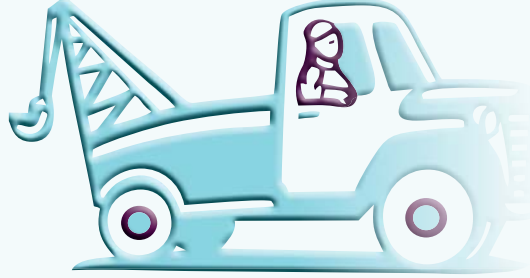




NOVEMBER 2011

Getting Hitched!



STEERTEK NXT Front Steer Axle Recommended Towing Methods

Hendrickson's STEERTEK NXT front steer axle was introduced in July 2011, and designed as the successor to the previous STEERTEK axle that has been available with the AIRTEK® • SOFTEK® suspensions for the last ten years.

A vehicle equipped with a STEERTEK NXT or STEERTEK axle can be towed by any of the following methods (listed in order of preference) for on-highway or on-roadway applications.

- ◆ **METHOD 1** — Wheel lift, the ideal towing procedure
- ◆ **METHOD 2** — Towing the vehicle from the rear
- ◆ **METHOD 3*** — Conventional axle fork lift
- ◆ **METHOD 4** — Spring eye and hanger lift (may require the removal of fairings)

However, with the new STEERTEK NXT design, Hendrickson recommends a different towing METHOD 3* procedure than that for the STEERTEK axle. Refer to Hendrickson Technical Bulletin

SEU-0102 for detailed instructions on towing Methods 1, 2, 3, and 4 for both STEERTEK NXT and STEERTEK.

* NEW METHOD 3 — AXLE FORK LIFT for STEERTEK NXT

This is an alternative method for towing the vehicle that requires standard tow forks and designated lift points. Place a spacer on the boom, to provide adequate clearance between the oil pan and the boom if necessary. Lift the vehicle in order to place spacer under tires. This will provide sufficient room under the axle to locate forks in the proper position.

NOTE: When lifting a vehicle with an under lift boom, care must be taken not to damage the engine's oil pan. Vehicles equipped with a front fairing may require removal of the front fairing prior to towing to prevent component damage.

1. It is recommended to maintain the air in the air springs (if equipped) to help prevent damage to the air spring bump stop while towing the vehicle. An alternative air source may be necessary if the engine or compressor will not function. If the air spring is punctured, tow the steer axle suspension with the air springs deflated.
2. Release the tractor brakes.
3. Install safety straps prior to towing the vehicle, it is preferred to use nylon safety straps. Chains have a tendency to bind and may cause damage to the axle.
4. Use a tow fork such as a Miller Short Frame Fork or a comparable fork, see Figure 1.
5. Install the fork in the boom properly.
6. The proper tow fork location is centered between the locknuts on the axle spring seats, see Figure 2.

So remember before towing the STEERTEK NXT...Get Hitched!

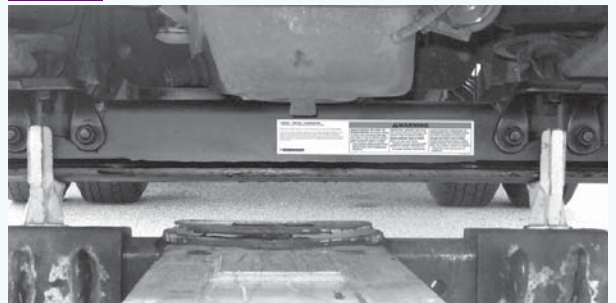
FIGURE 1

Miller Short Frame Fork Part No. 0200019

- 3.25" Clearance
- 4.50" Opening
- 2.00" Shank



FIGURE 2



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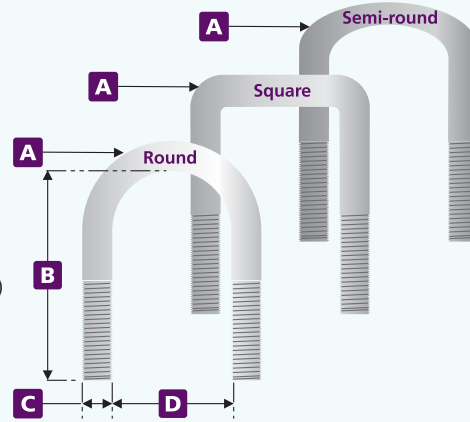


Technical questions: call toll-free at 866.755.5968 or e-mail: techservices@hendrickson-intl.com

RU-bolt Ready?

There are four specifications required to obtain the correct U-bolt:

- A** Type of bend (round, semi-round, square, etc.)
- B** Length of legs (from inside highest point to end of thread)
- C** Thread size and pitch (fine thread UNF, coarse thread UNC)
- D** Width (inside legs)



Rolled Threads vs. Cut Threads

Hendrickson uses only rolled threaded U-bolts. A rolled thread provides better thread structure than a cut thread. Rolled threads also have a better surface quality, allowing applied torque to go directly to clamping force.

Use the Right Tool

Ensure that a calibrated torque tool is used and that a torque value is specified. Be aware that certain automatic tightening tools can result in variations in torque value and preload of bolts. Avoid this by using a calibrated torque tool for the final tightening torque inspection.



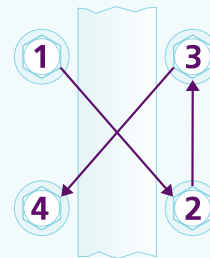
Things to look for

in suspension problem troubleshooting ... Are the U-bolts properly aligned? Is the top plate / axle seat bent or broken? Are the U-bolts the proper grade? Are the U-bolts at the proper torque? Have the U-bolts been reused?

Did you know...

- ◆ Maintaining proper torque at all time is key for suspension performance, durability and safety.
- ◆ Over tightening can be just as damaging as under tightening.
- ◆ Under tightened U-bolts and torque rod bushing fasteners can cause damage to mating components
- ◆ Flange fasteners vs. locknuts and washers, as well as fasteners with different coatings have different torque values. Due to the larger-diameter bearing faces, flange-headed bolts require a higher tightening torque because more torque is dissipated by friction.
- ◆ To achieve a uniform U-bolt tension, the locknuts should be tighten in a crisscross pattern in 50 pound increments. A good tightening sequence, see Figure 3, ensures that an even preload distribution is achieved in the joint.

FIGURE 3



So remember...be U-bolt ready!

Refer to applicable Hendrickson Technical Publications to see recommended torque values for Hendrickson U-bolt equipped suspensions.

There's only one way to ensure the suspension's original performance... ask for Hendrickson genuine parts by name.

ORIGINAL PARTS • ORIGINAL FIT • ORIGINAL PERFORMANCE



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