

Special Bulletin

SP22-305B

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First Release B

Kit SP22-305 changed for kit 7771836

09-28-2022

TAG AXLE HUB NUT APPROPRIATE STAKING

Prevost vehicles

DESCRIPTION

On the vehicles affected by this bulletin, inspect the hub nut staking on both wheels of the tag axle.

MODEL YEAR(S) AND VEHICLES INVOLVED

<i>NOTICE TO SERVICE CENTERS</i>	
<i>Verify vehicle eligibility by checking warranty bulletin status with SAP or via ONLINE WARRANTY SYSTEM available on Service / Warranty tab of Prevost website.</i>	
Model	VIN
X3-45 Commuter Model Year: 2021	From 4RKJ33492 <u>M9737815</u> up to 4RKJ33496 <u>M9737817</u> incl. And From 4RKJ33499 <u>M9737830</u> up to 4RKJ33495 <u>M9737839</u> incl.
This bulletin does not necessarily apply to all the above-mentioned vehicles, some vehicles may have been modified before delivery.	

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MATERIAL NEEDED

Order kit 7771836 which includes the following parts:

Part No.	Description	Qty
5000014	SCREW, CAP HEX G500 M14-1.5X80 CL10.9	28
630279	WASHER, NORD-LOCK M14	28
IS-22902	INSTRUCTION SHEET	1
FI-22902	FEUILLE D'INSTRUCTION	1

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WORKSHOP SUPPLIES

NOTE: The costs of workshop products are not covered under this bulletin

Part No.	Description	Qty
685325	Grease, Fuchs Renolite LX PEP-2	A/R
685274	Grease, Gleitmo 805	A/R
-	Brake Cleaner	A/R

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TOOLS

<p>TRUCK LUG NUT TORQUE WRENCH AND APPLICABLE HEX SOCKETS</p> 	<p>SOFT FACED HAMMER</p> 
<p>CHISELS</p> <ul style="list-style-type: none">- ROUND NOSED- SMALL END	<p>GUIDE STUD, M14-1.5 (2X) (Stock threaded rod)</p> 
<p>TORQUE SEAL</p> 	

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SAFETY PRECAUTIONS

- Eye protection should always be worn when working in a shop.
- Rules for Personal Protection Equipment should always be respected. Wear your PPE including but not limited to the following:



**Safety
First!**



1 PROCEDURE



DANGER

Park vehicle safely, apply parking brake, stop the engine. Prior to working on the vehicle, set the ignition switch to the OFF position and trip the main circuit breakers equipped with a trip button. On Commuter type vehicles, set the battery master switch (master cut-out) to the OFF position.

Lockout & Tag out (LOTO) must be performed during set-up, maintenance or repair activities. Refer to your local procedure for detailed information regarding the control of hazardous energy.

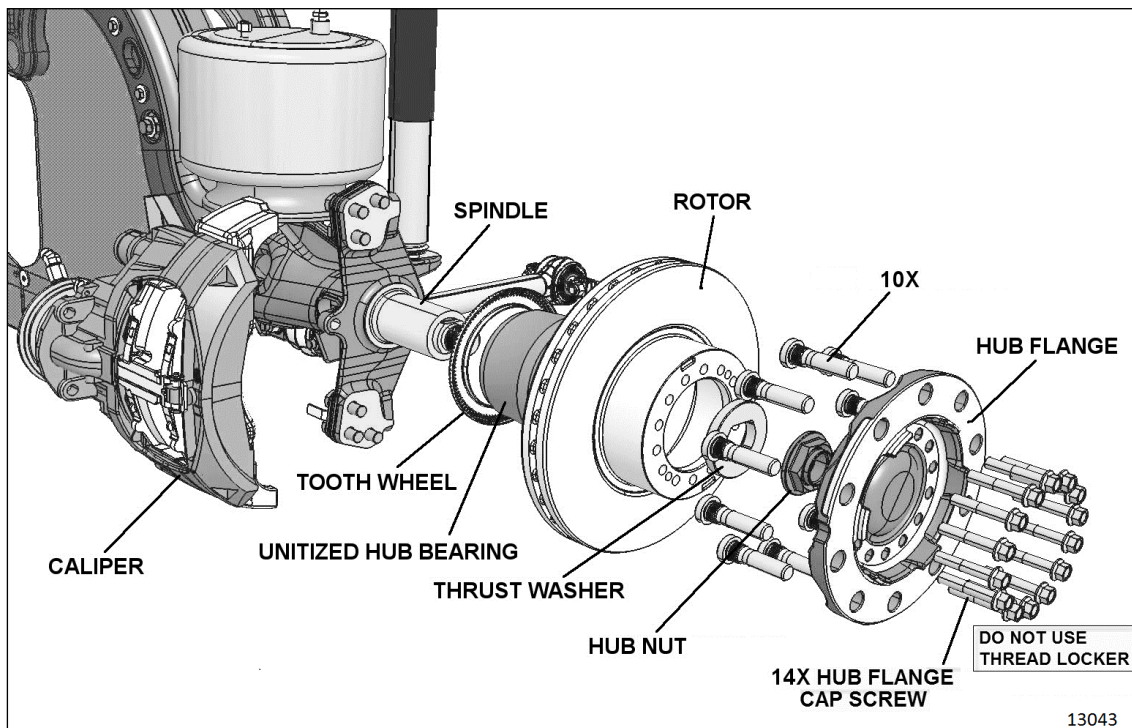


FIGURE 1: TAG AXLE HUB AND ROTOR ASSEMBLY

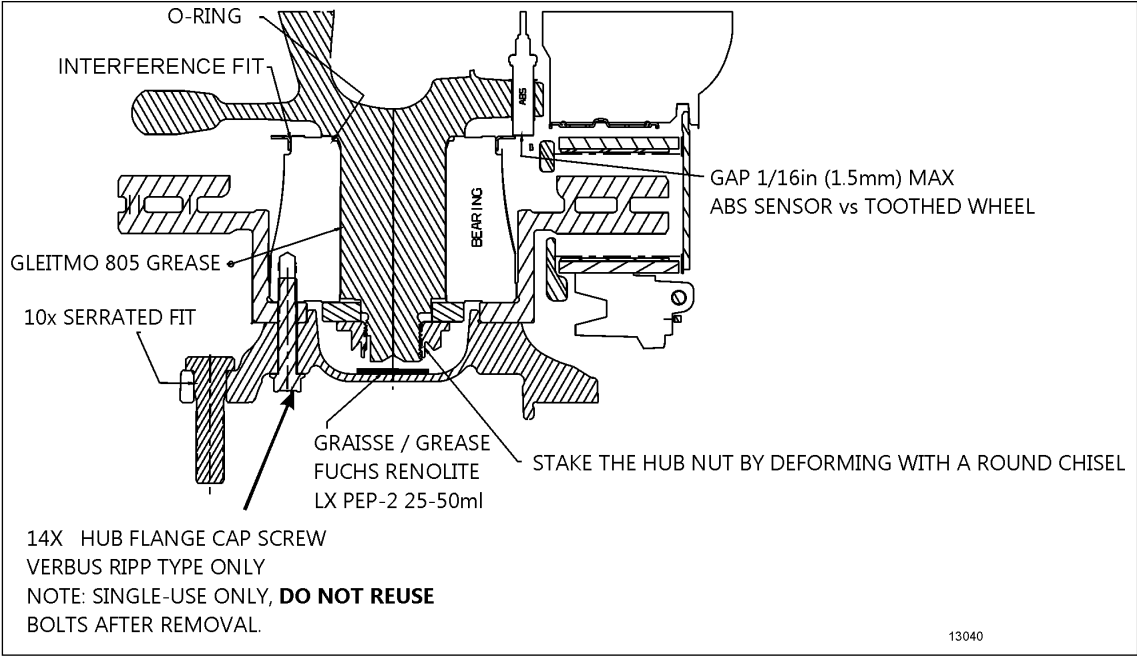


FIGURE 2: TAG AXLE UNITIZED BEARING & WHEEL HUB

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1.1 TAG AXLE HUB FLANGE REMOVAL

1. Raise the vehicle by its jacking points on the body. See MI18-18, under heading "*HOISTING AND TOWING POINTS*".

2. Unscrew 10 hex stud nuts and remove the wheel.

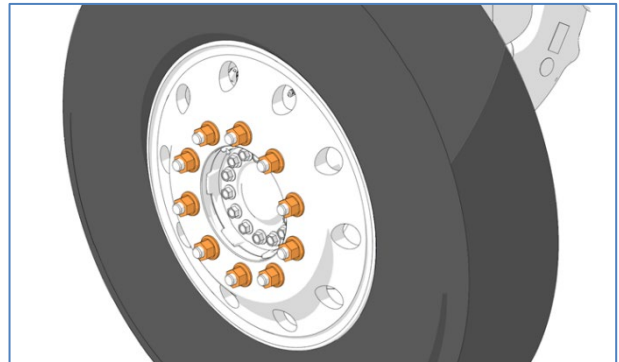


Figure 3

3. Loosen but do not remove the hub flange bolts.

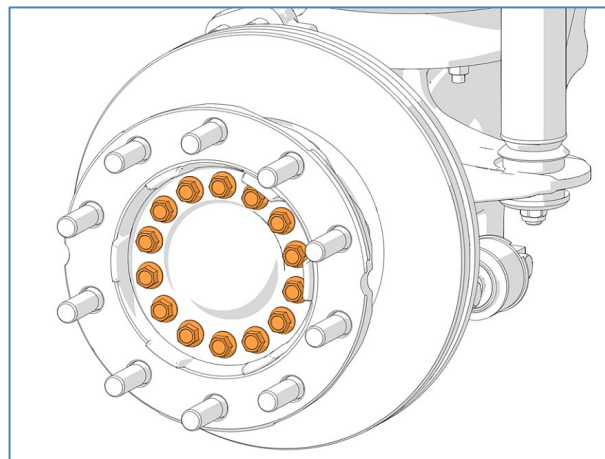


Figure 4

4. Remove 2 diametrically opposed hub flange bolts.
5. Replace the two diametrically opposed hub flange cap screws with 2 loosely fitted M14x1.5 studs made from threaded rod.

NOTE: Replacement studs should protrude beyond the front face of the hub flange to aid removal.

6. Unscrew 12 hub flange cap screws. Single use. Discard screws.

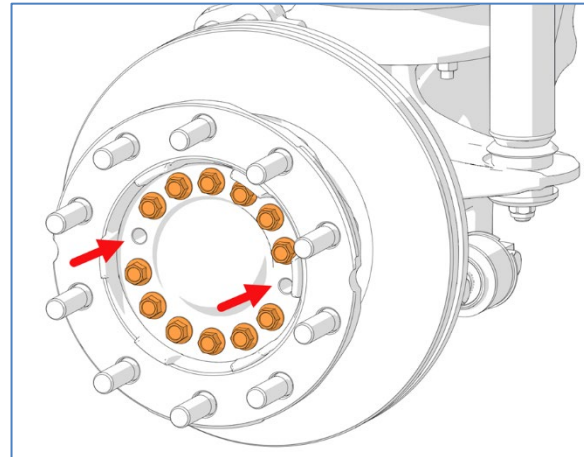


Figure 5

NOTE: The following images are generic images and do not show the actual tag axle hub but they remain representative of the following steps.

7. Gently tap hub flange outwards using a soft faced hammer.

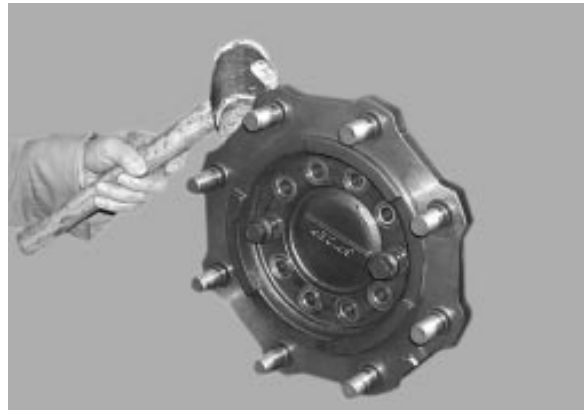


Figure 6

8. Support weight of hub flange.
9. Remove the hub flange and place on a suitable workbench.

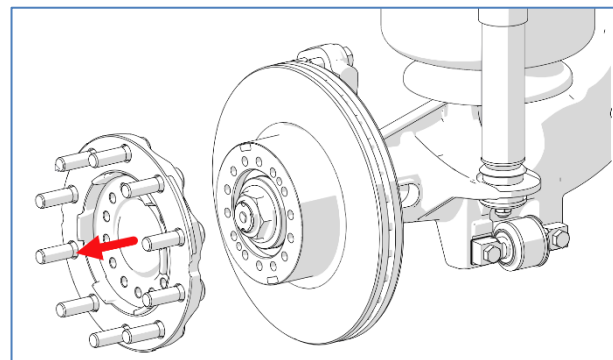


Figure 7

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1.2 HUB NUT STAKING INSPECTION

1. Inspect the hub nut staking quality. Refer to figures below for acceptance criteria.



FIGURE 8: **CORRECT** - PREVENTS THE NUT FROM GETTING LOOSE

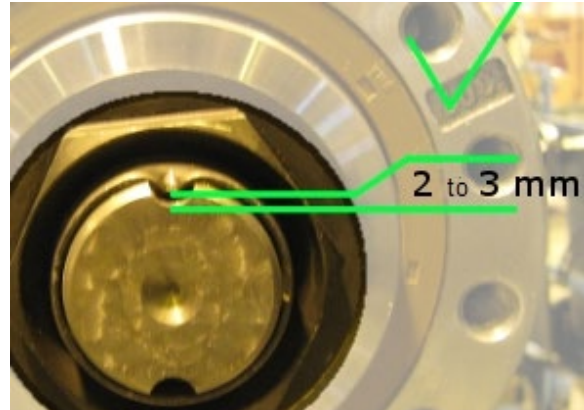


Figure 9: **CORRECT** – 2 to 3mm (0.078 to 0.118 in) MAXIMUM – BOTTOM OF GROOVE TO STAKING



FIGURE 10: BROKEN OR TORN LIP – **REJECTED**

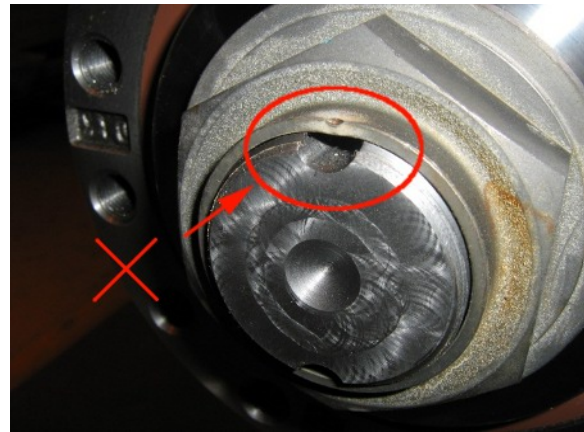


FIGURE 11: LIP INADEQUATELY PRESSED IN – **REJECTED**



- If staking is **CORRECT**, proceed to **1.3 HUB NUT STAKING CORRECT** below to complete this bulletin.



- If staking is **REJECTED**, inform Prevest CSR team (Customer Support Representative). CSR must request relevant notification to be opened by TechPubs. The corrective measures are found on a different Special Bulletin.

1.3 HUB NUT STAKING CORRECT – HUB FLANGE & WHEEL REINSTALLATION

1. Clean hub flange clamping surfaces (both side) using a good quality degreaser or brake cleaner.

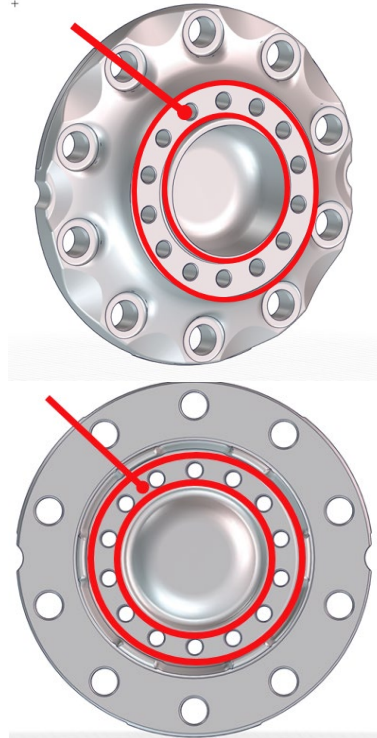


Figure 12

2. Add some grease (25-50 ml) (Fuchs Renolite LX PEP-2) (Prevost #685325) into the bottom of the hub flange cap. Mount hub flange onto rotor.

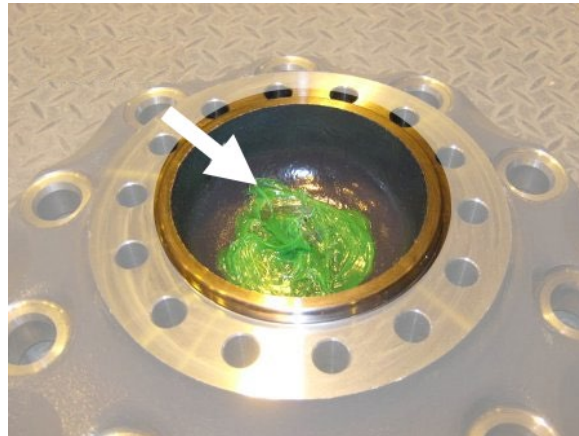


Figure 13

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- Secure hub flange and rotor to unitized hub bearing.
- Use 14 new M14 cap screws and washers from kit **7771836** (single-use).

Refer to Figure 15 for tightening sequence.

TORQUE: 161-197 lb-ft (218-267 Nm)

- Apply torque seal marks.

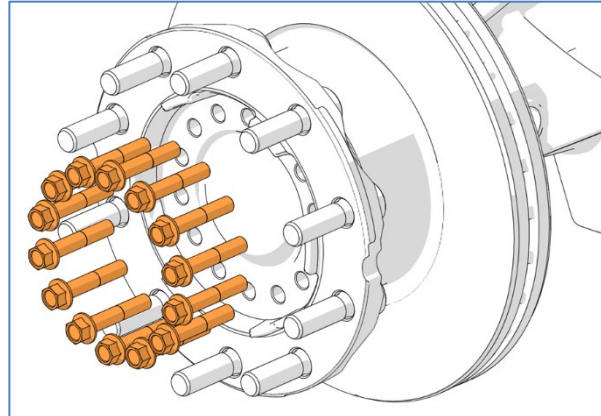


Figure 14: HUB FLANGE HEX CAP SCREW

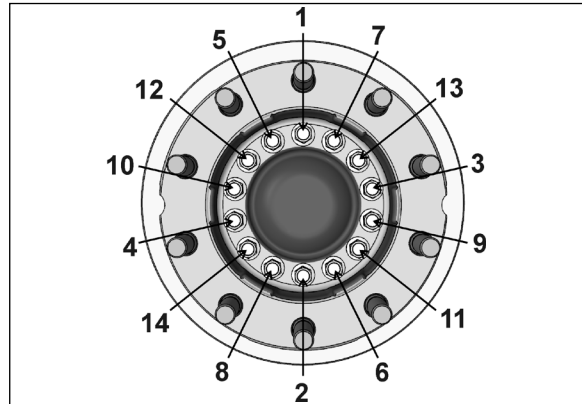


Figure 15 HUB FLANGE HEX CAP SCREW TIGHTENING SEQUENCE

- Mount the wheel over studs, being careful not to damage stud threads.
- Screw in the hex stud nuts so that wheel will position itself concentrically with hub.

This is important, otherwise wheel may be eccentric with hub and will not run straight.

In this initial step, slightly tighten the nuts to correctly position the wheel.

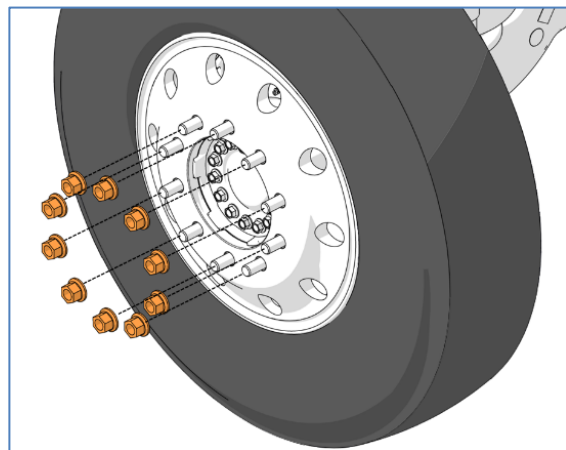


Figure 16

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8. Tighten stud nuts progressively as shown in FIGURE 17.

The final tightening should be done with a truck lug nut torque wrench. Tighten stud nuts.

TORQUE: 450-500 lb-ft (610-678 Nm)

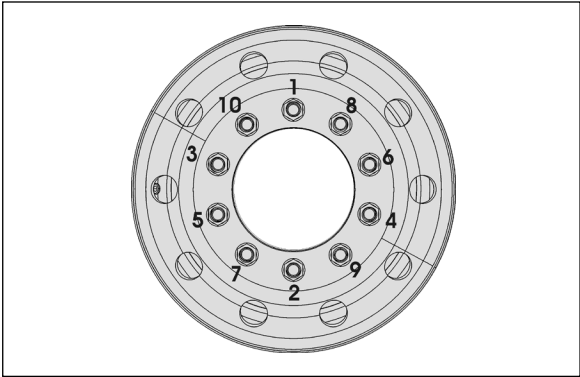


FIGURE 17: TIGHTENING SEQUENCE

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PARTS / WASTE DISPOSAL

Discard waste according to applicable environmental regulations (Municipal/State [Prov.]/ Federal)

ESTIMATED TIME

The time required to perform this special bulletin is 1.5 hours.

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OTHER

VBC Bulletin	N/A
Fail Code	09
Defect Code	13.02
Syst. Cond	B
Causal Part	621967

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