



BULLETIN

Subject:	Direction Sensor Adjustment		
Date:	Feb 20, 2021	Rev.: FR	No.: B21006
Re.:	Inspection and and Replacement if Required	Type:	Customer
Priority:	Earliest Opportunity		
Units Affected:	ML259968 thru ML260137		

Background:

Direction sensors may be coming out of adjustment and causing inconsistent lift axle operation. This bulletin explains how to inspect the sensor for damage, how to replace it if necessary, and how to properly adjust and secure the sensor for proper operation.

Materials

Item	Part Number	Qty
Blue Loctite (supplied by service provider)		
Direction Sensor (as needed, provided by WNC)	12900845	1
Zip-Tie (as needed, provided by WNC)	21200072	1

Tools

Jack and Stands
Impact to remove wheels
Hand wrenches to adjust sensor.



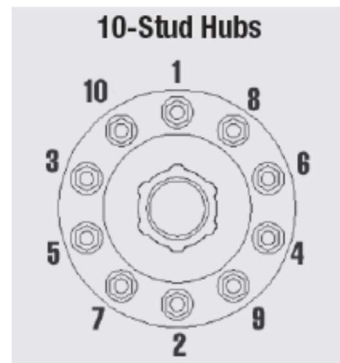
CAUTION!

- Wear appropriate personal protective equipment [PPE] like gloves, safety glasses and hard hat for example, when carrying out the following procedure.
- Should welding or cutting be needed, do so in a well ventilated area and wear appropriate head/face/eye protection, welding gloves and clothing.
- Refer to adhesive and chemical manufacturer's MSDS for safe use and handling instructions if applicable.
- Follow your company's safety procedures in addition to these recommendations.
- Follow industry standards for installation and tightening of all fasteners where torque values are not called out

Procedure: Begins on the following page (Pg. 2)

1. Raise and properly support the trailer where the rear axle position is off the ground. Remove the driver's side rear wheels for better access to the direction sensor.
2. Remove the outboard jam nut on the sensor, pull the sensor back and inspect its face for contact with the tone ring. If the sensor has contacted the tone ring, replace the sensor with a new one provided by WNC.
3. Insert the sensor into the bracket and apply thread locking compound to the sensor threads on both sides of the bracket and loosely install the outer jam nut.
4. Orient the flat on the sensor housing towards the axle.
5. Adjust the air gap and snug up the jam nuts. The distance from the sensor face to the tone ring should be set between .030" and .070" for proper operation. If you are replacing the sensor and the new one is supplied with an adhesive attached installation spacer, then position the sensor with the installed spacer contacting the tone ring and snug the jam nuts.
6. Tighten jam nuts to 45 - 55 ft lbs and assure the sensor to tone ring air gap remains within the tolerance stated in step 5.
7. Reinstall the wheels:

- a. Place one of the drum pilot pads at the 12 o'clock position.
- b. Starting with the top nut, tighten all flange nuts to 50 ft lbs using the sequence shown to the right.
- c. Tighten all flange nuts to the recommended torque of 450-500 ft lbs using the sequence shown to the right.
- d. Check all disc wheels for proper positioning on pilots and proper seating against flange.



Recheck torque after first 50 to 100 miles of service or reference TMC RP 237A for individual fleet maintenance alternatives.

8. Test by using a fully charged battery or connect to a tractor for a clean power source. **A battery charger or a 110 volt powered light checker is not an acceptable source of power for electronic controls.**
 - a. With the trailer supported, rotate the wheelend clockwise and lift axles should raise.
 - b. For additional troubleshooting if needed, contact Jesse Cervantez with Hendrickson at 330-489-1541.
9. Lower trailer and return to service

Stanadar Repair Time (SRT) for this procedure is 1 hour for sensor adjustments only. When a sensor replacement is nessarry, the SRT will be 1.25 hour.

