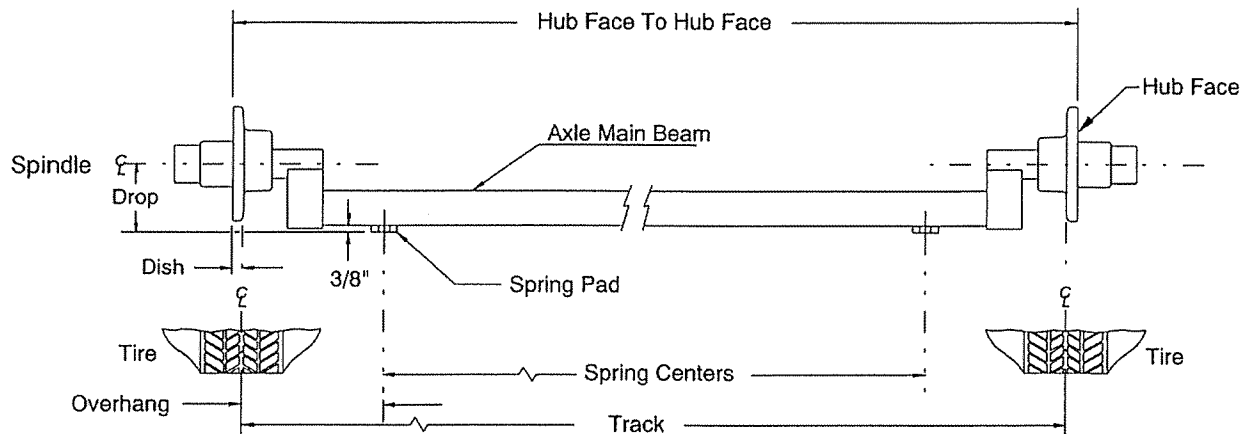


AXLE TERMINOLOGY



HUB FACE.....is the distance from outside of hub mounting flange to outside of hub mounting flange, measured one-half way between top and bottom of hub.

TRACK.....is the distance from tire centerline to tire centerline, measured one-half way between top and bottom of tire.

DROP.....is the distance from bottom of spring pad to centerline of spindle, with axle having 3/8" thick spring locating pads welded to bottom of beam. Drops of 2 1/2", 3 1/2", 4 1/2" and 5 1/2" are available.
 Note: In straight axles, the spindle centerline and axle main beam centerline are identical if camber is not considered.

SPRING CENTER....is the distance between center of springs.

OVERHANG..... is the distance from center of spring to center of tire. Axle load rating decreases as overhang increases.

SPRING PADS.....are locating pads welded to the axle for the springs to mount onto. Spring pads may be welded to the top or bottom of the axle main beam. *DO NOT* drill holes in beam in lieu of using spring pads. This would set up stress concentration points which will weaken the axle beam and allow water to enter the beam.

HUB BOLT CIRCLE

NOMENCLATURE...5 on 4 1/2" means 5 bolts on a 4 1/2 inch diameter circle. Other patterns are defined in the same manner.

AXLE TERMINOLOGY

WHEEL DISH..... is the distance (usually less than 1") between the face of the hub flange and the center of the wheel (thus also the center of the tire). Dish is determined by the wheel manufacturer and varies from one wheel design to another. Ask the wheel supplier for the exact dish of wheels you purchase. It is important for the trailer manufacturer to know the wheel dish because it affects overhang, which in turn affects axle load rating. If the center of the wheel (tire) is inboard from the face of the hub, the dish is denoted as positive, the opposite is negative.

Common standard wheels dishes are:

| <u>WHEEL SIZE</u> | <u>DISH</u> |
|---------------------------------|-------------|
| 8" – 12" ————— 4 or 5 bolt..... | 0" |
| 13", 14" & 15" ——— 5 bolt..... | +5/8" |
| 15" & 16" ————— 6 bolt..... | +3/16" |
| 15" & 16" 8 bolt | 0" |

Axle load ratings will vary with wheel dish.

CAMBER..... is the angle between the centerline of the main beam and the centerline of the spindle. Camber is selected so that the tires will run perpendicular to the road when the axle is loaded to the rated capacity.

TOE-IN..... is the angle between the direction of tire travel and a plane perpendicular to the axles. Axles have 0° toe-in.