



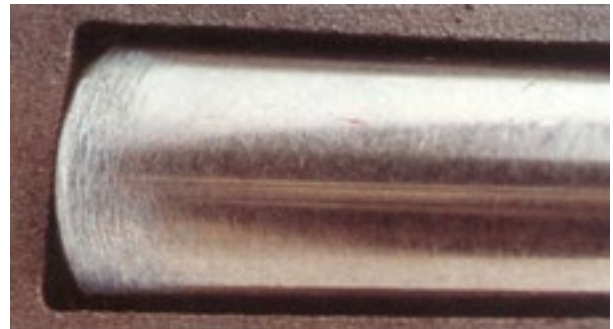
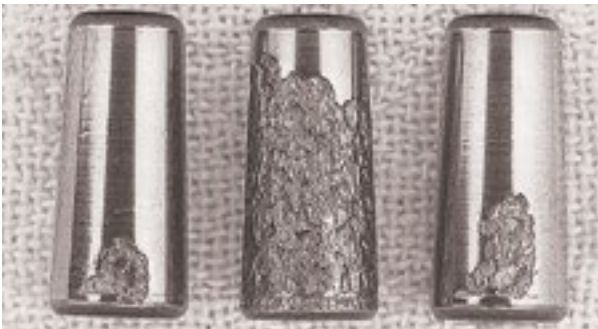
TECH TIP: THE IMPORTANCE OF PROPER WHEEL BEARING ADJUSTMENT

Premature bearing failure impacts the efficiency of a fleet and has serious performance, safety and budgetary implications. Proper bearing adjustment is a key factor in reducing premature bearing failure. In heavy duty wheel-end applications, the ideal bearing end-play setting should be between 0.001" and 0.005" for optimal bearing life.

To eliminate guesswork and ensure the ideal combination of reliability and safety, an industry standard procedure, TMC RP618, was developed for heavy duty wheel bearing adjustment which allows for a slight amount of end-play. This end-play should be measured with a dial indicator and verified by the technician at the time of installation. It is recommended that the technician record this end-play measurement on the work order for future reference.

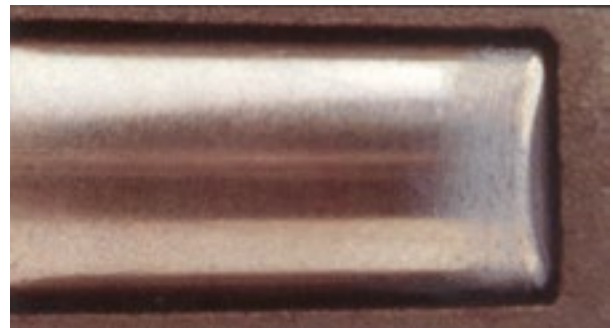
TIGHT, BUT NOT TOO TIGHT: CONSEQUENCES OF IMPROPER WHEEL BEARING ADJUSTMENT

TOO TIGHT (PRELOAD):



Creates excess preload and the bearing will run hot. This will compromise lubrication, and eventually lead to flaking at the large end of the rollers/races.

TOO LOOSE (END-PLAY):



Creates excess play and vibration in the system. This can lead to a multitude of issues not limited to wheel wobble, seal leakage and ABS/braking problems. Eventually a loose setting will cause flaking at the small end of the rollers/races leading to failure. If failure becomes severe enough, it could even lead to the wheel coming off!

Please Note: Always refer to TMC procedures "RP618 - Wheel Bearing Adjustment" and "RP622 - Wheel Seal and Bearing Removal, Installation and Maintenance" when servicing wheel bearings.



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