

SUBJECT: DEXTER AXLE Inspection/ Replacement

SERVICE RECALL # 21V061

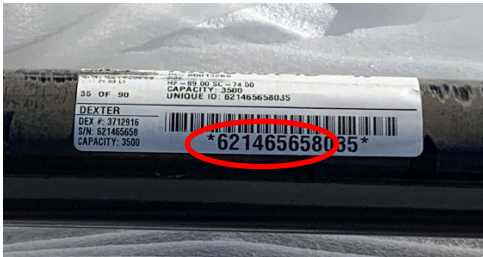
Purpose: PJ Trailers is conducting a voluntary RECALL notification campaign in accordance with the National Highway Transportation and Safety Act. It has been decided certain Dexter Idler axles with axle S/N 622463901 & 622463906 and installed as original equipment 2021 PJ Trailers may potentially have hubs missing the inner bearing. If an axle is found to have a missing inner bearing after inspection per PJ Trailers Service Alert Bulletin Dated 9-Feb-2021, please contact PJ Trailers per the recall notification to arrange for a replacement axle.

Models affected

C4, U6, U8, UC, & UL

INSPECTION INSTRUCTIONS

- 1) For specific trailers show on the list attached, identify the axle serial number by looking at the label attached to the axle (see below defined by first 9 digits):



- 2) If the axle serial number matches the suspect lots (622463901 or 622463906), then place a 'hold' on the trailer until an evaluation is completed to confirm the presence of the inner bearing.
- 3) Wheel-end evaluation: (0.5 hours for evaluation allotted for labor reimbursement through PJ by Dexter)
 - a. Axle with idler hub (no wheel attached): grasp the outer diameter of the idler hub and attempt to move the hub inboard and/or outboard parallel to the axle beam. Movement greater than 1/8" should be considered an inner bearing 'non-conforming' hub assembly. There will be a noticeable 'wobble' of the hub on the spindle,
 - b. Axle with wheel attached: While the trailer is sitting on the ground, grasp the top of the tire and attempt to move the entire wheel-end inboard and/or outboard. Excessive movement of the wheel-end and/or audible metal-to-metal noise will indicate a potential inner bearing and non-conforming hub assembly. If the evaluation is inconclusive, remove the wheel from the hub and follow step a).

AXLE REPLACEMENT INSTRUCTIONS

Parts Required per Unit:

1 or 2 Axles with Idler hubs installed– parts supplied by Dexter Axle
U-Bolts and nuts-parts supplied by PJ Trailers (to be reimbursed by Dexter Axle to PJ Trailers)

- **Tools Required:**

- 1 Impact Wrench - ½" drive
- 1 Torque Wrench - ½" drive
- 1 Deep Socket ¾" x ½" drive
- 1 Deep Socket 7/8" x ½" drive
- 2 Bottle Jack adequate to lift trailer weight
- Wood block for under bottle jacks
- 1 wrench open or box 13/16"
- Wheel chocks
- Flashlight
- 1 wire stripper
- 1 wire crimper
- 1 hammer
- 2 drift pins
- Adequate personal protection equipment

Section I: PREPARING THE TRAILER

- Step 1 If it is a trailer with suspect axles; locate the trailer on a level, flat, hard surface. Chock the wheels.
- Step 2 Use a bottle jack of sufficient capacity to raise one side of the trailer. Place the bottle jack under the main frame rail behind the rear spring hanger, leaving enough room to install a jack stand immediately behind the spring hanger with the wheels off the ground.

Caution: To raise the unit, jack the trailer up only on the frame and never on the axle.
Do not apply load to the axle

- Step 3 Block the wheels on opposite side to be raised with wheel chocks or wood blocks.
- Step 4 Jack stands should be placed on the front 2 corners of the deck frame for tandem axle replacement.

The Jack stands should be placed on the front and rear corners of the deck frame for a single axle replacement.

Caution: Do not extend any body part under trailer until all jack stands are securely in place.

- Step 5 Install a jack stand of sufficient capacity directly behind the rear spring hanger.
- Step 6 Repeat Steps 4 – 5 for the other side of the trailer.
- Step 7 With the tires now slightly off the ground remove the lug nuts and the wheels from the trailer on one axle at a time.

Section II: AXLE REPLACEMENT

- Step 1 Support one of the axle tubes with a floor jack. (Do not apply load the axle tube)
- Step 2 Disconnect the brake wires for the axle from the trailer wiring harness that runs along the inside of the frame on the off-door side of the vehicle. Note: Do not disconnect the wires at the back of the brake assembly.

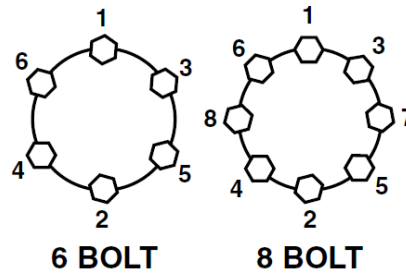


- Step 3 Remove the U-bolts and nuts attaching the axle to the spring. Lower the axle assembly and remove from unit.
- Step 4 Slide the new axle under the trailer positioned so the free end of the brake wires on the axle can be connected to the trailer brake wiring harness on the off-door side.
- Step 5 Reattach axle to springs using U-bolts and nuts. Torque U-bolt nuts to 65 ft/lbs.
- Step 6 Reattach the brake wiring disconnected in Step 2 from the axle to the trailer wire harness using new wire connectors.
- Step 7 Re-install tires on new axle
- Step 8 Repeat steps 1 – 7 for the other axle(s).

Section III: WHEEL ASSEMBLY INSTALLATION

Step 1 Start the lug nuts on each stud by hand.

Step 2 You must use the star pattern and torque wrench when tightening the lug nuts to the wheel. This sequencing pattern shows how to progressively tighten the lug nuts to best achieve the proper torques and clamp load.



Step 3 Using the star pattern outlined above, tighten the lug nuts until the 1st stage torque (20-25 ft-lbs) are properly positioned in the tapered seats of the wheel.

| Wheel Torque Requirements | | |
|----------------------------------|----------------------------------|--------------------------------|
| 1st Stage 20-25 ft-lbs | 2nd Stage 50-60 ft-lbs | 3rd Stage 115 ft-lbs |

Step 4 Using the star pattern outlined, tighten the lug nuts until the 2nd stage torque (50-60 ft-lbs) outlined is achieved.

Step 5 Lower the trailer to the ground.

Step 6 Using the star pattern outlined, tighten the lug nuts until the 3rd and final stage (115 ft-lbs) is achieved.

Step 7 Use a dial or digital torque wrench to verify that the proper amount of torque has been applied.