



PREVOST

ENREGISTRÉ - REGISTERED
ISO 9001 & ISO 14001

MAINTENANCE INFORMATION

Mi03-26A



DATE : November 2003	SECTION :13 - Wheels, Hubs Tires
SUBJECT : STUD LOCATED WHEEL MOUNTING AND HUB PILOTED WHEEL MOUNTING	

REVISION : A

INFORMATION ADDED

APPLICATION

Model
ALL

DESCRIPTION

There are two wheel mounting systems on Prevost vehicles. The following information will help you to distinguish between the two mounting systems.

Warning: *The two wheel mounting systems are not interchangeable. They have their specific wheel, nut and stud types. Use only the specific hardware suitable for a mounting type. Always install a wheel to the corresponding mounting type hub.*

Note: *On coaches, a Mylar spacer is used between the wheel and the hub and also between each wheels mounted as duals. Refer to the Prevost Parts Manual.*

STUD LOCATED, BALL SEAT MOUNTING

Stud located, ball seat mounting: A wheel mounting system which uses the studs and spherical ball seat nuts to center and secure the wheel.

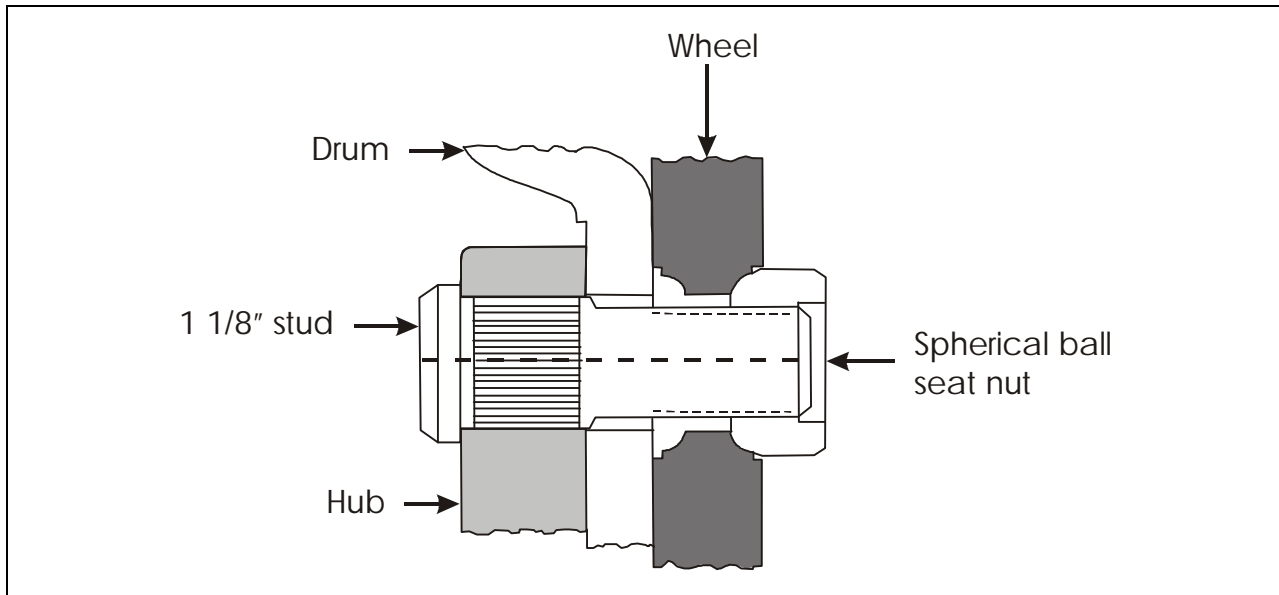


FIGURE 1: SINGLE WHEEL, STUD LOCATED, BALL SEAT MOUNTING

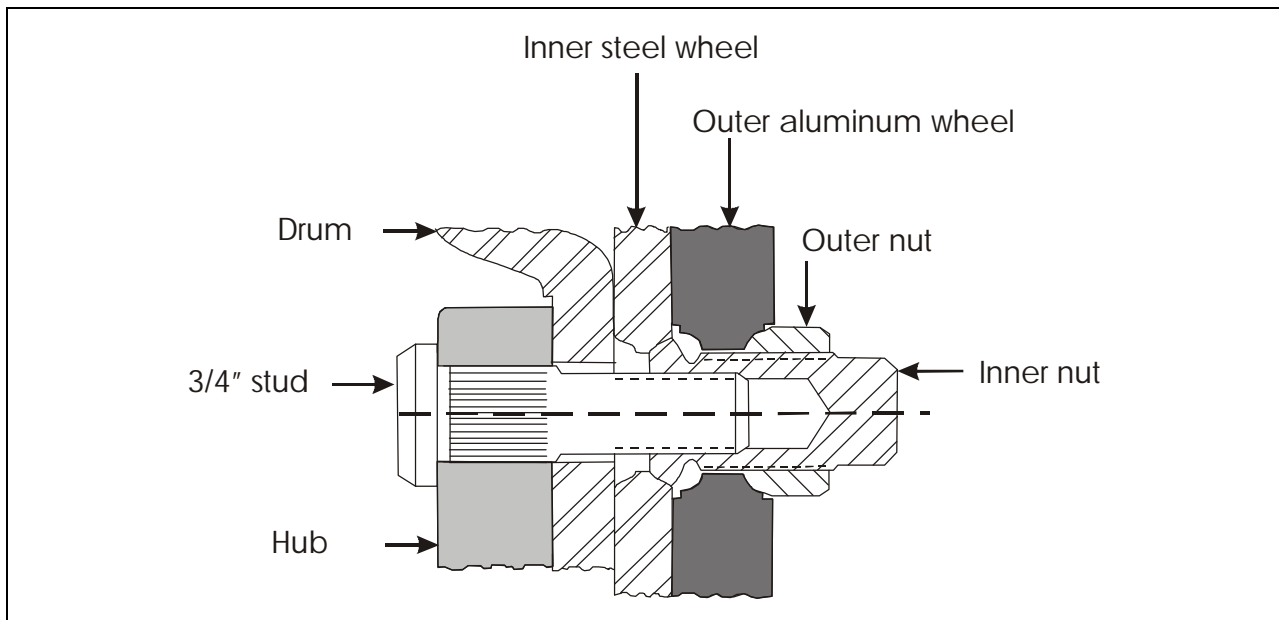


FIGURE 2: DUAL WHEELS, STUD LOCATED, BALL SEAT MOUNTING

Tightening stud located, ball seat nuts

Torque $\frac{3}{4}$ -16 or 1 1/8-16 nuts between 450-500 ft-lbs dry. Usually, wheels manufactured for use with the stud located ball seat mounting system have right-hand threads on right side of vehicle and left-hand threads on left side of vehicle. The "R" and "L" on the studs and nuts indicate right and left-hand threads respectively.

Note: Wheel studs and nuts must be kept free from grease and oil. No lubricant whatsoever should be used.

Caution: Insufficient mounting torque can result in damage to parts. Excessive mounting torque can cause studs to break and the wheel to crack in stud hole area.

After mounting a wheel over the studs, snug up the cap nuts in the order shown in the figure 3. After all the cap nuts have been hand-tightened, tighten the cap nuts to the recommended torques, following the same tightening sequence. After 50-100 miles (80-160 km) of operation, torque should be rechecked. Loosen an outer nut to check the torque on inner nut, then retorque outer nut. Repeat operation on remaining studs.



FIGURE 3: TIGHTENING SEQUENCE

HUB PILOTED WHEEL MOUNTING

Hub piloted wheel mounting: A wheel mounting system which uses the hub to center the wheel and two-piece flange nuts to secure it.

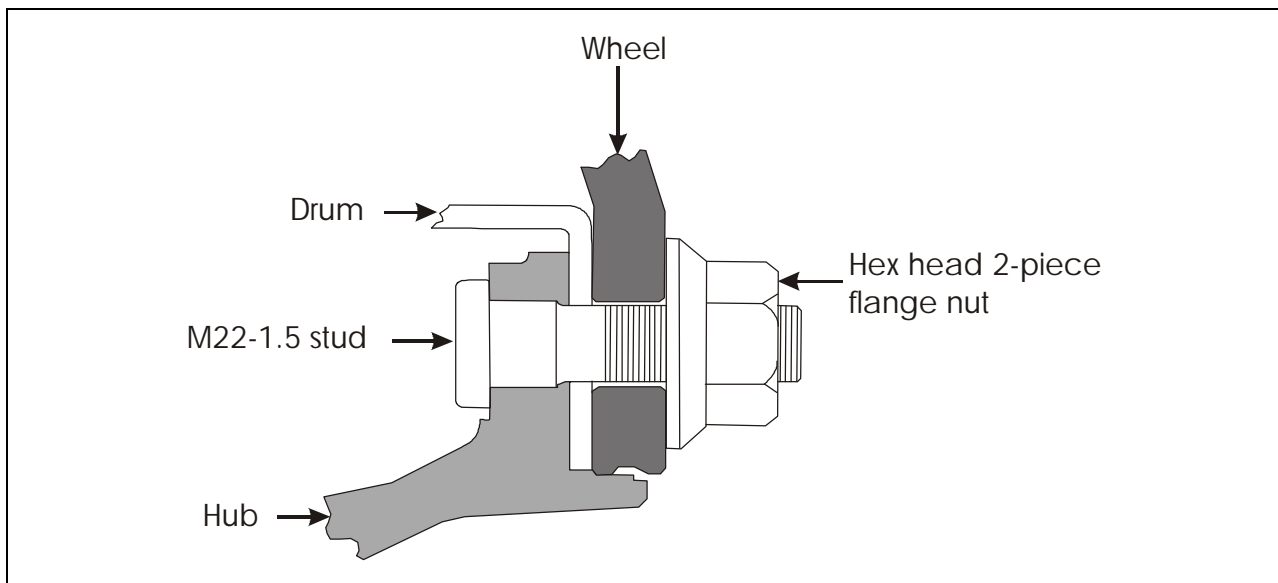


FIGURE 4: SINGLE WHEEL, HUB PILOTED MOUNTING

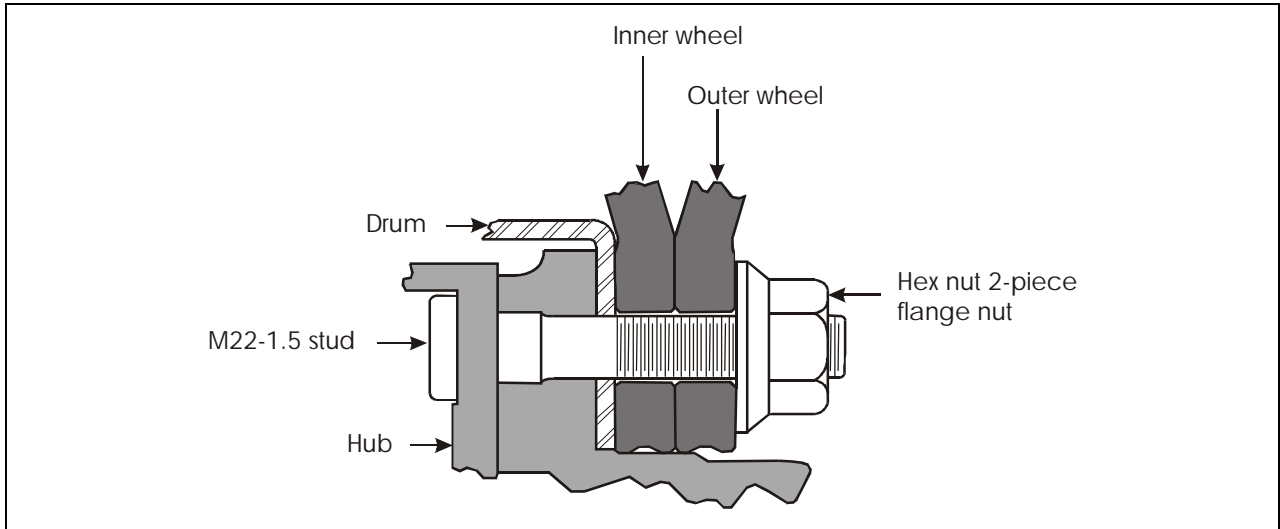


FIGURE 5: DUAL WHEELS, HUB PILOTED MOUNTING

Tightening hub piloted mounting two-piece flange nuts

Torque two-piece flange nut between 450-500 ft-lbs. Wheel studs on both right and left side of vehicle utilizing hub piloted wheel system have right-hand threads.

Note: Wheel studs and nuts must be kept free from grease and oil. No lubricant whatsoever should be used.

Caution: Insufficient mounting torque can result in damage to parts. Excessive mounting torque can cause studs to break and the wheel to crack in stud hole area.

Position one of the hub's pilot pads at the twelve o'clock position. After positioning wheels on the pilot pads, hand tighten all two-piece flange nuts, then tighten to the recommended torque following the sequence shown below. After 50-100 miles (80-160 km) of operation, torque should be rechecked.



FIGURE 6: TIGHTENING SEQUENCE