

Industrial Axle Company, LLC

SAFETY RECALL NOTICE

May 7, 2015

Manufacturer recall of 6 bolt hub/drum using ½-20 zinc coated wheel studs

On April 14, 2015 IAC was notified by a customer that they had experienced 3 broken studs in their production facility. IAC then contacted the hub supplier regarding this issue. On April 17, 2015 IAC stopped using all hub/drums and isolated them until we could conduct further testing. On April 30, 2015, IAC received a notice from our supplier of a potential manufacturing problem with ½"- 20 wheel studs that were used in the hub/drums that were sold to IAC.

- The axle manufacturing locations and potential dates involved are:
 - ▶ Elkhart, IN: 03-09-2015 through 04-17-15
 - ▶ Shawnee, OK: 04-10-15 through 04-17-15.
- The number of axles involved is 1,255.
- Axle models that use suspect hub/drums are D52, D60, H52, QF48, QF52, QF60, QF70, T52 and T60.
- When trying to identify suspect axles with suspect hub/drums, look for the following:
 - ▶ Locate the purchase order number on the axle label (depicted in figure 1) that corresponds to the attached customer specific suspect list.
 - ▶ Account for the number of axles on the respective purchase order (refer to figure 1).
 - ▶ Once axles are identified by the customer purchase order number, check hub/drums to determine if it has a suspect hub/drum date code as depicted in figure 2.
- Affected hub/drum part number is 363239.9.
- Suspect hub/drums have the date code of 141224, 141225, 141226, and 141227. Axles with date codes on the hub/drums outside these dates are OK to use. (See figure 2 on where to find the date code.)
- An example of where to find the the date code is shown in figure 2:

141226
year month day

- If you find any axles with a date on the hub/drum that matches the designated date range, please contact IAC at 1-800-400-2164 or via email (IACwarranty@industrialaxles.com) for a replacement(s) and to return suspect hub/drums. Please have the axle serial number when contacting us.
- If axles are identified with suspect hub/drums in your inventory they may not be sold or used on any unit. It is a violation of Federal law to deliver units covered by this notification until the defect or noncompliance is remedied.
- In the event a suspect hub/drums is identified, please contact IAC for a replacement hub/drums kit (kit number 1684787).
- Labor allowance is 0.5 hour to jack the trailer up, remove the wheels, and check hub/drums date. Prior to removal of the wheels, check the axle tag to determine if the axle falls in the suspect purchase order group. If replacement is needed, 1.0 hour per axle will be allowed. Labor will be allowed at your posted hourly rate.

AL-KO  AXIS	Industrial Axle Company, LLC Plant 10 (Elkhart Mfg) Work Order: 127674-1-1 Due 05/11/15 Number: 1 Of 2
P/N: 22469860 Rev C QF35 #10N FC 60/41.250/48.125 1/IN/CB TM 32D UL 545I	
Serial Number:  10-127674-127674-1-1-001	Capacity 3,500.00 lbs
Cust #: CUST000	Customer PO: 6014862-54
Cust Name: CUSTOMER XYZ 22469860 REV C	S/O Number: 127674 S/O Line: 1
 127674-1-1 22469860 Rev C 127674 1	

Figure 1

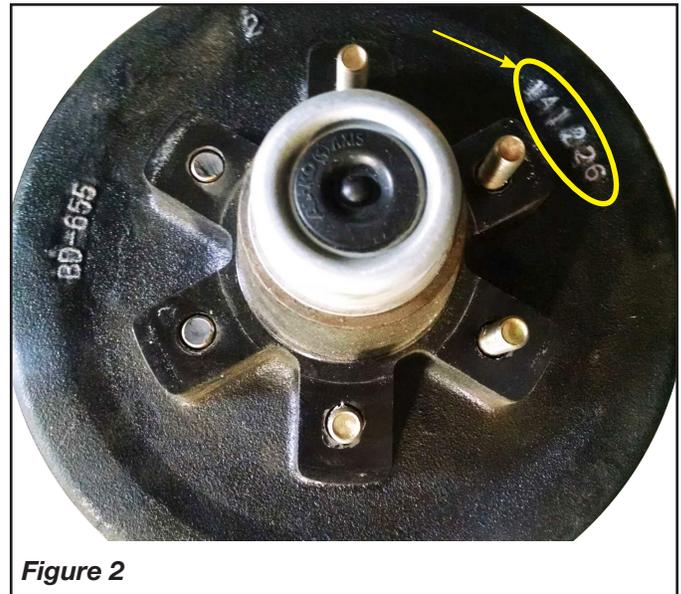
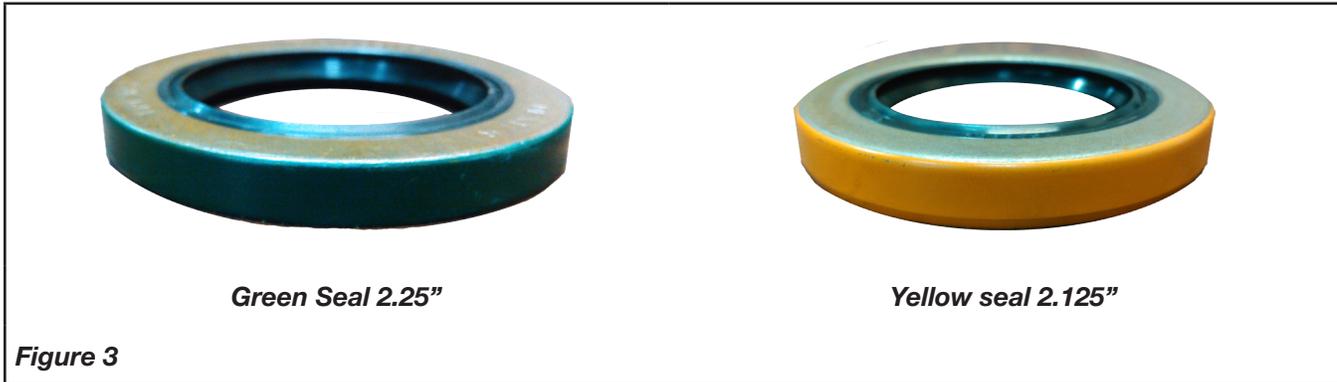


Figure 2

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Install instructions for replacing the hub/drums

Replacement hub/drums will be shipped as part of a kit that includes a 2.25" green grease seal and a 2.125" yellow grease seal. See figure 3 of how to determine the correct seal needed for your hub/drums. The kit will also include a cotter pin, an Ultralube® tang washer plus a new grease cap (one for standard grease and one for the Ultralube® style).



Hub Removal

1. Elevate and support the trailer unit per manufacturers' instructions.

CAUTION

You must follow the maintenance procedures to prevent damage to important structural components. Damage to certain structural components such as wheel bearings can cause the wheel end to come off of the axle. Loss of a wheel end while the trailer is moving can cause you to lose control and lead to an accident, which can result in serious injury or death.

2. Remove the wheel.
3. Remove the grease cap by carefully prying progressively around the flange of the cap.
4. Remove the cotter pin or tang washer from the spindle nut.
5. Unscrew the spindle nut (counterclockwise) and remove the spindle washer.
6. Remove the hub from the spindle paying attention that you keep the outer greased bearing away from any contamination.
7. Remove the grease seal and remove the greased inner bearing keep away from any contamination. Caution: If you should drop the bearing on the floor the bearing must be cleaned, checked for damage and re-packed with grease before installing into new hub/drums.
8. Clean any grease from the spindle before re-installing the new hub/drums.

Seal Installation

To install the seal in the hub/drum:

1. Apply a sealant similar to PERMATEX® High-Temp Red RTV Silicone Gasket to the outside of the new seal. Note: A sealant should not be used on rubber encased seals.
2. Tap the new seal into place using a clean wood block.

Bearing Adjustment and Hub Replacement

1. If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed.
2. Add a ring of grease around the inner and outer hub cups.
3. Install inner greased bearing and grease seal
4. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs. (12" wrench or pliers with full hand force.)
5. Then loosen the spindle nut to remove the torque. Do not rotate the hub.
6. Finger tighten the spindle nut until just snug.
7. Back the spindle nut out slightly until the first castellation lines up with the cotter key hole and insert the cotter pin.
8. Bend over the cotter pin legs or tang washer tab to secure the nut.
9. Nut should be free to move with only restraint being the cotter pin.

For Ultralube® axles

1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs. (12" wrench or pliers with full hand force.)
2. Then loosen the spindle nut to remove the torque. Do not rotate the hub.
3. Finger tighten the nut until just snug, align the retainer to the machined flat on the spindle and bend over one of the ears of the retainer. Once in place, the nut assembly should be free to move slightly.
4. If the nut is too tight, remove the retainer and back the nut off approximately one twelfth of a turn and reinstall the retainer. The nut should now be free to move slightly.
5. Reinstall grease cap.

Frequently asked questions

How many studs have broken?

Thirteen (13) studs have failed at one OEM facility.

Why did they break?

Broken studs were sent to a private lab to determine cause of failure.

What is being done to locate the broken studs?

We have isolated the suspect hub/drums in our inventory and traced the customers that have potential defective axles with these hub/drums.

Who can I contact for additional information?

1-800-400-2164 or IACwarranty@industrialaxles.com

Are replacement hub/drums available and how do I get them?

Yes, replacement hub/drums are available immediately by contacting 1-800-400-2164 or IACwarranty@industrialaxles.com.