

# SERVICE BULLETIN

## Removing Frozen Hubs From The Spindle

### Products affected:

All ConMet® hub assemblies

### Scope:

This field service bulletin will provide a basic overview of why hubs become frozen onto a spindle; and provide a recommended method for removing the hub assembly to prevent damage to the hub, or spindle, and to reduce the risk of personal injury.

### Reasons for a hub becoming frozen onto a spindle:

There are several reasons for a hub assembly to become frozen onto a spindle, but the two primary reasons are:

1. Minor wheel bearing failure
2. Fretting corrosion between the bearing cones and axle spindle (see Figure 1 and Figure 2)



Figure 1

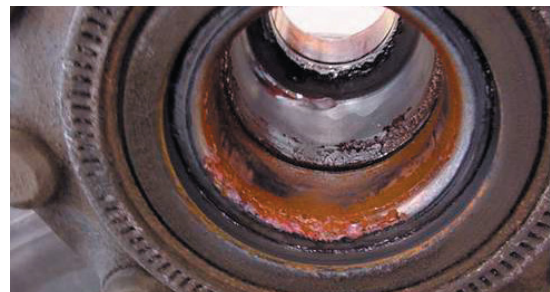


Figure 2

**Fretting Corrosion is corrosion that can occur on the load bearing contact surface between mating material, leaving a reddish-brown stain on the spindle or bearing cone.**

### Corrective action:

Depending on the degree of the wheel bearing failure, or fretting corrosion, a considerable amount of force may be required to remove the hub assembly from the spindle. Consolidated Metco recommends the use of a heavy duty mechanical hub puller (see Figure 3) to assist in the removal of the hub from the spindle. Although ConMet is not a manufacturer or supplier of these tools, hub pullers are available from several sources including:

Company Name	Part Number	Website
Tiger Tool	10903	<a href="http://www.tigertool.com">www.tigertool.com</a>
Mack Truck Parts	2566HP1	<a href="http://www.macktrucks.com">www.macktrucks.com</a>
Kiene Diesel	WW2000	<a href="http://www.kienediesel.com">www.kienediesel.com</a>

During the disassembly of the hub, all hub components should be cleaned, dried, and inspected for fatigue or failure. If signs of deterioration are evident, it is required to replace these components as per the hub or bearing manufacturer’s recommended practices. In cases where fretting corrosion is found on the spindle bearing journals, it should be removed with a fine abrasive, such as emery cloth, prior to reinstalling the hub assembly. Consolidated Metco recommends that a thin coating of a grade 2 grease, preferably moly based be applied to the spindle bearing journals prior to installing the hub to prevent fretting corrosion from reoccurring.



Figure 3

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