



TECHNICAL BULLETIN

CHASSIS GALVANIZING

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This technical bulletin contains important information regarding the installation of CRUISEMASTER suspensions. Please ensure that it is communicated to the relevant people in your organization.

THE PROBLEM

Thick protective chassis surface coatings are clamped under towing components when they are bolted onto the chassis. Trapped coating will initially give the impression that the bolt is torqued but over time the layer will break free and release the clamp load in the bolted connection.

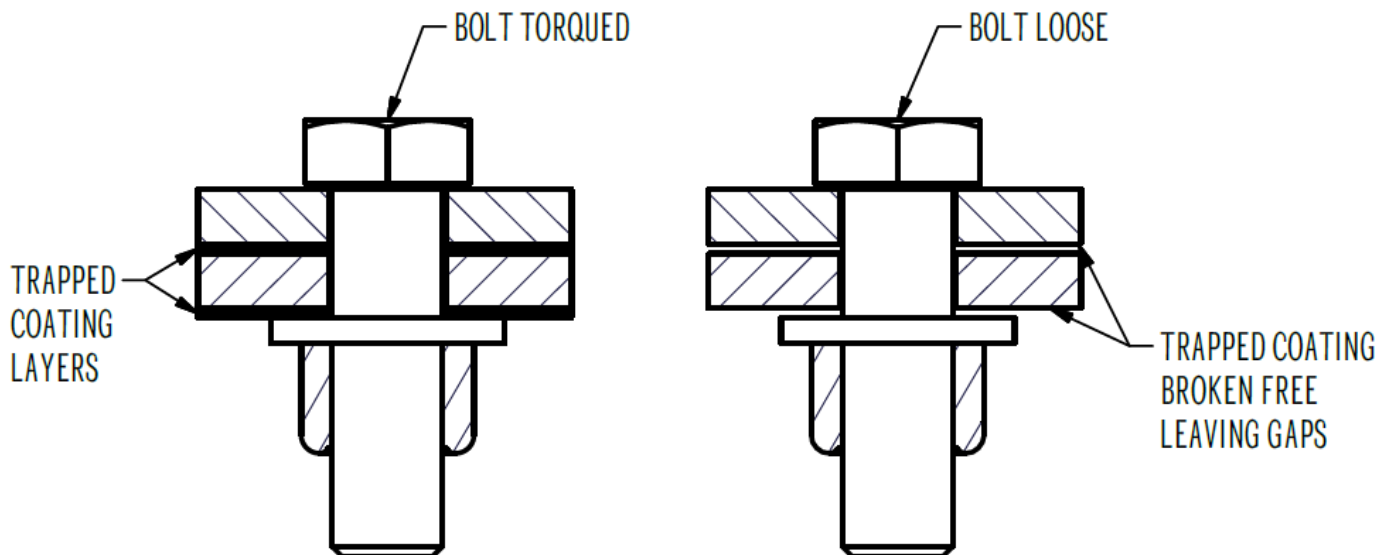


FIGURE 1: Cross-section of component bolted to chassis with trapped coating.

EFFECT

Bolted connections rely on the clamp load induced by the correct torque. Insufficient torque or loss of clamp load will result in the connection loosening and potential failure of the attached component.

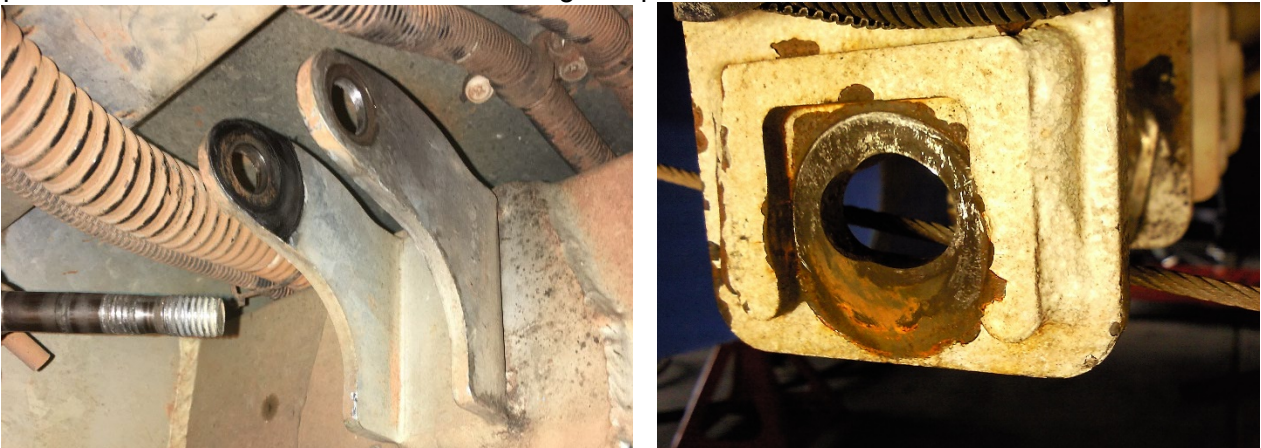


FIGURE 2: Loss of clamp/insufficient torque in shock bolts damage the mounts.

PRECAUTIONARY ACTION

All chassis surfaces used in bolted connections that require to be torqued **MUST be cleaned of excessive coating prior to component assembly.** It is recommended that all bolted connections on new assemblies are torque checked after the first 300km and then after 1000km.



FIGURE 3: Buildup of gal coating on suspension mounts cleaned using heat

For further detail on attachment of suspension components, refer to the CRUISEMASTER Installation Guides. Refer to CRUISEMASTER general maintenance procedures to ensure that suspension bolt torques are checked at regular intervals.

Thank you for your ongoing support; if you have any feedback, questions or concerns please contact your local BDM or our Customer Service Team



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