

**CHANGE IN THE LOCK PLATE OF THE WHEEL HUB NUT IN HEAVY RIGID AND
STEER HUB REDUCTION DRIVE AXLES**

- 1. Change:** The design of the lock plate P/N 143-418-0510 has been changed so that the 18 round holes in the earlier design have been replaced by 14 slots in the new design. The adjusting shims for wheel hub bearing adjustment have been changed mainly in the heavy rigid and steer hub reduction axles and also in the non-drive steer axles FSND-12-G and FSFN-14-G. This change has been made in order to make the installing of the hub nut easier.

- 2 Change Applies to:** These items have been used mainly in the following axle types:

Axle Type	Description
FRMP-13/16-S (former BTTM)	Foremost Tandem Axle
FRDP-13/16-S (former BTE, BTM)	Single Rigid Axle, Rearmost Tandem Axle
FRFP-13/16-S	Through Drive Tridem Rigid Axle
FSDP-14-G	Drive Steer Axle
FSMP-14-G	Through Drive Steer Axle
FSFP-14-G	Tridem Through Drive Steer Axle
FSND-12-G	Non-Drive Steer Axle
FSFN-14-G	Non-Drive Steer Axle
SRDP-30-S/W (former BTH)	Industrial Rigid Axle
SSDP-18-G	Industrial Drive Steer Axle

3. Identification:

The earlier design is shown on the left and on the right there is the new design of the lock plate 143-418-0510.

4. Interchangeability:

The earlier and the new design of the lock plates are totally interchangeable.