

Tech Tip



From your friends at New York Bus Sales

Product Effected – Units with Air Ride rear suspension

- Complaint -** There is a clunking noise when turning
- Cause -** The rear “track arm” which runs from the top of the rear axle housing to the right frame rail may be loose.
- Correction -** Bring the unit in and check to see that the rear track arm is indeed bolted tightly in place. As seen in Figure #1 there are 2 bolts which mount the track arm to a bracket which is welded to the top of the rear axle housing and in Figure #2 there are 2 bolts which come through the frame rail and through another bracket and mount the other end of the track arm.

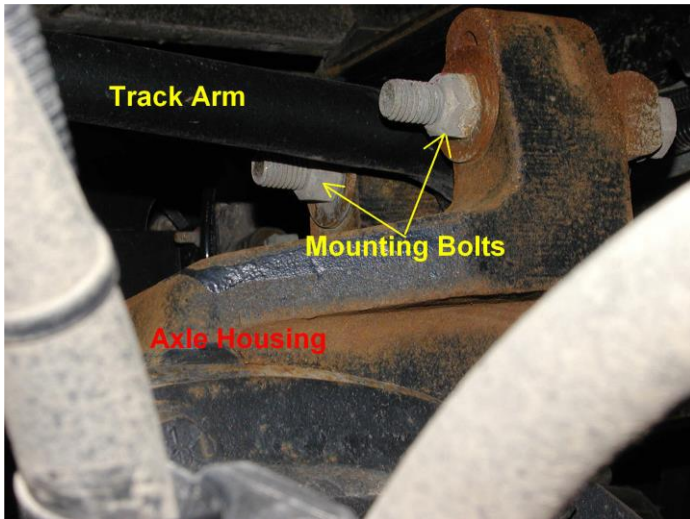


Figure #1

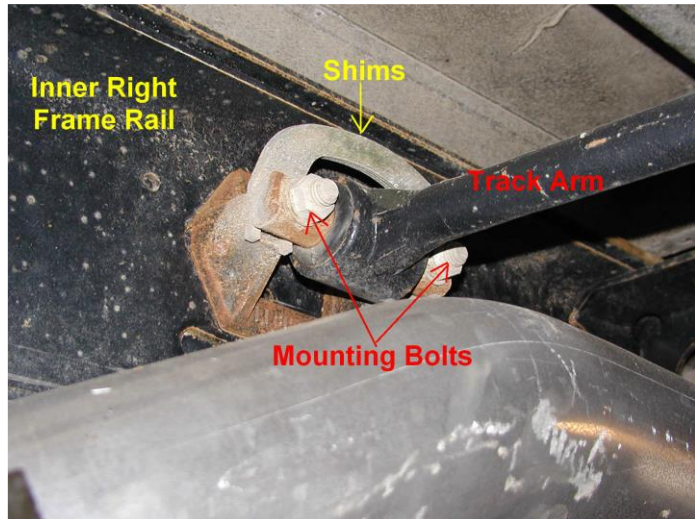


Figure #2

Figure #3 below shows the bolts as they come through the frame rail and the support bracket that mounts on the outside of the frame.

The track arm is designed to keep the rear axle “squared” in under the chassis and as seen in Figure #2 there are shims that are used to keep that position correct. Those shims are designed and used as they are easily added and removed and it is important that both bolts have the same “shim width” so as not to have the bushing at an angle where it might wear prematurely. Should you loose both rear frame side bolts and shims it is recommended the unit go for a proper 4-wheel alignment but if there is not time or it cannot be

scheduled immediately you can align the rear axle under the vehicle by following these steps-

- Align the vehicle to be pulled into your lift or pit
- Move the vehicle back and forth 5 times about 10 feet in either direction and this will help align the axle squarely with the frame.
- Pull the vehicle in and lift the vehicle – properly locking or standing as your normal procedure requires
- Measure the distance from the rear wheels at the frame both forward and aft of the axle and write those figures down.
- The distances on both sides (right/left) should be equal – If not stop here and schedule the unit for a 4 wheel alignment as something else is off and requires immediate attention or tire wear may occur.
- If they are equal front and back then check side to side. The measurements should be within 1/16” from side to side.
- If they are over that you can use a port-a-power to move the axle to equal the distance on both sides.
- Next install the proper amount of shims to maintain the track arm length. PLEASE NOTE – Should you not have shims, flat washers can be used but again you must maintain the proper “shim width” on both bolts.
- Torque Bolts to 90-122 ft/lbs.

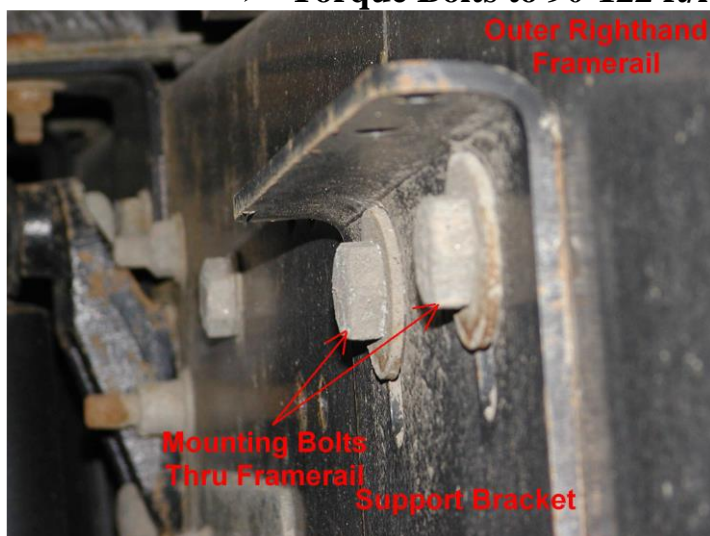


Figure #3

Thank you to Domenic Barse and the crew at Malone Central School for pointing this out!



Contact Our Service Department With Any Questions

CHITTENANGO – phone 800-962-5768 or
Daryl Wallace : dwallace@newyorkbussales.com
Brian Lamaitis : blamaitis@newyorkbussales.com

ROCHESTER – phone 800-463-3232 or
Dave Schaub: bshepard@newyorkbussales.com

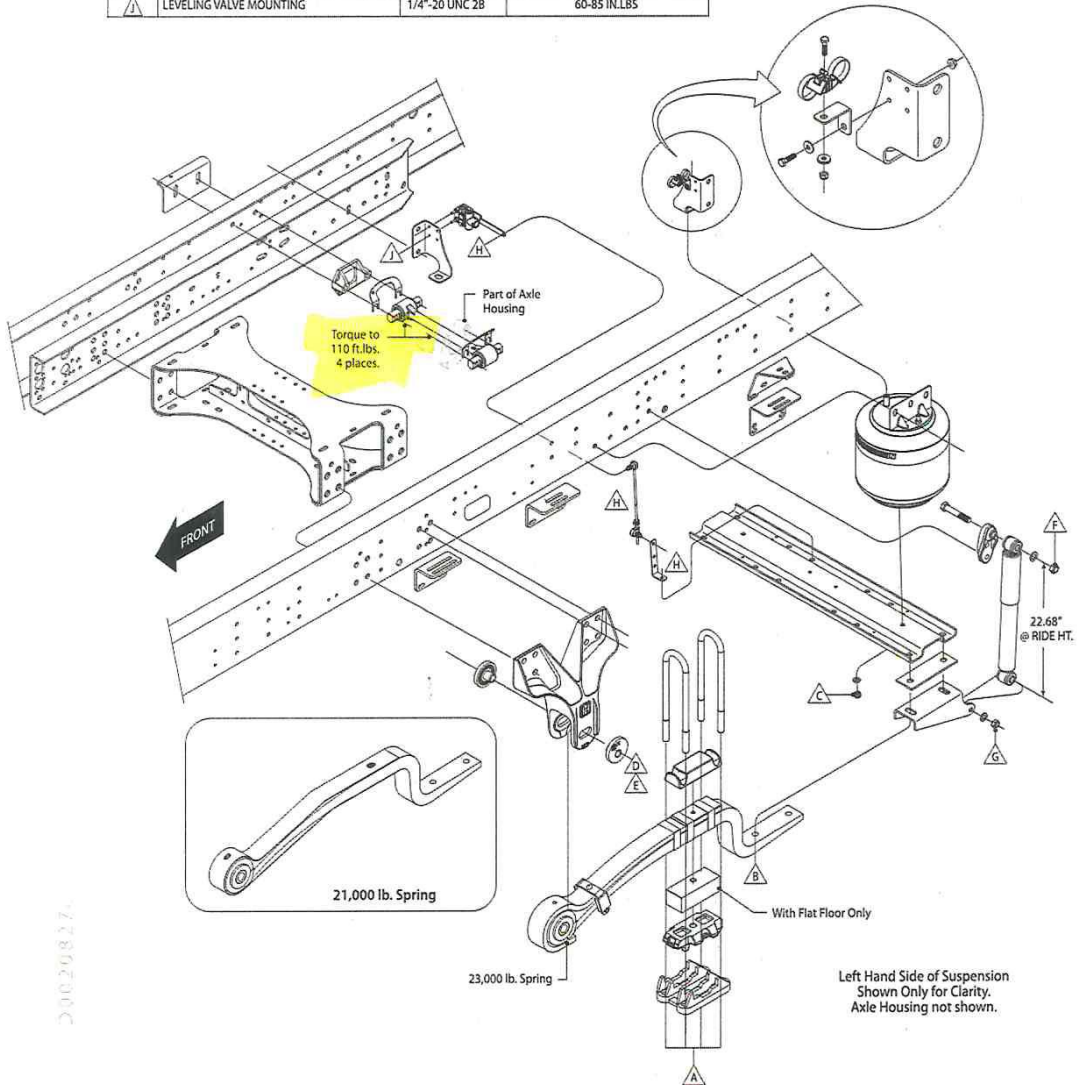
ALBANY – phone 866-867-1100 or
Ben Reiling: breiling@newyorkbussales.com



Rear Air Suspension

TORQUE REQUIREMENTS FOR HENDRICKSON SUPPLIED FASTENERS ONLY			
	DESCRIPTION	THREAD	RECOMMENDED TORQUE
A	U-BOLT (HIGH LOCKNUT)	7/8"-14 UNF 2B	400-450 FT.LBS
B	CROSS CHANNEL TO MAIN SUPPORT MBR	3/4"-10 UNC 2B	260-320 FT.LBS
C	AIR SPRING TO CROSS CHANNEL	1/2"-13 UNC 2B	20-30 FT.LBS
D	QUICK ALIGN JOINT RH SIDE ONLY	1"- 8 UNC 2B	525-575 FT.LBS
E	QUICK ALIGN JOINT LH SIDE ONLY	1"- 8 UNC 2B	525-575 FT.LBS (100 FT.LBS DURING ALIGNMENT)
F	SHOCK ABSORBER UPPER SHOCK	3/4"-10 UNC 2B	104 -114 FT.LBS
G	SHOCK ABSORBER LOWER SHOCK	3/4"-10 UNC 2B	104 -114 FT.LBS
H	LINKAGE ROD ASSY LOCKNUT	5/16"-24 UNF 2B	100-150 IN.LBS
A	LEVELING VALVE MOUNTING	1/4"-20 UNC 2B	60-85 IN.LBS

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