

Service Bulletin

P89 Plus Wheel End Inspection for Water Ingress

October 2021

The bulletin is for use when the wheel end is suspected of water ingress, for example a submerged axle.

This should be used as a supplement to our maintenance manual XL-SA20024UM-en-US.

1. Remove the hubcap and inspect for evidence of water intrusion (i.e. water, rust or corrosion).
2. If no water, rust or corrosion is present, parts are able to be re-used. Continue to step 9.
3. If evidence of water intrusion is found inside the hubcap area, the wheel end must be disassembled to inspect for additional damages. Refer to **Figures 1, 2, and 3**.

Figure 1



Figure 2



Figure 3



4. Upon disassembly, inspect wheel bearings (**Figure 4**) and Spindle (**Figure 5**) for evidence of rust and/or corrosion.
5. If there is no rust along the spindle and the inside of the bearings, the wheel end can be reassembled as per XL-SA20024UM-en-US and returned to service. Continue to step 8.
6. If there is rust present along the spindle and the inside of the bearings, the sealed bearings are likely compromised. Therefore the hub unit should be considered out of service and be replaced with a new hub unit.
 - a. Clean any residual rust/corrosion off the spindle with emery cloth.
 - b. Hub assembly should be replaced with a new unit.

⚠ WARNING Failure to replace bearing system and hub unit when required could cause component failure which, if not avoided, could result in death or serious injury.

7. If rust flakes are present inside the hubcap (**Figure 6**), the hubcap, spindle nut and tire-inflation components should be replaced with new. If light rust is present, but no flakes, the corrosion can be removed with a wire brush.

Figure 4



Figure 5



Figure 6



8. Re-torque the Pro-Torq spindle nut as per XL-SA20024UM-en-US. Replace the orange Pro-Torq keeper with a new keeper (**Figure 7**).

NOTE: The Pro-Torq orange keeper **must** always be replaced with a new keeper each time it is removed.

9. Replace the hubcap gasket with a new gasket, then refit the hubcap.

NOTE: **Always** replace the hub cap gasket with a new version any time the hubcap is removed.

- a. Optionally, a light rust inhibitor can be applied to the wheel end components.
- b. Suggested rust inhibitors are as follows:
 - DuPont (Molykote D Paste) – available as an aerosol
 - Arconal paste
 - Chevron Delo grease

NOTE: Using a rust inhibitor may compromise the ability to assess grease leakage from the P89 Plus sealed bearing unit, which could lead to bearing failure. Refer to **Figure 8**.

10. Refit any peripherals such as tire inflation systems.
11. The unit can now be returned to service.

NOTE: Bearing seals should be inspected for leaks per service manual: XL-SA20024UM-en-US.

Figure 7

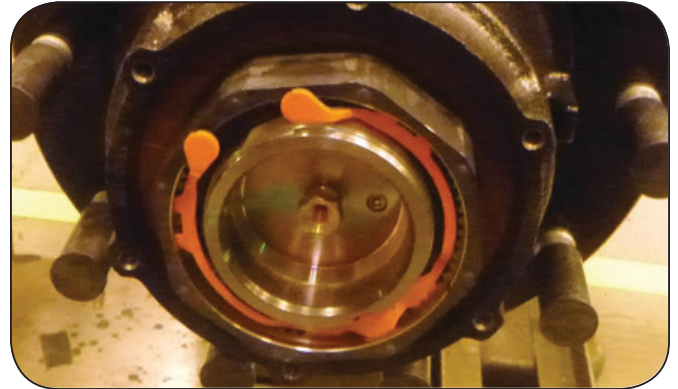
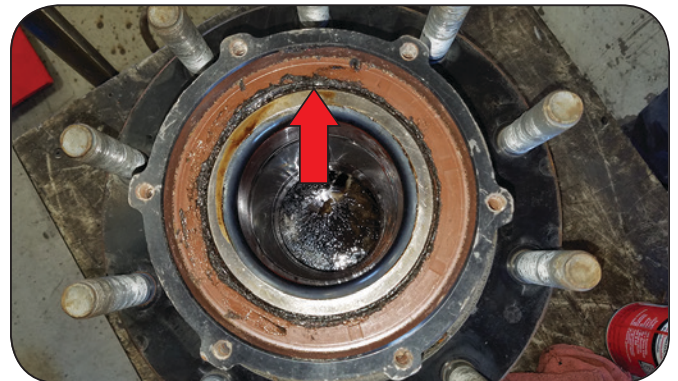


Figure 8





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