17, with one sku, 118076, changing in March 2018. At this time, we intend to improve the corrosion resistance and utilize bolts coated with zinc flake with Magni 567 topcoat to increase the salt spray resistance to 1,000 hours!

Fig. 1

12-31-17 Changeover

239604 (20k jack gland bolt)
 242974 (14k jack gland bolt)
 247202 (8k jack gland bolt)
 258755 (8k jack gland bolt)

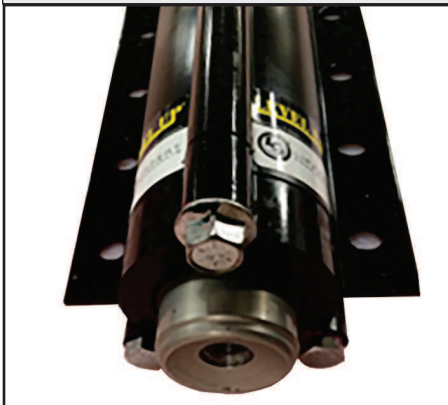


Fig. 2

Not Changing
 Bolts at top of jack.



Fig. 3

12-31-17 Changeover
 196994 (mtg bolt) – 1.25" long coarse thread.
 677967 (mtg bolt) – 1.75" long coarse thread (only used at REV).
March 2018 Changeover
 118076 (mtg bolt) – 1.50" long fine thread.

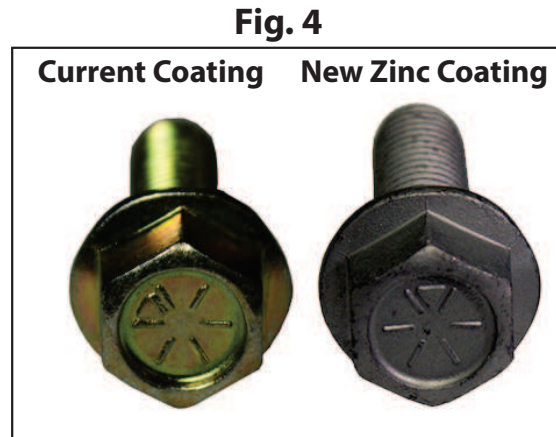


Shown above (**Fig. 1**) is the bottom portion of a standard hydraulic leveling or landing gear jack indicating the bolts that are referenced in this PCN. Shown above (**Fig. 2**) are the assembly and banjo bolts that are located at the top of the leveling or landing gear jack. Shown above (**Fig. 3**) are the jack mounting bolts (used for hydraulic and electric). The bolts shown in these photos are the current, zinc plated versions.

Please note: that the bolts in the top of the jack will not change from their current zinc coating. The reasoning for this is twofold: 1) The banjo bolt that permits ATF or hydraulic fluid to pass through it cannot be zinc flaked without obstructing the necessary flow; and 2) the top bolts are not generally subjected to road salts and corrosion given their location.

This change will happen to both the motorized and towable versions of our hydraulic leveling and landing gear legs and jacks. The towable versions have clear, anodized bodies (silver in color) and the motorized are black anodized bodies. **Fig. 1 and Fig. 2** depict the motorized versions. **Fig. 3** depicts towable.

In **(Fig. 4)** are a current production bolt (left) that will move to the zinc flake with Magni 567 topcoat with salt spray resistance of 1,000 hours (right).



We will make the change on a running change basis based on the estimated timing outlined above. There will be no part number change and no price increase associated with this improvement.

If you have any questions, please feel free to reach out to me directly or your LCI representative. We thank you in advance for your time and attention to this matter and appreciate your business and partnership!

Sincerely,

Brian Hess

Director of Sales – Towable
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NYSE:DW

Frequently Asked Questions:

1. Is the original part still available for purchase? Yes, the original parts are still available for purchase. However, once the changeover occurs, the bolts will be coated with zinc flake with Magni 567 topcoat (on or after 12-31-17). The old zinc versions of the assembly bolts will no longer be utilized when the improved corrosion resistant bolts are utilized in their place.
2. Is the new part interchangeable with the previous version of the part? Yes.
3. Will a new part number be required? No.
4. Does the customer need to replace inventory? No.
5. Is there a price change associated with this improvement? No.