

Complaint from the field:

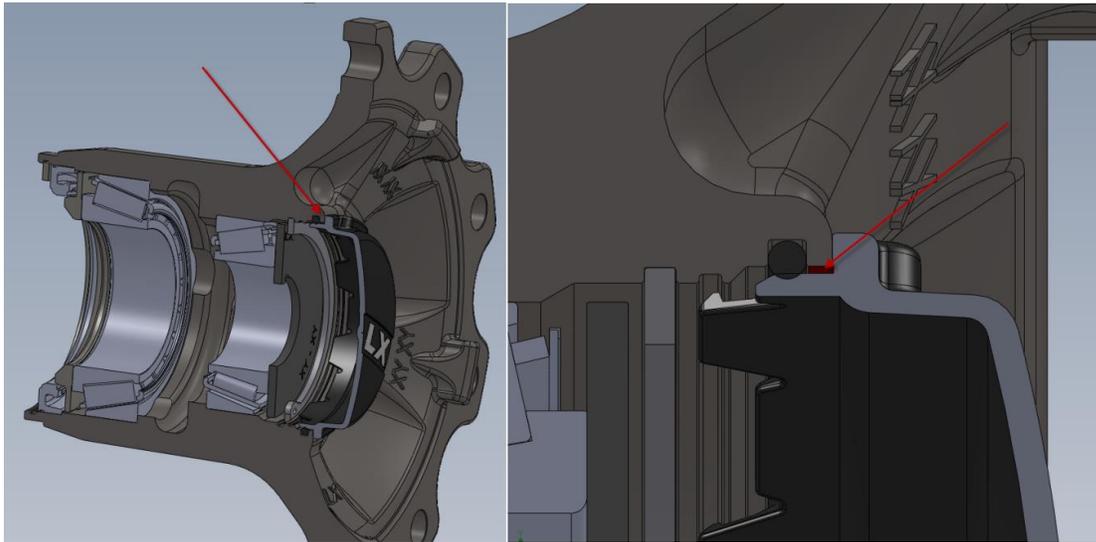
On the outside of the hub and the wheel marks of oil sweating between the hubcap and hub can be seen.

Root cause:

First inspections have shown that there is no problem with the sealing in the hub.

In production this O-ring is fitted with an amount of grease to make fitting of the hubcap more easy and assure sealing.

After the hubcap is fitted in production a small amount of grease can remain outside the O-ring. (See picture)



At high outside temperatures the grease that is trapped in the area marked with the red arrows can sweat out. Because road dust sticks to the oil the appearance is further deteriorated. First it doesn't look good, and second it can easily lead to end-users thinking there is a problem with the sealing from the hubcap.

Question:

1.) Is this influencing the reliability of the axle?

As there is no breach of the sealing system of the bearing area the reliability of the axle is in no way affected.

2.) Is this influencing the brake system?

As sweating oil cannot reach the brake system there is no safety issue.

3.) Can this cause difficulties during police inspections?

The sweating traces can easily be removed when cleaning the trailer and should therefore not cause problems during police checks.

The problem will solve itself.

Recommendation:

No action required!

Traces of oil on outside of hub and wheels



Note:

When the oil traces keep coming back after several times cleaning the hub / wheel than we advise to remove the hub cap and check the sealing system from the O-ring. When removing the hubcap always replace the O-ring.

<i>Date:</i>	8-10-2012
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