



SADLER POWER TRAIN TRUCK PARTS & SERVICE

Service Bulletin



SERVICE SMARTS



Removing Frozen Hubs From The Spindle

PRODUCTS AFFECTED:

All ConMet® hub assemblies

SCOPE:

This field service bulletin will provide a basic overview of why hubs become frozen onto a spindle; and provide a recommended method for removing the hub assembly to prevent damage to the hub, or spindle, and to reduce the risk of personal injury.

REASONS FOR A HUB BECOMING FROZEN ONTO A SPINDLE:

There are several reasons for a hub assembly to become frozen onto a spindle, but the two primary reasons are:

1. Minor wheel bearing failure
2. Fretting corrosion between the bearing cones and axle spindle (see Figure 1 and Figure 2)



Figure 1

Fretting Corrosion is corrosion that can occur on the load bearing contact surface between mating material, leaving a reddish-brown stain on the spindle or bearing cone.



Figure 2

CORRECTIVE ACTION:

Depending on the degree of the wheel bearing failure, or fretting corrosion, a considerable amount of force may be required to remove the hub assembly from the spindle. Consolidated Metco recommends the use of a heavy duty mechanical hub puller (see Figure 3) to assist in the removal of the hub from the spindle. Although ConMet is not a manufacturer or supplier of these tools, hub pullers are available from several sources including:

<u>Company Name</u>	<u>Part Number</u>	<u>Website</u>
Tiger Tool	10903	www.tigertool.com
Mack Truck Parts	2566HP1	www.macktrucks.com
Kiene Diesel	WW2000	www.kienediesel.com

Figure 3



During the disassembly of the hub, all hub components should be cleaned, dried, and inspected for fatigue or failure. If signs of deterioration are evident, it is required to replace these components as per the hub or bearing manufacturer's recommended practices. In cases where fretting corrosion is found on the spindle bearing journals, it should be removed with a fine abrasive, such as emery cloth, prior to reinstalling the hub assembly. Consolidated Metco recommends that a thin coating of a grade 2 grease, preferably moly based be applied to the spindle bearing journals prior to installing the hub to prevent fretting corrosion from reoccurring.

Torque Requirements for PreSet Plus[®] Wheel Hub Assemblies

You are likely already aware of ConMet's wheel end technology, the PreSet Plus hub assembly. The intent of this bulletin is to inform you of some of the features of PreSet Plus and make you aware of its torque requirements. Please distribute this information as you see fit.

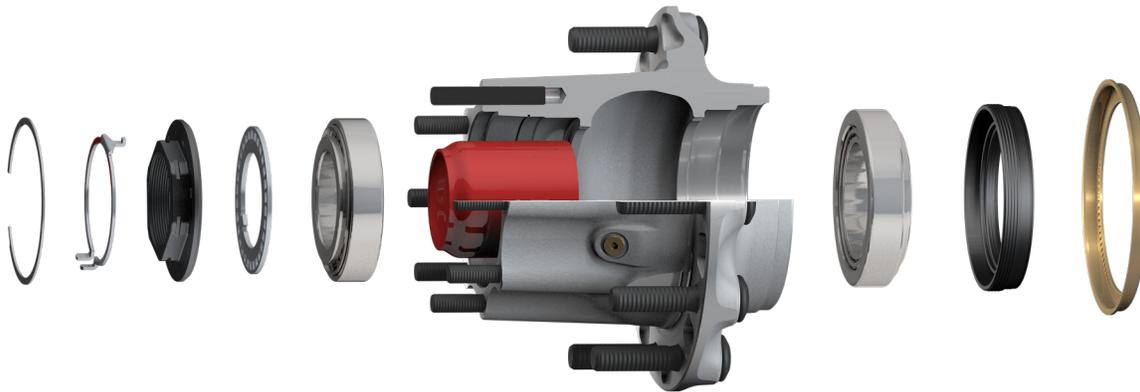
Similar to current PreSet assemblies, PreSet Plus assemblies contain a seal, bearing cups and cones, and a bearing spacer. PreSet Plus assemblies upgrade the components and add an integrated spindle nut. Capturing the spindle nut in the hub better protects the components during service and allows the nut to perform as a hub puller during removal. More information about PreSet Plus can be found online at www.conmet.com.

Some PreSet Plus wheel ends are designed for higher spindle nut torque. The torque specification and required socket sizes are listed below and in the ConMet Hub Service Manual. If you have any questions about where to purchase sockets contact ConMet Customer Service at (800)-547-9473.

Thank you for your assistance in ensuring that the service environment is prepared for PreSet Plus. For more service information, you can access ConMet's hub service manual on our web site at www.conmet.com. If you have any questions or feedback, please do not hesitate to contact ConMet Customer Service.

	FF Flat	FF Keyway	FL	R	TN	TP
Torque Specification	300 ft-lbs	300 ft-lbs	300 ft-lbs	500 ft-lbs	500 ft-lbs	500 ft-lbs
Socket Size (6 point)	2"	2"	2¾"	3¾"	3⅞"	4"

*All torque values to be +/-10%.



The information in this bulletin is intended as a reference source only. Consolidated Metco does not assume any liability in the event of improper use or mismatch of components. For additional information, visit our website at www.conmet.com or call (800) 547-9473.



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