

CHANGE IN THE WHEEL STUDS

Change:

According to the tests changes have been made to the shape and to the manufacturing method of the wheel studs in order to increase the fatigue endurance limit of the wheel studs. The diameter between the serrated area and the thread has decreased from 24.7 mm to 22.3 mm.

It's also very important to follow the tightening instructions of the wheel studs. That ensures achieving the correct tension and the permanence of the tension in attaching of the wheel.

This reduces the risk of fatigue and increases the service life of the wheel studs.

Please see also the Service Bulletin S11003 of the change in the wheel nut tightening torque.

Changed Items:

All wheel studs with the thread size M22x1.5 mentioned in the table below:

Part No.	Length mm
140-911-2500	76 mm
140-911-2510	93 mm
140-911-2610	83 mm
140-911-2700	113 mm
140-911-2810	66 mm
140-911-3210	122 mm
540-911-3500	103 mm

Interchangeability:

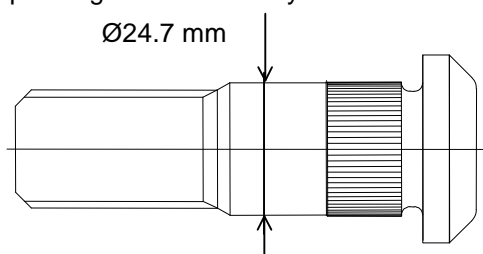
The new changed wheel studs are totally interchangeable with the older wheel studs. The wheel studs with the older design are still totally usable. The part numbers of the wheel studs have not changed. Both the new and the old stud can be used mixed in the same wheel hub.

Date of change:

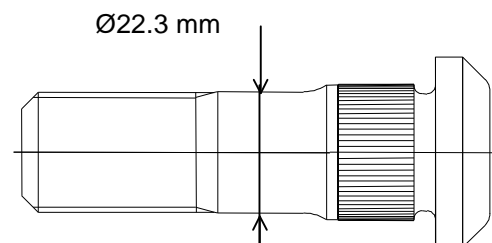
In axle production and spare part deliveries the use of the new wheel studs have started as mentioned in the table below:

Part No.	Axle Serial No.	Date
140-911-2500	13733	October 22, 2001
140-911-2510	13597	November 10, 2001

The wheel studs for which no change date mentioned in the table above have been changed later gradually depending on the inventory situation of each item.



Picture 1.
The older design of the wheel stud



Picture 2.
The new design of the wheel stud