

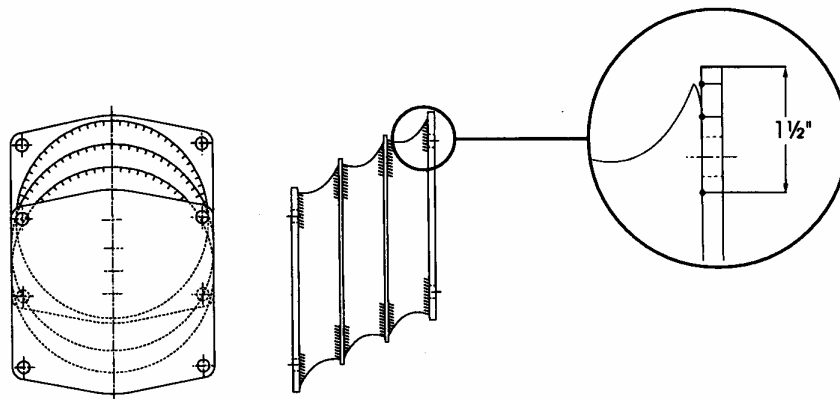
H TECHNICAL BULLETIN

HN SERIES TRUCK SUSPENSION

No: 97117-118

Subject: *Bolster Spring Inspections*

Date: Jan 2004 Rev: A



As part of our continuous product improvement program, Hendrickson wish to advise general service information on Bolster Springs.

Maintenance

Proper preventative maintenance programs will help control repair costs, eliminate down time and provide a safe and reliable operation.

All new equipment should be given a initial pre-service inspection.

This includes checking of all the tightening torques of this suspension as provided by the vehicle manufacturer.

Hendrickson also recommends that these tightening torques be checked at least once a year.

Bolster Springs

Wide variations in operating conditions make it difficult to fix definite limits for the suitability of bolster springs.

The following points are for guidance and are intended to assist persons examining the springs and reaching their decision to replace them or not.

Hendrickson recommends that both bolster springs be replaced even if only one is showing signs of wear.

When bolster springs are replaced on one side of the vehicle only, you may find that the vehicle will lean slightly.

The new bolster springs will tend to settle and return the vehicle to it's original position.

Bent or cracked metal parts.

Overhanging edges of metal plates are occasionally burred or bent through mishandling in service.

Providing the rubber is not trapped, and there are no sharp edges in contact with the rubber, the damage is acceptable.

Creases.

Creases formed by the folding of the rubber under load should be ignored.

These appear as stripes on the surface, polished by use or covered with tacky rubber.

Oil and Grease Contamination.

Due to the type of application on which bolster springs are used, oil and grease contamination is usually not a problem.

Certain softening of the rubber can be accepted, but the bolster springs must be rejected if any swelling due to oil or grease contamination increases the rubber diameter to ¼" beyond its normal position.

It is important to recognise that a slight change in shape is not mistaken for oil and grease contamination.

Cuts or Splits.

Cuts or splits of over 1" in length and of an average depth of 1" should be considered as possible points of failure.

A certain amount of gradual break-up of the surface rubber is normal.

The most probable areas of damage are shown in the picture above as "//////"

Bonding.

Bonding defects showing separation of the rubber from the bonded metal surface to a depth of approximately 1½" is acceptable. See picture above.

If the depth is more than 1½" the bolster spring should be replaced.

A feather edge of 3/8" should be ignored.

This bulletin is intended for information only and is not a product revision or upgrade.

If further information or assistance is required, Please contact the Hendrickson Product Support on (03) 9767 3400.

WARNING - HENDRICKSON REMINDS USERS TO ADHERE TO THE PUBLISHED CAPACITY RATINGS FOR SUSPENSIONS. DO NOT MODIFY PARTS OTHER THAN OUTLINED IN THIS PUBLICATION.

USE OF A MODIFIED OR SUBSTITUTE PART IS NOT RECOMMENDED BECAUSE THE PART MAY NOT MEET HENDRICKSON'S SPECIFICATIONS, WHICH COULD LEAD TO FAILURE OF THE PART, LOSS OF VEHICLE CONTROL AND PERSONAL INJURY.