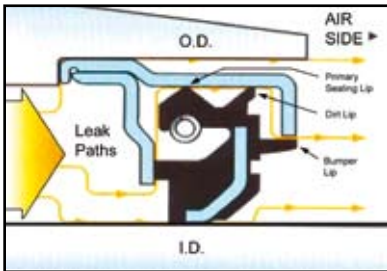


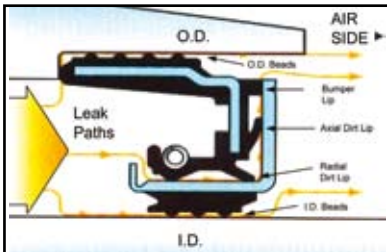
TROUBLESHOOTING TRAILER AXLE BEARINGS & SEALS



SCOTSEAL PLUS XL

Seal Failures will most likely result from:

- Improper installation (OD or not lubed)
- Lubricant contamination Metal Flakes, Dirt or Water,
- Mixing of Lube Types.
- Axle spindle not fully prepped (if replacing a narrow width seal i.e. CR40136 with CR40129 the new seal has a wider seal and the axle spindle must be cleaned prior to installing the new seal).



SCOTSEAL

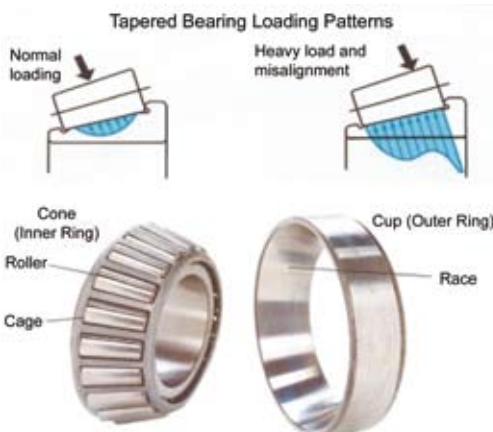
Seal Failures will most likely result from:

- Improper installation (wrong or no tool used or installed cocked - not sealed squarely).
- Lubricant contamination, Metal Flakes, Dirt or Water
- Mixing of Lube Types.
- Installed over a wear ring, hub or spindle imperfection not cleaned.
- Axle spindle not fully prepped.
- Seal spinning on axle spindle.
- Improper bearing adjustment.

Talk to us about installation tools or training and instruction guides.

Typical Bearing Failure will most likely occur from:

- Improper bearing adjustment clearance/end play not to manufacturer's specs.
- Overtightening the adjusting nut or not sealing the bearing properly shifts the load pattern on the bearing surfaces. Wear becomes uneven on the roller surface, roller, flange, and race and the bearing falls prematurely.
- Lubricant contamination, Metal Flakes, Dirt or Water,
- Mixing of Lube Types.
- Improper Lubrication, Wrong viscosity, Insufficient Amount, Degraded Lubricant.
- Installation Damage, wrong or no tools used, Hammering on bearing components.
- Poor fit, hub or spindle damage allowing bearings to spin on spindle.
- Electric Arcing.
- Service Fatigue.



TRAILER AXLE BEARINGS & SEALS

AXLE MODEL	SEAL	HUBCAP	INNER BEARINGS	OUTER BEARINGS	ADJUSTER NUT	WASHER	LOCK NUT
DANA SPICER D22 15", 17.5", 19", 22.5"	CR46300	CR1643	HM218248 HM218210	HM212049 HM212011	1227C549	105107	1227B756
FRUEHAUF PROPAR 22.5"	CR42627	CR1282	HM518445 HM518410	HM518445 HM518410	FH008510	FH04081	
INGERSOL STD FORGE A19 15", 17.5", 22.5"	CR40129	CR1643	663 653	HM212049 HM212011	1227C549	105107 105106	1227B756
INGERSOL A22 15", 17.5", 19.5", 22.5"	CR46300	CR1643	HM218248 HM218210	HM212049 HM212011	1227C549	105107 105106	1227B756
MERITOR ROR TM	CR46300	CR1643	HM218248 HM218210	JH211749 JH211710		AXL 105	
MERITOR ROR TE9000	CR46300	CR1643	33116	32310		AXL 105	
YORK 2782 + 2783, 2784, 2950 17.5", 19", 22.5"	CR46300	CR1643	HM218248 HM218210	HM212049 HM212011	YK502461	YK501123 YK790044	YK502462

Lubrication Grease

Use Manufacturers recommended grade (minimum EP2)

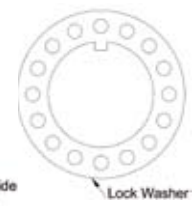
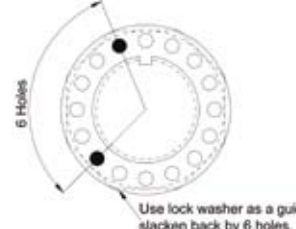
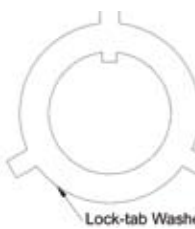
Work Grease into the Bearings and apply extra to Hub outer race. Fill the hubcap with grease before fitting.



Lubrication Oil Filled

Use Manufacturers recommended grade (minimum SAE50)

With hubcap installed fill wheel end through either centre or side bung until oil reaches the level marked on hubcap.



The following notes are guidelines only, always follow the manufacturer's maintenance procedures

Wheel Bearing Adjustment 2-5/8" - 16TPI Dual Nut Type	With the brakes fully backed off and while turning the hub, torque the adjusting nut to 150 - 170Nm Back it off approximately 1/4 turn, refit lock washer, torque the Lock Nut to 340 - 400 Nm Check end float is within 0.08 - 0.20mm if not READJUST . If tab washer used fit bending over tabs.
Wheel Bearing Adjustment Unitized Single Nut Type	With the brakes fully backed off and while turning the hub, torque the adjusting nut to 100Nm Back it off approximately 1/8 turn, and torque up locking screws to manufacturers specifications Check for free rotation of hub and ensure bearing clearance is not excessive READJUST if not correct .
Wheel Bearing Adjustment Commet Preset Single or Dual Nut	Install the Inner spindle (adjusting) nut and torque to 400Nm. Do not back this nut off Engage any locking device that is part of the lock nut system. If unable to engage advance the nut until engagement occurs. If a double or jam (lock) nut system is used torque this to 270Nm.

TRAILER AXLE

TRAILER AXLE BEARINGS & SEALS

AXLE MODEL	HUBCAP	SEAL	INNER BEARING	OUTER BEARING	CASTLE NUT	SPLIT PIN	WASHER
BPW H + KH 9000	0321223090	0331097310 0331097320	33116	32310	0326216080	0262018201	
BPW H + KH + NH 9000 ECO + ECO MAXX	0321224250	0256645700	33118	32310	0326216150	0262018201	0332073130
BPW H +KH 9000 ECO PLUS	0321225300 0321225310	0256646800	33118	33213	0526647060	0327700070 0318804100	
BPW H + KH 10000	0321224070	0331098210 0331097300	33118	33213	0326217120	0262018401	
BPW H + KH + NH 10000 ECO + ECO MAXX	0321225080 0321225330	0256645800	33118	33213	032261780	0262018401	0332064010
BPW H KH 10000 ECO PLUS	0321225300 0321225310	0256645800	33118	33213	0526647060	0327700070 0318804100	
BPW NH 9000	0321223090	0256642657	33118	33213	0326217120	0262018401	

BPW BEARING ADJUSTMENT AND LUBRICATION NOTES

Warning Do not use impact or rattle gun BPW recommend Longlife grease

Conventional Axle

Work grease (170g for 33316 180g for 33318) into inner bearing apply remainder to outer race of hub.
 Fill hubcap with (290g for 32310 320g for 33213) which is pressed into outer bearing as cap is screwed on
 Tighten Axle nut using torque wrench to 150 Nm while simultaneously turning the hub.
 Turn the axle nut back to the next possible pin hole (maximum 30 deg).
 Insert split pin and bend slightly outwards. Refill hubcap with grease screw in and torque (800Nm for steel cap).

Eco + Eco Maxx Axle

Work grease (120g for 33316 + 120g for 32310 170g for 33318) into the spaces between tapered rollers and the races apply the remainder to the outer races of the hub.
 Tighten Axle nut back to the next possible securing hole (maximum 15 deg).
 Reassemble locking ring and bolt. Screw in hubcap and torque (800Nm for steel cap).

Eco Plus

Work grease (170g for 33318 + 120g for 33213) into the spaces between tapered rollers and the races apply the remainder to the outer races of the hub.
 Tighten Axle nut using a spanner while simultaneously turning the hub until axle nut torque limiter operates.
 Fill the retaining key between axle stub and the nut (do not reset the nut) Insert the hooked spring ring according to version. (Either behind axle nut flange, or in axle stub thread).
 Screw on hubcap and tighten to 800Nm.

