

Fontaine Chassis Operator's Manual



FONTAINE®

ENGINEERED PRODUCTS



A Marmon Highway Technologies®/Berkshire Hathaway Company

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Read this manual carefully and completely before operating or performing maintenance on your Fontaine Chassis. If you have any questions regarding your Fontaine Chassis. Please contact Fontaine Service at 866-382-7278.

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Operating Instructions

This manual has been prepared to assist you in the safe operation and maintenance of your **FONTAINE Chassis**. It contains important information on the proper use of your **FONTAINE Chassis** and the major components and optional equipment included.

⚠ WARNING

THIS SYMBOL IS USED THROUGHOUT THIS MANUAL TO CALL ATTENTION TO THE PROCEDURES YOU MUST FOLLOW EXACTLY. CARELESSNESS OR FAILURE TO FOLLOW INSTRUCTIONS MAY LEAD TO DEATH OR SERIOUS INJURY.

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NOTE

THIS SYMBOL IS USED THROUGHOUT THIS MANUAL TO CALL ATTENTION TO OPERATIONS, PROCEDURES AND INSTRUCTIONS THAT ARE IMPORTANT FOR PROPER SERVICE. IT MAY ALSO INDICATE INFORMATION THAT CAN MAKE SERVICE QUICKER OR EASIER.

All operator instructions are provided for assistance in the proper operation of your chassis. Specific component operating instructions and your company's procedures should be consulted. These may include DOT and employer training programs or instructions.

This manual includes safety checks the chassis operator must perform.

It is important that every chassis owner and/or operator have an organized Trailer Preventive Maintenance program (TPM). The United States Department of Transportation requires by law that maintenance records be kept on every commercial highway vehicle. It is to your advantage to be able to show that regularly scheduled TPM inspection checks have been made on every piece of equipment operated.

A regular TPM program will not only assure you will get the most usage from your chassis, but will also assist in demonstrating that the equipment has been properly maintained.

You can get help in setting up and operating a chassis preventive maintenance program by sending for a **"Maintenance Manual for Trailers and Containers"**. Contact the **Truck Trailer Manufacturers Association**, 1020 Princess Street, Alexandria, Virginia 22314.

IMPORTANT

Read this manual carefully. Should you have any questions, contact a FONTAINE factory representative immediately.

1-205-385-0930

For Warranty, Parts and
Technical Service call
1-866-382-7278

This manual should be kept with the chassis at all times and should be left with the chassis when/if it is sold.

Operating Limits And Restrictions

This FONTAINE chassis was designed for operation within legal highway speed limits on reasonable road surfaces for the type of service it was built to perform in accordance with the following:

1. This chassis was built to carry cargo within the limitations of two weight ratings on the identification plate. These ratings, GAWR and GVWR, are:
 - a. The GAWR (gross axle weight rating) is the structural capability of the lowest rated member of the running gear components: suspensions, hub, wheels and drums, rims, bearings, brakes, axles or tires.
 - b. The GVWR (gross vehicle weight rating) is the structural capability of the chassis when supported by the kingpin and axles with the load uniformly distributed throughout the cargo space, as defined by the V. I. N. plate.
2. The Concentrated load rating is the structural capability of the chassis frame for non-uniform loads that are concentrated on the deck of the chassis in a specified location. Contact a Fontaine Dealer or Representative for the concentrated rating for your chassis.

WARNING

THE PUBLISHED GVWR, GAWR, AND CONCENTRATED LOAD RATINGS SHOULD NEVER BE EXCEEDED.

NOTE

THE MAXIMUM LOAD INDICATED ON THE IDENTIFICATION PLATE MAY OR MAY NOT BE A LEGAL LOAD ON THE HIGHWAY YOU PLAN TO USE.

Beginning March 1, 1998 all chassis are required by law to have anti-lock brake systems on at least one axle per FMVSS-121 (49CFR 571.121). A **“4S-2M”** system means there are 4 sensors and 2 modulator valves controlling the axles while a **“2S-1M”** system is 2 sensors and 1 modulator valve. Refer to the manufacturer of the ABS system for specific information on the various components.

Decal Locations

NOTE

DECALS ARE AN IMPORTANT PART OF THE CHASSIS OPERATION. KNOWING WHERE DECALS ARE LOCATED AND WHAT INFORMATION THEY CONVEY WILL HELP IN THE MAINTENANCE OF THE CHASSIS, THE SAFE OPERATION OF THE CHASSIS AND IN MAINTAINING COMPLIANCE WITH STATE AND FEDERAL REGULATIONS.

NOTE

IF ANY OF THESE DECALS ARE MISSING CONTACT FONTAINE FOR REPLACEMENT INFORMATION. THE FOLLOWING DECALS REPRESENT THE STANDARD DECALS AND THEIR LOCATIONS AT THE TIME OF PRINTING / CHASSIS MANUFACTURE.

NOTICE:

If the ABS indicator lamp comes on *and* stays on when you apply the brakes to a *moving* vehicle, the trailer ABS is not working properly. The ABS must be serviced as soon as possible upon completion of your trip to ensure full anti-lock braking capability.

TP-95172

MERITOR WABCO

Rev. 7/01

NOTICE

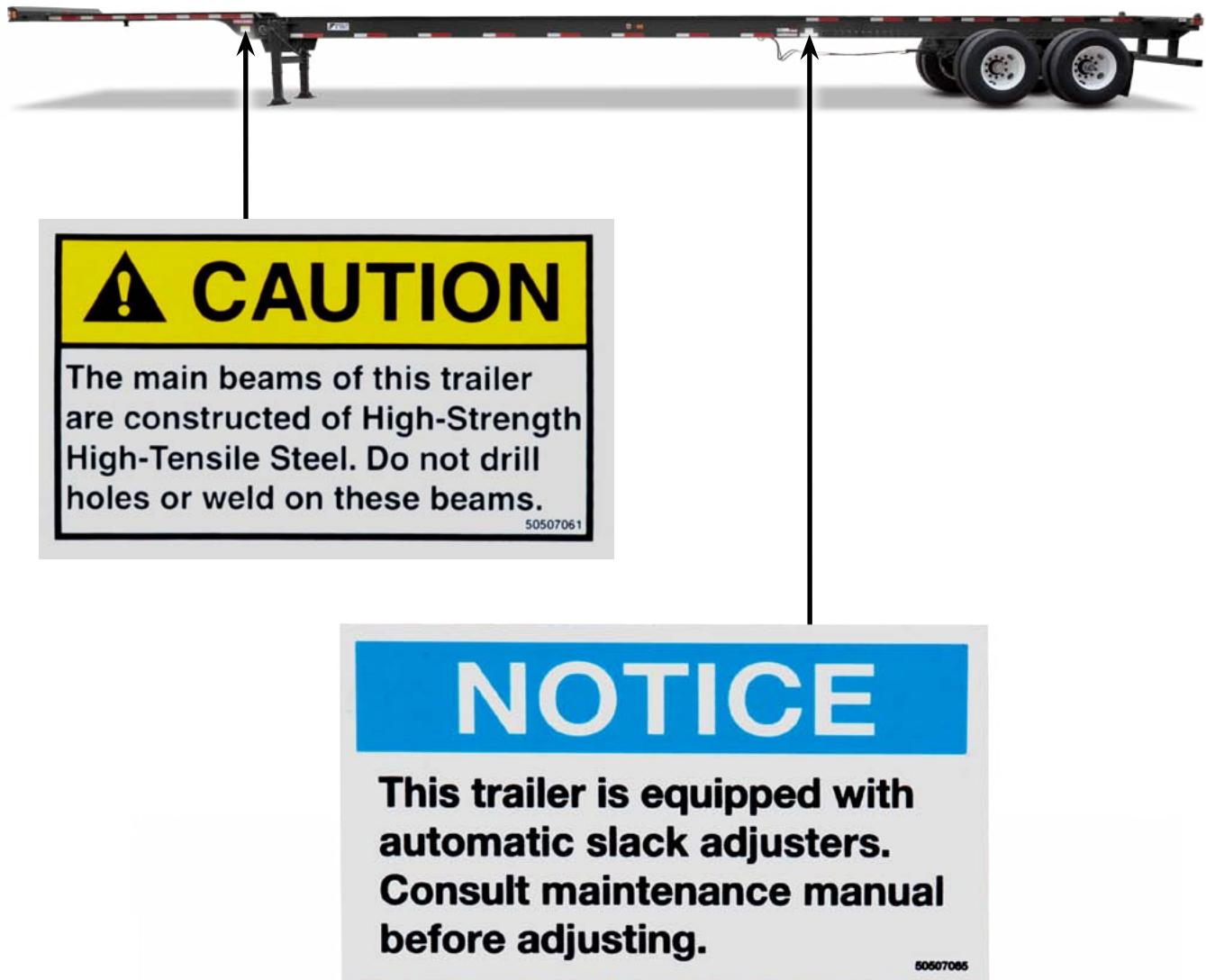
1. Proper coupling height should be maintained between tractor and trailer. **DO NOT** impact trailer upon coupling engagement.
2. **DO NOT** load forward section of trailer without proper coupling support.

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Section 1 - Operating Instructions

Decal Locations



⚠ WARNING!

1. Read and understand this warning and the Installation, Service and Safety Instruction Manual to understand all safety precautions, proper operation, and maintenance of your Webb hub. Failure to do so could result in death or serious injury and could result in a compromise of your vehicles safe operation through loss or failure of a wheel or the compromise of the braking system. Copies of the Installation, Service and Safety Instruction Manual are available, free of charge, from Webb Wheel Products, Inc., upon request.
2. Always use a properly calibrated torque wrench to assure proper torque. Under torque and over torque can cause thread and/or nut damage and could result in the loss of a wheel. Failure to ensure proper torque could result in death or serious injury and could shorten the expected life of this product.
3. Recheck torque after the first 50 to 100 miles of service. Parts may seat naturally, causing the torque to drop. A drop in torque could result in the loss of a wheel. Proper torque is essential to avoid damage or compromise of your vehicles safety. Failure to ensure proper torque could result in death or serious injury.

HUBS (FOR PILOT MOUNTED DISC WHEELS)

8 - 10 STUD HUBS

APPLIES TO M22 X 1.5 STUDS / TWO PIECE FLANGE NUT.

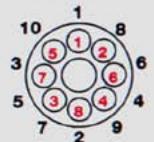
- All threads are right hand metric.
- Tighten Flange Nuts to 50 ft. lb. using sequence shown.
- Check Disc-Wheels for proper positioning on pads and proper seating against flange.
- Tighten Flange Nuts to recommended torque using sequence shown.

RECOMMENDED TORQUE: 450 - 500 FT. LBS.



Webb Wheel Products

2310 INDUSTRIAL DRIVE, S.W.
CULLMAN, ALABAMA 35055
256-739-6660 WWW.WEBBWHEEL.COM



Decal Locations



MAINTENANCE & TORQUE SPECIFICATIONS FOR MECHANICAL SUSPENSION

REQUIRED MAINTENANCE SCHEDULE:

- After initial 1,000 mile break in period, check trailer axle alignment and correct as necessary.
- The torque arms, springs, hangers and welds should be visually inspected at 25,000 mile intervals and at all inspections for excessive wear, deformation and structural soundness.
- All fasteners must be re-torqued after initial 1,000 miles and thereafter at 25,000 mile intervals.

Fastener	U-Bolts (Composite Springs)	U-Bolts (Steel Springs)	Equalizer Bolts	Torque Arm Ends	Rebound Bolts	Adj. Torque Arm Clamp
Torque Ft.-Lbs. (N•m)	275-300 (372-406)	275-300 (372-406)	450-500 (609-677)	275-300 (372-406)	35-50 (47-68)	85-95 (115-129)

Always apply torque to nuts, if possible.

XB-SP0001

SAF-Holland

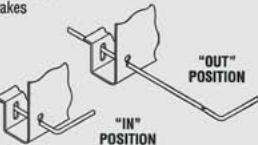
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www.saholland.us

XL-MS189-01 Rev. N

TO REPOSITION SLIDER:

- Remove stop bar and move to desired location.
- Lift pull arm and pull until locked in the "OUT" position. (If lock pins do not retract after pull arm is locked in the "OUT" position, gently rock trailer with brakes applied and pins will automatically retract.)
- Apply trailer brakes and carefully move trailer until contacting stop bar.
- Release pull arm to the "IN" position and visually check all lock pins for proper engagement.
- Locate stop bar directly behind slider.
- Before moving the trailer, the pull arm must be locked in the "IN" position, and all lock pins must extend through the rails or beams.



WARNING

Failure to properly engage the lock pins could result in loss of vehicle control which, if not avoided, could result in death, serious injury or property damage.

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Decal Locations



NOTE

IF ANY OF THESE DECALS ARE MISSING CONTACT FONTAINE PARTSOURCE FOR REPLACEMENT INFORMATION AT 866-382-7278. IN SOME INSTANCES DECALS MAY BE UPDATED OR REPLACED BY OTHER DECALS. THE PRECEDING DECALS REPRESENTED THE STANDARD DECALS AND THEIR LOCATIONS AT THE TIME OF MANUFACTURE.

NOTE

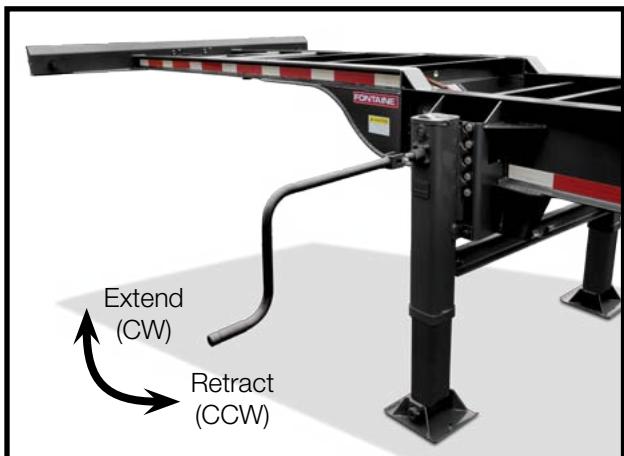
IF ANY OF THESE DECALS ARE MISSING CONTACT FONTAINE ENGINEERED PRODUCTS FOR REPLACEMENT INFORMATION. THE FOLLOWING DECALS REPRESENT THE STANDARD DECALS AND THEIR LOCATIONS AT THE TIME OF PRINTING / CHASSIS MANUFACTURE.

NOTE:

The decals appearing above are only a representation of some of the decals that may be found in this area of your Fontaine Chassis. The decals above are not, and are not intended, to provide a complete representation of the decals that may be placed in this area.

Landing Gear

Your Fontaine chassis is equipped with an OEM selected landing gear designed to meet the needs of the industry. The operational characteristics are shown below.



TRAVEL DIRECTIONS:

Rotate crank clockwise to extend landing gear, and counterclockwise to retract landing gear.



NOTE

LANDING GEAR BOLTS . . .

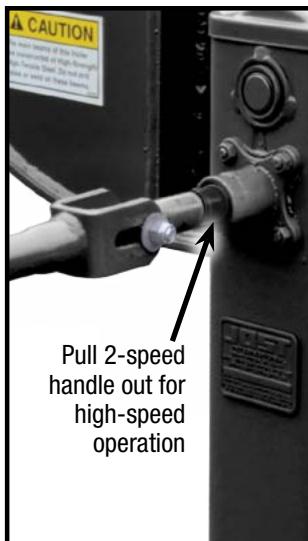
USE A MINIMUM 5/8" GRADE-5 BOLT ON ALL LANDING GEAR CONNECTIONS EXCEPT ON CROSS PIPE. ON CROSS PIPE USE A MINIMUM 5/16" GRADE-5 BOLT.

NOTE

TORQUE CHART . . .

5/16" Grade - 5 17 Ft Lbs Dry 13 Ft Lbs Oiled
 5/8" Grade - 5 150 Ft Lbs Dry 110 Ft Lbs Oiled

Gear Speed Operation



For low speed, extension or retraction, push crank in. For high speed, extension or retraction, pull crank out.

CAUTION

1. Do not over extend landing gear.
2. Never drop chassis on landing gear. Always extend landing gear until the landing gear foot contacts the ground, then lift the chassis approximately 1 inch before removing the tractor from the chassis.
3. Always ensure that the landing gear foot rests on a hard surface capable of supporting the chassis and load (hard ground, concrete etc.).
 If necessary, place foot pads on a support plank to prevent the landing gear from sinking into the surface.
4. Always retract landing gear fully before moving the chassis.
5. Always store the crank in the crank holder after extending or retracting the landing gear.
6. Replace all damaged or worn parts.
7. Failure to replace worn or damaged riser nut and retracting screw assembly could cause a failure.



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Suspension System: Axle Alignment

Your Fontaine chassis is equipped with either an air ride suspension or mechanical spring suspension. Common suspension suppliers to Fontaine include Hendrickson, Meritor and Hutch. Additional information including installation, service, maintenance recommendations warranty and general sales data for all of the systems can be found on their websites. Links to their website are shown below.

Hendrickson: www.Hendrickson-Intl.com

Meritor: www.meritor.com

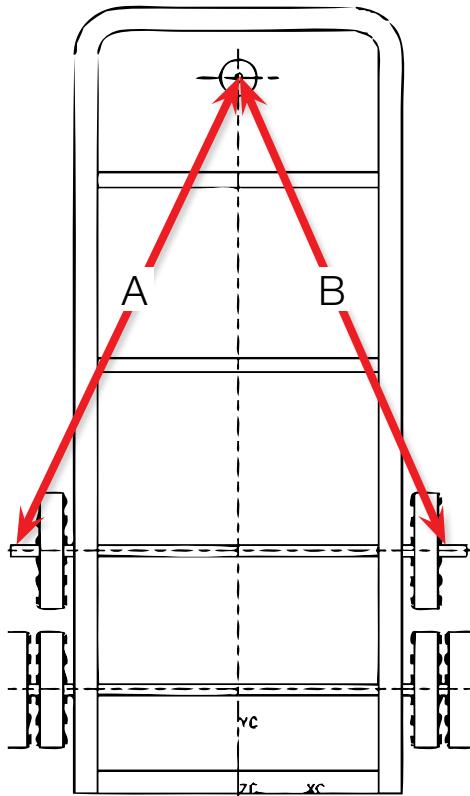
Hutchens Industries: www.hutchensindustries.com

SAF Holland: www.SAFHolland.us

AXLE ALIGNMENT

SINGLE AXLE CHASSIS

1. Raise or lower the landing gear legs to position chassis kingpin plate at design height if known (use 49" if actual design height is unknown).
2. Remove the outer wheel assembly or the outer tires and rims, depending on the wheel equipment.
3. Remove any parts from under the chassis that can interrupt measuring the distance between the king pin and the ends of the axle.
4. Attach a steel measuring tape to a hook and the hook over the kingpin. Measure the distance "A" and "B" from the king pin to the ends of the axle. The difference between the "A" and "B" measurements must not exceed 1/8" (3.2mm).

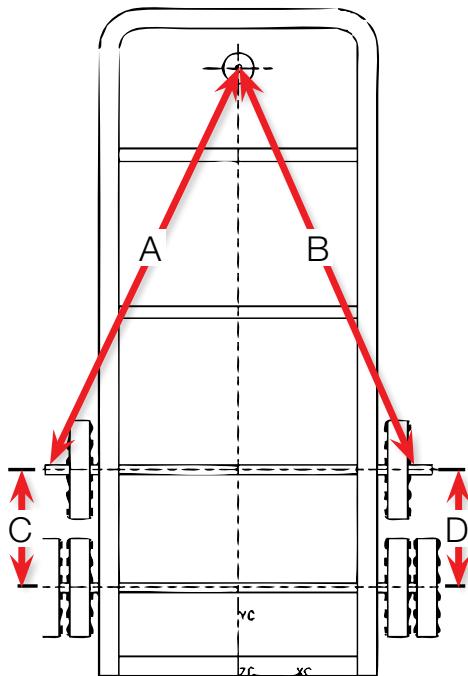


Suspension System: Axle Alignment

TANDEM AXLE CHASSIS

Measuring the alignment of a tandem axle chassis is not very different from the procedure for the single axle chassis. The chassis must be correctly positioned before making the necessary measurements.

1. Move the chassis forward and backward over a level floor, two or three times with the last movement forward, to permit the suspension to become correctly aligned to center the front and rear wheel tracks.
2. Raise or lower the landing gear legs to position chassis kingpin plate at design height if known (use 49" if actual height is unknown).
3. Remove the outer wheel assembly or outer tires and rims.
4. Remove any parts from under the chassis that can interrupt measuring the distances between the kingpin and the ends of the forward axle.
5. Attach a steel measuring tape to a hook and the hook over the kingpin. Measure the distance "A" and "B" from the king pin to the ends of the forward axle. The difference between the "A" and "B" measurements must not exceed 1/8" (3.2mm).
6. Measure the distance "C" and "D" between the front and rear axle centers. The difference between "C" and "D" measurements must not exceed 1/16" (1.6mm). See art below.



NOTE

THE LIMITS OF 1/16" (1.6MM) AND 1/8" (3.2MM) ARE THE INDUSTRY STANDARD LIMITS FOR CORRECT ALIGNMENT OF THE AXLES. THESE SMALL VARIANCES PERMITTED BY THE STANDARD MAKE ACQUIRING ACCURATE MEASUREMENTS ALL THE MORE IMPORTANT AND CRITICAL TO THE PROPER OPERATION OF YOUR CHASSIS.

How to Correct the Alignment of Axles

To correct alignment measurements that are not within the limits, inspect the suspension for worn, broken or loose parts. Adjustment to the suspension, and the replacement of worn or broken parts, must be made to achieve an acceptable axle alignment.

CAUTION

CAREFULLY FOLLOW THE SERVICE INSTRUCTIONS MADE AVAILABLE BY THE SUSPENSION MANUFACTURER WHEN WORKING ON THIS COMPONENT.

NOTE: SEE HENDRICKSON PROCEDURE L579 FOR MORE DETAILED INFORMATION.

www.Hendrickson-Intl.com

SAF Holland: www.SAFHolland.us

Anti-Lock Braking System

▲ CAUTION

ABS NOTICE - CONNECTOR WIRING CHANGE

NOTICE TO **ALL** TRACTOR CHASSIS OWNERS AND USERS

Federal Motor Vehicle Safety Standard No. 121, Air Brakes Systems, was amended by the National Highway Traffic Safety Administration of the DOT to require that truck tractors manufactured on or after March 1, 1997 provide constant power for a chassis antilock brake system (ABS). Some manufacturers will provide this feature before the effect date.

These tractors using a single 7-way electrical connector will have constant power for ABS on the center pin when the key switch is on.

Fontaine, as well as other tractor-chassis owners and users who presently use the center pin for auxiliary power to equipment other than chassis ABS (for example, dome lights, backing lights, bottom dumps, sliding undercarriages, air ride dump valves, etc.) will be affected by this change.

In certain uses of this constantly powered center pin connector, unexpected or unintended activation of this equipment may be hazardous or result in personal injury.

BEFORE connecting your chassis to a tractor, **MAKE SURE** that the constantly powered center pin **WILL NOT UNINTENTIONALLY TURN ON CHASSIS EQUIPMENT**. If you have any questions about your present wiring, or how to rewire your vehicles, you should contact Fontaine PartSource at 1-866-382-7278.

Meritor WABCO Easy-Stop (TM) Anti-lock Braking System (ABS) is standard equipment on all Fontaine chassis with GVWR less than 120,000 lbs. The system monitors wheel speed at all times and improves vehicle stability and control by reducing wheel lock during braking.

▲ CAUTION

ABS INFORMATION IN THIS OPERATOR'S MANUAL WAS PROVIDED BY MERITOR WABCO AND IS SPECIFIC TO ITS PRODUCTS. IF YOUR CHASSIS IS EQUIPPED WITH ANOTHER MANUFACTURER'S ANTI-LOCK BRAKING SYSTEM, YOU MUST CONTACT FONTAINE OR THE MANUFACTURER OF THE BRAKING SYSTEM, FOR THE INSTRUCTIONS SPECIFIC TO THAT BRAKING SYSTEM. VISIT WWW.MERITORWABCO.COM FOR MORE INFORMATION.

ELECTRONIC CONTROL UNIT (ECU) MALFUNCTION

In the event of an ECU malfunction, the ABS, in the affected wheels, is disabled. The affected wheels should continue to operate in a non ABS braking mode, if the braking valve itself has not failed. The ABS should continue to operate on the wheels unaffected by the ECU malfunction.

Two ABS indicator lamps (one on the dash of the tractor and one on the side of the chassis) let the driver know the status of the system.

Anti-Lock Braking System: Lamp Codes

ABS INDICATOR LAMP

The ABS Indicator Lamp (amber) is located on the road side (driver side), near the rear marker lamp (red). The lamp is identified with the letters ABS. This lamp indicates the status of the chassis ABS.



If the ABS lamp comes ON and stays ON when you apply the brakes to a moving vehicle, there is an ABS malfunction. It is normal for the lamp to come ON and go OFF to perform a bulb check, but it should not stay ON when the vehicle is moving about 4 MPH. As with any safety system, it is important not to ignore this indicator. If the indicator lamp indicates a malfunction, the vehicle can be operated to complete the trip. However, it is important to have the vehicle serviced as soon as possible using the appropriate maintenance manual to ensure proper braking performance and to ensure that the benefits of ABS remain available to the driver.

System Is Ignition Powered (constant power)				
Brakes	Ignition	Fault in System	Vehicle Speed	Indicator Lamps (Chassis and Dash)
Released	OFF	N.A.	N.A.	OFF
	ON	NO	Less than 4 mph	ON for 3 seconds then go OFF.
		NO	Greater than 4 mph	OFF
		YES	N.A.	ON
Applied	OFF	NO	Less than 4 mph	ON for 3 seconds then go OFF.
		YES	N.A.	ON
	ON	NO	Less than 4 mph	ON for 3 seconds then go OFF.
		NO	Greater than 4 mph	OFF
		YES	N.A.	ON

Blink Codes: Blink codes are the number of times the ABS lamp blinks on and off. The number of blinks refers to the problem area. See Meritor Wabco Maintenance And Troubleshooting Manual for complete details.

Coupling and Uncoupling

Knowing how to couple and uncouple correctly is basic to safe operation of combination vehicles. General coupling and uncoupling steps are listed below. Different tractors and coupling devices require different techniques, so learn the details for coupling and uncoupling the tractors and coupling devices you operate.

⚠ WARNING

INCORRECT COUPLING AND UNCOUPLING OF YOUR CHASSIS CAN RESULT IN ACCIDENTS CAUSING SERIOUS INJURY OR DEATH. NOT ALL TRACTORS ARE IDENTICAL. BE AWARE OF THE DIFFERENCES IN THE VEHICLES YOU OPERATE.

COUPLING

1. INSPECT THE TRACTOR FIFTH WHEEL

- Check for damaged or missing part. Reference the manufacturer's service manual for the fifth wheel in use.
- Check to see that mounting to tractor is secure -- no cracks in frame, etc.
- Be sure the fifth wheel plate is properly greased, failure to do so may cause severe friction leading to loss of control.
- Check if fifth wheel is in proper position for coupling (Wheel tilted down towards rear of tractor, jaws open and safety unlocking handle in the automatic lock position).
- If you have a sliding fifth wheel, make sure it is locked.
- Make sure the chassis kingpin is not bent, broken or damaged in any way.

2. INSPECT AREA AND CHOCK WHEELS

- Make sure area around vehicle is clear.
- Be sure chassis spring brakes are on.
- Check that all chassis cargo is secured against movement.

3. POSITION TRACTOR

- Put the tractor directly in front of the chassis.
- Check position, using outside mirrors, look down both sides of the chassis.

⚠ CAUTION

NEVER BACK A TRACTOR UNDER A CHASSIS AT AN ANGLE. PUSHING THE CHASSIS SIDEWAYS CAN DAMAGE THE LANDING GEAR OR OTHER STRUCTURES OF THE CHASSIS.

4. BACK SLOWLY

- Back until fifth wheel touches the chassis.
- Do not impact the chassis.

5. SECURE TRACTOR

- Apply the parking brake.
- Shift the transmission into neutral.

6. CHECK CHASSIS HEIGHT

- The chassis should be low enough so that it is raised slightly by the tractor when the tractor is backed under it. Raise or lower the chassis as needed. Make sure the chassis is proper height and the kingpin and fifth wheel aligned.

⚠ CAUTION

IF CHASSIS IS TOO HIGH, IT MAY NOT COUPLE CORRECTLY TO THE TRACTOR. IF IT IS TOO LOW, THE KINGPIN MAY BE STRUCK AND BENT OR THE FRONT OF THE CHASSIS MAY BE DAMAGED.

⚠ WARNING

DO NOT WALK OR STAND BETWEEN TRACTOR AND CHASSIS. TRACTOR MOVEMENT CAN CAUSE SERIOUS INJURY OR DEATH.

7. CONNECT AIR LINES TO CHASSIS

- Check glad hand seals and connect tractor supply (emergency) airline to chassis supply (emergency) gland hand.
- Check gland hand seals and tractor control (service) airline to chassis control (service) gland hand.
- Make sure airlines are supported where they cannot be hung-up or damaged while tractor is backing under chassis.



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Coupling and Uncoupling

8. SUPPLY AIR TO CHASSIS

- From the tractor cab, push in “air supply” knob or move tractor protection valve control from the “emergency” to the “normal” position to supply air to the chassis brake system.
- Wait until the air pressure is normal.
- Check brake system for crossed airlines.
- Shut engine off to hear brakes.
- Apply and release chassis brakes, listen for the sound of chassis brakes being applied and released.
- Check the air brake system pressure gauge for signs of major loss.
- When sure chassis brakes are working properly, start the engine.
- Check to see that tractor air pressure is greater than 120 psi .

9. LOCK CHASSIS BRAKES

- Pull out the “air supply” knob or move the tractor protection valve from “normal (Chassis Brakes Released)” to “emergency (Chassis Brakes Applied)”.

10. BACK TRACTOR UNDER THE CHASSIS

- Shift into lowest reverse gear.
- Back tractor slowly under chassis to avoid severely impacting the kingpin.
- Stop when the kingpin is locked into the fifth wheel.

11. CHECK THAT CONNECTION IS SECURE

- Raise chassis landing gear slightly off the ground.
- Gently pull the tractor forward while the chassis brakes are still locked.
- Fifth wheel should be locked into kingpin at this time.

12. SECURE VEHICLE

- Shift the transmission into neutral.
- Apply parking brakes.
- Shut off engine and be sure someone else will not move the truck while you are under it.

13. INSPECT COUPLING

- Use a flashlight if necessary.
- Make sure there is no space between upper and lower fifth wheel. If there is space, something is wrong! The kingpin may be on top of closed fifth wheel jaws; chassis would come loose very easily.
- Look into the back of the fifth wheel with caution. Make sure the fifth wheel jaws have closed around the shank of the kingpin.
- Check that the locking lever is in the “lock” position.

WARNING

MAKE SURE THE PARKING BRAKE IS EN-GAGED AND THE TRACTOR CANNOT BE MOVED BEFORE PLACING ANY PART OF YOUR BODY BETWEEN THE TRACTOR AND CHASSIS. TRACTOR MOVEMENT CAN CAUSE SERIOUS INJURY OR DEATH.

14. CONNECT ELECTRICAL CORD and CHECK AIRLINES

- Plug the electrical cord into the chassis and fasten the safety catch.
- Check both airlines and electrical line for damage.
- Make sure air and electrical lines will not be crushed or damaged by any of the vehicles moving parts.
- Visually inspect to see that the ABS light functions correctly when the power cord is connected. If the light stays on or comes on during use, have the ABS unit repaired at once.

15. RAISE FRONT CHASSIS SUPPORTS (LANDING GEAR)

- Use low gear range (if equipped) to begin raising the landing gear. Once free of weight, switch to high gear range.
- Raise landing gear all the way up.
- After raising the landing gear fully, secure the crank handle.
- When full weight of chassis is resting on tractor, check for clearance between rear of tractor frame and landing gear.
- Check that there is enough clearance between the top of the tractor tires and the nose of the chassis.

CAUTION

NEVER DRIVE WITH THE LANDING GEAR PARTIALLY DOWN; IT COULD HANG ON RAILROAD TRACKS OR OTHER OBJECTS.

Coupling and Uncoupling

UNCOUPLING TRACTOR-CHASSIS

1. POSITION RIG

- Make sure the surface of the parking area can support the weight of chassis.
- Have tractor lined up with chassis. (Pulling out at an angle can damage landing gear.)

2. EASE PRESSURE ON LOCKING JAWS

- Shut off chassis air supply to lock chassis brakes. Ease pressure on fifth wheel by backing up gently (this will help to release the fifth wheel locking lever).
- Put parking brakes on while tractor is pushing against the kingpin. This will hold the rig with pressure off the locking jaws.

3. LOWER THE LANDING GEAR

- If chassis is empty – lower the landing gear until it makes firm contact with the ground, turn crank in low gear a few extra turns; this will lift some of the weight off the tractor. (Do not lift chassis off the fifth wheel.) This will make it easier to unlatch the fifth wheel and easier to re-couple.

4. DISCONNECT AIRLINES AND ELECTRICAL CABLE

- Disconnect airlines from chassis. Connect airline gladhands to dummy couplers at back of cab or couple them together.
- Hang electrical cable with plug down to prevent moisture from entering it.
- Make sure lines are supported so they won't be damaged while driving the tractor.

5. UNLOCK FIFTH WHEEL

- Raise release handle lock.
- Pull the release handle to the "open" position.
- Stay clear of the rear of the rear tractor wheels to avoid serious injury in the event vehicle movement.

6. PULL TRACTOR PARTIALLY CLEAR OF CHASSIS

- Pull tractor forward until fifth wheel comes out from under chassis.
- Stop with tractor frame under chassis (Prevents chassis from falling to ground if landing gear should collapse or sink.)

7. SECURE TRACTOR

- Apply parking brake.
- Place transmission in neutral.

8. INSPECT CHASSIS SUPPORTS

- Make sure ground is supporting chassis.
- Make sure landing gear is not damaged.

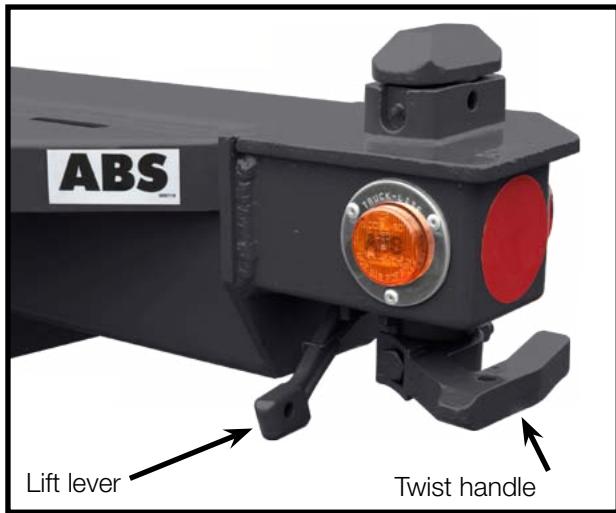
9. PULL TRACTOR CLEAR OF CHASSIS

- Release parking brakes.
- Check the area, then drive the tractor clear.

Section 1 - Operating Instructions

Twistlock Operation

Rear Twistlock in Unlocked position



This photo shows the rear twistlock in the unlocked position. To lock, lift lever and turn handle.

Rear Twistlock in locked position



This photo shows the rear twistlock in the locked position. To unlock, lift lever and turn handle.

Front Twistlock in Unlock position

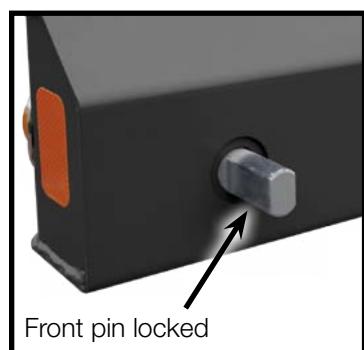
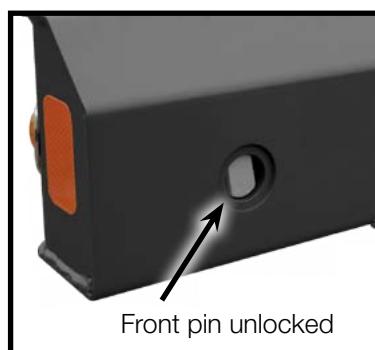


This photo shows the front pin in the unlocked position. To lock, lift and push handle back to place it in rear slot.

Front Twistlock in Unlock position



This photo shows the front pin in the locked position. To unlock, lift and pull the handle to move it to forward slot.



Sliding Suspension Operation

⚠ WARNING

FAILURE TO LOCK A SLIDING SUSPENSION CAN CAUSE LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE, SERIOUS BODILY INJURY AND DEATH. ALWAYS CHECK TO ENSURE THAT LOCK PINS ARE FULLY ENGAGED IN THE CHASSIS FRAME OR SLIDER RAIL BEFORE USE.

When a chassis is equipped with a sliding suspension follow these procedures.

1. Make sure the suspension is securely locked into place. The suspension is locked into place when the main body of each lock pin extends through the holes in the rails.



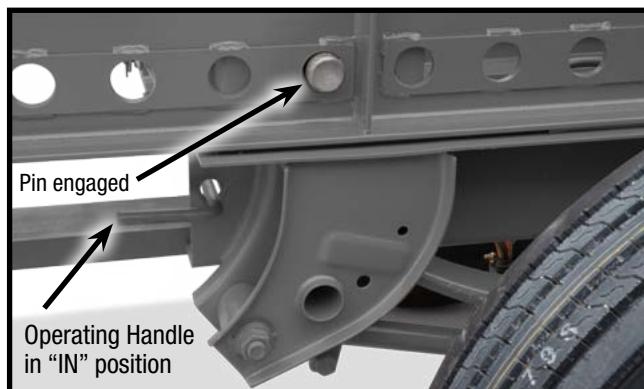
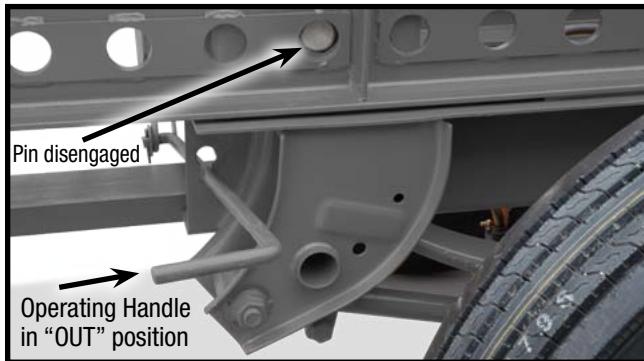
Important!! Locking Pins Must Extend Thru Holes in the Body of the Chassis Before Moving the Vehicle

2. Inspect the suspension carefully to ensure it is properly positioned and the main body of each lock pin does extend through the holes in the rails.
3. Check area around and under chassis to be clear of obstructions or personnel.
4. Apply the chassis brakes and gently rock the chassis backwards and forwards to make sure the sliding suspension is secure.

NOTE

REFERENCE THE SUSPENSION MANUFACTURER'S RECOMMENDATIONS FOR MORE DETAILED OPERATING INSTRUCTIONS, CAUTIONS AND WARNINGS.

Sliding Suspension Positioning



1. Set both the tractor and chassis brakes.
2. Remove stop bar and move to desired position.
3. To release the lock pins: Lift pull arm and pull until locked in the "OUT" position. If lock pins do not retract after pull arm is locked in the "OUT" position, gently rock trailer with brakes applied and pins will automatically retract.
4. Apply trailer brakes and carefully move trailer until contacting stop bar.
5. Release pull arm to the "IN" position and visually check all lock pins for proper engagement.
6. Locate stop bar directly behind slider.
7. Before moving the trailer, the pull arm must be in the "IN" position, and all lock pins must extend through the rails or beams.
8. With the chassis brakes applied, gently rock chassis backward and forward to ensure sliding suspension is properly locked and follow proper operating procedures before pulling chassis. The lock pin must be checked at each stop to ensure each is locked.

Note: Locator bars are not used on a chassis equipped with a single slider. The chassis is equipped with stops at the front and rear extremes of the slider movement.

Basic Maintenance Schedule

Frequent inspection and preventative maintenance are important in the life of any machine. Your FONTAINE chassis is no exception. Proper care and maintenance will protect the long life of your chassis and may eliminate unnecessary repair costs and downtime.

DAILY INTERVALS (PRE-TRIP INSPECTION)

Drain Moisture:

Drain the moisture from air reservoir daily by opening the drain cock on underside of reservoir. Leave the drain cock open until the moisture disappears. After all moisture has escaped, close the drain cock or moisture trap.

Inflate Tires:

Check tire pressure daily or every 3000 miles. Remove all objects lodged between treads or carcasses or from between duals. Refer to the Tire Manufacturers Load/Inflation pressure settings for your applicable tire size.

Tighten Mounting Nuts:

Check that all wheel and hub mounting nuts are present and secure. If marked after torquing, insure the torque identification mark has not moved.

Wheel-ends:

Visually inspect the hubcap and around the wheel seal for lubrication leaks.

Adjust Brakes:

Check the travel of brake chamber push rod and adjust brakes if necessary. Push rod travel should be kept at a minimum of 1/2" without brakes dragging. Pushrod travel should not exceed 2".

Check Lights:

Open and close chassis light switches to see if lamps respond properly. Clean all lights and warning reflectors. Make sure the ABS system is operating properly.

Check Tools & Equipment:

Check the tools, flares and other equipment to make certain all are present and in good condition. This inspection should become a daily habit. Minor repairs or adjustments depend to a great extent upon the tools and equipment carried on the chassis.

MONTHLY INTERVALS

Inspect Hose Assemblies & Gaskets:

Inspect all hose assemblies and gladhand coupling gaskets for abrasions, swelling, or other damages. Replace as necessary.

Check Brake Linings:

Check the brake lining thickness. Brake lining should be replaced when the lining thickness approaches the wear line indicator built into the lining or when the thickness is at 1/4".

Inspect Reservoir & Brake Lines:

Inspect reservoir for looseness or damage. Make certain all connections are tight, and that brake lines are properly supported so as not to chafe on other chassis parts.

Check Electrical System:

Inspect lights, wiring, and coupling sockets. Secure loose wires.

Tighten Assembly, Screws & Nuts:

Tighten all wheel hub mounting nuts, spring clips, and U bolts.

Measure and check all tires:

Measure and check all tires for proper mating and un-serviceable condition. Serviceable tires which indicate abnormal wear should be rotated to other wheel positions. Apparent mechanical defects should be corrected.

Check Axle Alignment:

Check the axle for proper alignment. This deficiency is the most probable cause of tire wear.

Inspect & Clean Under Side of the Chassis:

Clean out all objects lodged in the under-construction including the suspension area. For mechanical spring systems, inspect springs, bushings, and hangers for cracks or excessive wear. Check all hanger bolts, "U" bolts and other adjustable points. For air ride systems, check air springs, and shocks for wear or damage. Check the suspension rubber bushings and wear washers to make certain they are in good condition.

SIX (6) MONTH INTERVAL

Check structure for cracks in welds or steel. Check for any other structural damages. Fontaine Engineered Products/Fontaine PartSource should be consulted for repair instructions.

Lubrication Notes

- Coupler & Kingpin:** Clean all sand, grit and other foreign matter from coupler base. With a hand paddle, coat the machined surface of coupler base pickup ramps and edge of coupler hook. Place a light film of grease on the side surface of kingpin. Lubrication Interval – every 5,000 miles
- Cam Bearing:** Lubricate sparingly with grease gun. Excessive lubrication will force lubricant into internal brake parts causing faulty brakes. Lubrication Interval – every 10,000 miles
- Wheel Ends:** Most Fontaine Chassis are equipped with Hendrickson RTR suspensions equipped with five (5) year wheel end warranty. The typical lubrication for these wheel ends is Chevron Delco SF grease. If no leakage is noticed in the first 5 years of service, no wheel end lubrication maintenance is required. Units with sight glasses in the hubcaps with removable plugs use mineral based Hypoid Oil S.A.E. 80/90. NOTE: On units with oil seals, change oil and seals every 100,000 miles.
- Brake Shoes:** Place several drops of oil on inner and outer end of brake shoe where anchor pins pass through the shoe. Place bar between spider and brake shoe, and lift the cam end of shoe off cam. Lubricate with several drops of oil on brake shoe roller and rotate roller to new contact point. Lubrication Interval – every 10,000 miles
- Cam:** When wheels are removed, place a light film of grease on top and bottom surface of S cam. **CAUTION: DO NOT ALLOW GREASE TO COME IN CONTACT WITH BRAKE LINING.** Lubrication Interval – every 10,000 miles

Basic Chassis Maintenance

NOTE

THE INFORMATION PROVIDED IN THIS SECTION IS INTENDED TO PROVIDE SUGGESTED BASIC MAINTENANCE PROCEDURES. REFER TO THE VENDOR COMPONENT SUPPLIER'S INFORMATION FOR MORE DETAILED MAINTENANCE INSTRUCTIONS.

KINGPIN AND FIFTH WHEEL AREA

Inspect the kingpin for excessive wear, rough edges, looseness, broken or chipped out areas and cracks. Any kingpin showing such condition must be replaced at once. Do not, under any circumstance, weld the kingpin to compensate for wear. Once a kingpin has been heated its physical characteristics are changed and its subsequent performance cannot be predicted. Contact Fontaine Engineered Products Customer Service for proper replacement services.

Check and inspect the fifth wheel area for cracks or breaks and for secure attachment to the chassis. Any welding performed in this area is to be restricted to those welds specified by Fontaine and is to be performed in the manner prescribed by Fontaine.

NOTE

FONTAINE RECOMMENDS THAT ONLY AN AUTHORIZED FONTAINE DEALER PERFORM REPAIRS IN THE KINGPIN AREA.

REAR IMPACT GUARDS

Your new Fontaine Chassis has been designed and tested to meet the requirements of F.M.V.S.S. 571.223 and 571.224.

The rear bumper should be checked during regular maintenance for cracks, bonds & etc. If repair is needed please contact Fontaine Engineered Products and refer to TMC Recommended Practice 732 (T).

Leaf Type Springs Care And Maintenance

The leaf springs in a heavy duty truck/chassis suspension are working, flexible components and the main load supporting members in the assembly. They cushion the vehicle and its load from various road shocks and provide the necessary stability to resist roll-over, brake and drive forces. A reasonable amount of care and maintenance is required to provide a satisfactory service life.

The spring stack must be tightly clamped to its spring seat and the axle to prevent any movement between the U-bolts. This area is a dead zone and all flexing must take place between the U-bolts and the dead ends of the springs. Therefore, it is important the spring U-bolts be checked for proper tightness once or twice during the first few months of service, until such time as the spring leaves wear-in with usage. Thereafter, they should be checked periodically as a matter of normal maintenance.

One or more broken spring leaves near or through the center bolt hole, indicates a loose U-bolt condition which has permitted excessive flexing in the clamp area. Failure to keep the U-bolts tight can also cause sheared spring center bolts, broken U-bolts, or rounding of the axle spring seat.

A broken spring leaf adjustment to or outside the U-bolt clamp area indicates either there has been an over-loaded condition or the spring assembly is nearing the end of its service life. Single and multi-leaf springs on trucks and chassis should be closely inspected at regular intervals for signs of such failure. Broken leaves in a multi-leaf pile should be replaced immediately to prevent over-loading the remaining leaves. Better yet, the complete spring stack should be replaced. If just the broken leaf is replaced, other leaves in the stack will break in a short length of time.

Springs exhibit a finite (limited) service life. Failures can be expected from normal fatigue after a responsible service use.

In suspensions using the vari-rate springs and frame brackets, the wear pads and main spring leaves should be checked periodically for excessive wear. Replacement wear pads are available for most suspensions, and it may be necessary to install them long before the main leaf requires replacement. Excessive wear at these load contact points eliminates the vari-rate effect resulting in a rough ride. If these load bearing points are left unattended, wear can progress to the point where a complete frame hanger replacement will be necessary. In some instances, an occasional dab of grease at these points will greatly reduce the fretting and wearing away of the wear pads and main spring leaf.

SERVICE TIPS

To obtain maximum service life from a spring assembly the following steps should be followed:

1. Before placing chassis in service, torque all U-bolts evenly to manufacturer's recommendation.
2. Retorque at 3,000 miles and every 3 months thereafter.
3. Broken spring leaves between the U-bolts indicates loose U-bolts. Replace broken leaves at earliest opportunity and lubricate the U-bolt threads before tightening.
4. Spring leaf failures outside U-bolt area are an indication of:
 - a. Repeated overload.
 - b. Spring assembly has completed its normal life cycle. In either case the entire spring assembly should be replaced.
5. On vari-rate spring suspensions, periodically apply lubricant between the spring assembly and hangers to obtain maximum service life.

Wheel and Rim Care

Standard wheel material on your Fontaine chassis is aluminum or steel disc wheels. Wheel nuts are inspected and tightened to specifications at the factory and must be checked again at pre-delivery. To maintain the correct torque on the wheels of a new chassis the nut torque must be checked periodically. During normal highway operation of a new chassis, this check should be made at the first 100, 500, and 1,000 miles and every 5,000 miles thereafter. Severe service conditions may require more tightening. Loose wheel nuts may cause shimmy, uneven tire wear, and vibration. Elongated stud holes in the wheels may result from loose hub nuts. Wheel and hub nuts must be torqued to proper specifications to provide maximum service life.

How To Service And Install Wheel Bearings

Wheel bearing life depends on three things: (1) Proper lubrication; (2) Cleanliness; and (3) Proper adjustment. Chassis axle bearings are normally provided with wheel seals which require only keeping the lubrication at the proper level. Whether installing new bearings or servicing a chassis in the shop, here are the steps to follow.

Remove the wheel hub and bearing cones. Clean all the old grease from wheel hub, bearing cones, and hub cap with kerosene or diesel fuel oil (not gasoline and not in hot solution tank or with water-alkaline solutions). Use a stiff fiber brush, but not a steel or brass wire brush. Dry the parts with a clean absorbent cloth or paper. Compressed air can be used to dry the bearing only if the air is filtered, since water in the air line can cause rusting. Also clean and dry the hands and tools, since grease will not adhere to a surface wet with solvent. If bearings are not to be used soon, pack with wheel bearing grease and wrap in clean wax paper. Don't lay clean bearings on floor or dirty workbench.

INSPECT FOR DAMAGE

While the bearing is clean and free of grease, inspect it for signs of wear or damage. Excessive wear caused by abrasive dirt is the most common cause for premature bearing failure. This can be recognized by a dull appearance to the rollers and raceways; they may feel rough or show pit marks or indentations. Flaking or spalling on the small end of the rollers on their corresponding cup and cone rolling surfaces is caused by improper loose adjustment. Spalling or excessive wear at the large end of the rollers indicates an overly tight adjustment.

Fractures or fine hairline cracks across the cup or cone may be caused by forcing a cone assembly on an oversize spindle, or forcing a cup into warped hub bore, or by a cocked cup or a cocked cone. Brinelling (a series of lines or indentations on the raceways spaced to a definite pattern) indicates a driving force has squeezed the bearing and damaged the rollers and raceways. This can be caused by improper mounting practices or by sudden excessive shock loads.

Corrosion or its pock-marks on the raceways and rollers, resulting from water getting into the lubricant, can be caused by a worn or damaged grease seal, or by handling the bearing with moist hands, or by an improper type of lubricant. Overheated bearings have a blue or brown-blue discoloration, and definitely indicate that the bearing metal has been damaged. This can be caused by dirt, lack of lubricant, excessive friction, or over adjustment (too tight).

Be sure to check the bearing cone for wear and pits. After the bearing is clean, hold it up so that the bearing is between the eye and the light. Look between the rollers so that the raceway or outer surface of the cone can be seen. Holding the cage, rotate the cone to check for pits over its entire outer surface.

Replace bearings if any of these conditions exist. Also replace worn or damaged grease or oil seals. Always replace a seal if it has been removed from the axle. Be sure to grease the lip of the grease seal before sliding it on the axle. Check the condition of the hub and axle spindle, and remove any nicks or burrs which might prevent proper seating.

The bearing cup must fit tightly in hub. This must be a press fit. Use an arbor press to install the cup in the hub, checking to make sure that it is square and completely bottomed. If an arbor press is not available, use an old bearing cup as a driving tool and tap it lightly with a hammer. Never strike the narrow section of a cup directly with a hammer, since this can chip or crack the case hardened surface.

ADJUSTMENT OF BEARINGS

There have been many changes in the spindle nuts being used on chassis axles. The new designs have changed the method required to properly adjust the bearings. While many wheel end systems still use the old three (3) piece system, there are inherent differences even in this system depending on the source for the spindle nuts. Adjustment of bearings requires a full understanding of the different spindle nut systems offered and where to find the correct adjustment procedure. Feel free to contact Fontaine PartSource, a Fontaine dealer or the OEM factory for help in determining the system on your chassis.

How To Service And Install Wheel Bearings

Some links to popular websites pertaining to chassis axle and suspension information including wheel end adjustment procedures are shown below. Copy the link into your web browser to access recommended adjustment procedures:

Webb Wheel Company: http://www.webbwheel.com/aftermarket/training_toolbox.html

Hendrickson International: www.Hendrickson-Intl.com

Arvin Meritor: www.Meritor.com

Stemco Bearing Adjustment Procedure:

<http://www.stemco.com/wp-content/uploads/2011/12/STEMCO-BearingAdjust-571-2902-WEB.pdf>

Hendrickson Poster – Precision Nut System:

<http://www.hendrickson-intl.com/getattachment/501103c4-c552-4c77-98b9-bc-cb0786f5da/T71005-PRECISION-NUT-SYSTEM-Installation-Procedu.aspx.pdf>

Hendrickson Standard Wheel end Maintenance:

<http://www.hendrickson-intl.com/CMSPages/GetFile.aspx?guid=e492c099-b370-40b4-bb42-55e20a224b8d>

Hendrickson HXL3 Wheel end Maintenance:

<http://www.hendrickson-intl.com/CMSPages/GetFile.aspx?guid=12294fbf-0056-44f0-a907-40e50d76fdce>

Hendrickson HXL5 Wheel end Maintenance:

<http://www.hendrickson-intl.com/CMSPages/GetFile.aspx?guid=ab72b69c-5038-4670-809d-7f8579831179>

Hendrickson HXL7 Wheel end Maintenance:

<http://www.hendrickson-intl.com/CMSPages/GetFile.aspx?guid=7f042c45-39ae-49ea-aa6f-4ff9b7af5771>

Adjustment Info can also be found in the TMC Recommended Practices RP618A & RP622A

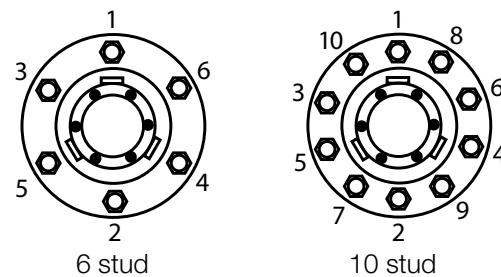
Wheel Installation and Maintenance

Disc Wheel Mounting Instructions for 6 & 10 Stud Hubs with BALL SEAT Mounted Disc Wheels.

Rims must be correctly assembled, using the correct capnuts and must be correctly aligned to assure maximum service life and maximum safety.

1. All parts must be clean, free of rust, dirt or paint.
2. Position the inner wheel over the studs being careful not to damage the threads.
3. Install inner capnuts and tighten to 50 FT. LBS. in the sequence shown

Then tighten to full torque using the same sequence



Thread Size	Torque
Standard Capnut 3/4-16 and 1-1/8-16	450-500 Ft. Lbs.

CAUTION

THE TORQUE LISTED IS FOR DRY THREADS WITH NO LUBRICANT. PROPER CAPNUT TORQUE IS IMPORTANT. INSUFFICIENT TORQUE CAN CAUSE STUD BREAKAGE AND DAMAGE. OVER TORQUE CAN OVER STRESS THE STUDS AND STRIP THE THREADS.

CAUTION

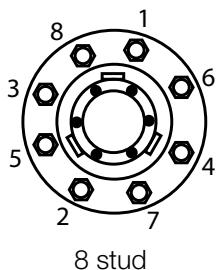
DISASSEMBLY AND REPAIR OF ANY WHEEL END IS A COMPLEX AS WELL AS A SAFETY RELATED TASK THAT SHOULD NOT BE UNDER TAKEN BY AN INEXPERIENCED MECHANIC. SPECIAL TOOLS AND INFORMATION ARE REQUIRED. REFER THESE REPAIRS TO YOUR FONTAINE DEALER.

Wheel Installation and Maintenance

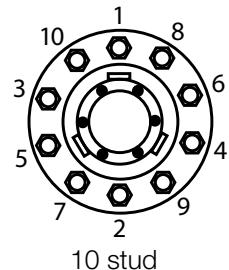
4. Position the outer wheel over the inner capnuts being careful not to damage the threads.
5. Install the outer capnuts and tighten to 50 FT. LBS. in the sequence shown in Step 3. Then tighten to full torque using the same sequence.
6. After the first 50 to 100 miles of service the capnut torque should be rechecked.
 - A. Loosen the outer capnuts.
 - B. Check the torque of the inner capnuts in the tightening direction.
 - C. Tighten the outer capnuts to 50 FT. LBS. in the sequence shown in Step 5. Tighten to full torque using the same sequence.

Disc Wheel Mounting Instructions for 8 & 10 Stud Hubs with HUB PILOTED Disc Wheels.

1. All parts must be clean, free of rust, dirt or paint.
2. Position the inner wheel over the studs being careful not to damage the threads.
3. Position the outer wheel over the studs being careful not to damage the threads.
4. Install flange nuts and tighten to 50 FT. LBS. in the sequence shown



8 stud



10 stud

Then tighten to full torque using the same sequence.

Thread Size	Torque
M-22 x 1.5	500-550 Ft. Lbs.

CAUTION

THE TORQUE LISTED IS FOR DRY THREADS WITH NO LUBRICANT. PROPER CAPNUT TORQUE IS IMPORTANT. INSUFFICIENT TORQUE CAN CAUSE STUD BREAKAGE AND DAMAGE. OVER TORQUE CAN OVER STRESS THE STUDS AND STRIP THE THREADS.

5. After the first 50 to 100 miles of service the capnut torque should be retightened to 500-550 ft. lbs.
6. Make sure the surface on the disc wheel, which is contacted by the flange nuts is flat.
7. Disc wheel mounting surfaces should not have more than 1-1/2 Mil. Thickness of paint. Excessive paint thickness can cause loose disc wheels.

CAUTION

BEFORE INSTALLING TWO PIECE CONE LOCK CAPNUTS, LUBRICATE THE CONTACT SURFACES BETWEEN THE CAPNUT AND WASHER WITH SAE30W OIL. THIS WILL MINIMIZE CORROSION BETWEEN THE MATING SURFACES. WHEEL STUDS ON HUBS OF VEHICLES UTILIZING THE HUB-PILOTED WHEEL SYSTEM HAVE RIGHT-HAND THREADS.



FONTAINE®
ENGINEERED PRODUCTS

Self Adjusting Slack Adjuster

OPERATIONAL CHECK

Chassis equipped with Drum Brakes utilize slack adjusters to control the relationship of the brake lining relative to the brake drum surface to minimize spring-brake pushrod stroke and maximize braking power.

It is important to ensure the slack is properly adjusted prior to each trip.

Functional operation of the slack adjuster can be performed on the vehicle by:

1. Block wheels to prevent vehicle from rolling.
2. Check that the push rod is fully retracted; apply air to release spring brake.
3. Manually de-adjust brakes (turn adjustment hex counterclockwise) to create an excessive clearance condition. (A ratcheting sound will occur)
4. Make a full service brake application, on release; allow sufficient time for brake to fully retract. During the brake release, observe rotation of the adjustment hex (attaching a wrench on the hex will make this rotation easier to see). This rotation indicates that an excessive clearance condition has been determined by the slack adjuster, and it is making an adjustment to compensate. On each subsequent brake release the amount of adjustment and pushrod travel will be reduced until the desired clearance is achieved.
5. Refer to the Slack Adjuster manufacturer's literature for more detailed information and proper pushrod stroke requirements.

NOTE

REFER TO THE SLACK ADJUSTER MANUFACTURER RECOMMENDATIONS FOR COMPLETE DETAILS ON MAINTENANCE, INSPECTION AND TROUBLESHOOTING OF THIS COMPONENT.

LUBRICATION

The Self-Adjusting Slack Adjuster should be lubricated in conjunction with the lubrication prescribed for vehicle chassis. The lubrication interval should not, however, exceed 10,000 miles or 3 months. No special grease is required, however the use of moly-disulphide loaded grease or oil is not recommended since



it may lower friction capabilities in the adjusting clutch parts, and decrease automatic adjustment reliability.

INSPECTION

1. During normal lubrication intervals, visually inspect slack adjuster and anchor bracket for damage. Check that anchor bracket is tight and the control arm is in its "Full Release" position (refer to manufacturer literature).
2. Maintaining proper brake adjustment and brake balance cannot be accomplished by the slack adjuster alone. The condition of foundation brake components has a direct bearing on the effectiveness of brake adjustment; therefore, periodic inspection of these components is necessary.

a. BRAKE CHAMBERS

Check that brake chamber mounting bolts are tight and proper alignment is maintained to avoid interference between chamber pushrod and chamber housing. Verify that the brake chamber pushrod length is equal on opposing brake chambers of the same axle.

b. CAMSHAFT BUSHINGS

Optimum brake adjustment cannot be achieved when worn bushings are used

c. WHEEL BEARING ADJUSTMENT

Accurate wheel bearing pre-load is necessary to maintain proper alignment between the brake drum and brake shoes.

MAINTENANCE

During normal chassis lube, adjusters should be inspected for damage. Check anchor brackets to ensure that they are tight.

During reline, check the de-adjustment torque. Place a torque wrench on the 7/16" adjusting hex. Turn the torque wrench counterclockwise and check that the clutch does not slip at a torque less than 13 Ft. Lbs. A ratcheting sound will occur while backing off. If clutch slips at a lesser torque, the adjuster must be replaced.

Tips for Prolonged Brake Drum Life

1. Allow periodic cooling off stops when operating in mountainous terrain but do not set brakes when drums are extremely hot. Park on level ground, in gear for cooling-down period.
2. If possible, avoid water pockets in road that may drench red hot drums and cause cracking.
3. Do not favor tractor or chassis brakes at the expense of other. This reduces braking action of the unit and places a severe burden on the brake components doing the work.
4. Periodically inspect valves, linings, drums, cams and other brake parts to see that they are properly adjusted and in good working order.
5. Replace bent or distorted brake shoes immediately.
6. Replace worn brake linings before the bolts or rivets have a chance to score the drums.
7. Remove small stones or foreign matter that may occasionally get inside drums.
8. Consult reputable brake lining specialists for recommended makes and grades of lining that will prolong drum life.
9. Make sure tractor-chassis units have an adequate ratio of surface lining area to gross vehicle weight.
10. Do not overload.
11. Balance loads wherever possible to maintain uniform axle-load and therefore brake-drum distribution.
12. Use brake drums of adequate weight and thickness for unusual or severe applications.
13. Practice safe, sensible driving habits.

Tire Maintenance

INFLATION PRESSURE

The most critical factor in tire maintenance is proper inflation. No tire or tube is completely impervious to loss of air pressure. To avoid the hazards of under inflation, lost air must be replaced.

Driving on any tire that does not have the correct inflation pressure is dangerous and will cause tire damage.

Any under inflated tire builds up excessive heat that may result in sudden tire destruction. The correct inflation pressures for your tires are a function of many factors including: load, speed, road surface and handling. Consult your tire dealer for the proper inflation pressures for your application.

Check inflation pressures on all your tires at least once a week, including spares.

▲ CAUTION

FAILURE TO MAINTAIN CORRECT INFLATION PRESSURE MAY RESULT IN SUDDEN TIRE DESTRUCTION, IMPROPER VEHICLE HANDLING, AND MAY CAUSE RAPID AND IRREGULAR TIRE WEAR. THEREFORE, INFLATION PRESSURES SHOULD BE CHECKED WEEKLY AND ALWAYS BEFORE LONG DISTANCE TRIPS.

Pressure should be checked when tires are cold, before they have been driven over the road. The ideal time to check tire pressures is early morning. Driving, even for a short distance, causes tires to heat up and air pressures to increase.

Never bleed air from hot tires as your tires will then be under inflated. Make sure to check both tires in a dual fitment. Pressures should be the same.

For optimum tire performance it is usually best to use the tire inflation pressure recommended by the tire manufacturer for the particular axle load. Exceeding this pressure could result in reduced traction and tread life.

Tire Maintenance

TIRE INSPECTION

While checking inflation pressures, it is a good time to **INSPECT YOUR TIRES. ANY TIME YOU SEE ANY DAMAGE TO YOUR TIRES OR WHEELS/RIMS, SEE ANY OF YOUR TIRE DEALERS AT ONCE.**

Before driving, inspect your tires, including the spare, and check your air pressures. If your pressure check indicates that one of your tires has lost pressure of four pounds or more, look for signs of penetrations, valve leakage, or wheel/rim damage that may account for air loss.

Always examine your tires for bulges, cracks, cuts or penetrations. If any such damage is found, a Tire dealer must inspect the tire at once. Use of a damaged tire could result in tire destruction, property damage and personal injury.

DRIVE CAREFULLY

All tires will wear out faster when subjected to high speeds as well as hard cornering, rapid starts, sudden stops and frequent driving on surfaces that are in poor condition. Surfaces with potholes or rocks and other objects can damage tires and cause vehicle misalignment. When you drive on such surfaces, drive on them carefully and slowly, and before driving at normal or highway speeds, examine your tires for any damage, such as cuts or penetrations.

DO NOT OVERLOAD

The maximum load that can be put on a truck tire is dependent upon the speed at which the tire will be used. Consult your Tire dealer for complete information on the allowable loads for your tires in your application. Tires that are loaded beyond their maximum allowable loads for the particular application will build up excessive heat that may result in sudden tire destruction, property damage and personal injury.

Do not exceed the gross axle weight ratings for any axle on your vehicle.

DRIVE AT PROPER SPEEDS

The maximum speed at which tires can be operated is indicated in the tire manufacturer's data book. This speed varies for each type of tire and depends on the type of application. Consult your Tire dealer for assistance in determining the maximum speed for your application. You should not exceed reasonable speeds indicated by the legal limits and driving conditions.

CAUTION

EXCEEDING THE MAXIMUM SPEED FOR VEHICLE YOUR TIRES IS RATED CAN RESULT IN SUDDEN TIRE DESTRUCTION, PROPERTY DAMAGE AND PERSONAL INJURY.

WHEN DRIVING AT HIGHWAY SPEEDS, CORRECT INFLATION PRESSURE IS ESPECIALLY IMPORTANT. However, at these speeds, even with correct inflation pressures, a road hazard, for example, is more difficult to avoid and if contact is made, has a greater chance of causing tire damage than at lower speed. Moreover, driving at high speed increases the possibility of an accident as a greater distance is required to bring your vehicle to a safe stop.

BALANCING

Under normal conditions, truck tires do not need to be balanced. Common practice is to check tire balance if a ride complaint is made by the driver. Before removing the tire-wheel assembly from the vehicle, check for radial and lateral runout. Bent wheels and rims or improper mounting can cause excessive runouts. If balance is still required, a simple static balance with bubble balance or a wall mounted axle bearing and hub type gravity balance should be sufficient.

ROTATION

Tires should be rotated only when necessary. If the tires are wearing evenly, there is no need to rotate. If irregular wear becomes apparent or if the wear rate on the tires is perceptively different (from axle to axle), then the tires should be rotated in such a manner as to alleviate the conditions.

Tire Maintenance

STORAGE

All tires should be stored in a cool dry place indoors so that there is no danger of water collecting inside them. Serious problems can occur with tube-type tires when they are mounted with water trapped between the tire and tube. Due to pressurization, the liquid can pass through the inner liner and into the casing plies.

This can result in sudden tire failure. Most of the problems of this nature have been due to improper storage that allowed water to enter the casing. This is a particular problem with tube-type tires because of the difficulty in detecting water that collected between the tire and tube. When tires are stored, they should be stored in a cool place away from sources of heat and ozone such as hot pipes and electric generators. Be sure tires do not contact surfaces which could deteriorate the rubber. TIRES EXPOSED TO THESE SUBSTANCES COULD BE SUBJECT TO SUDDEN FAILURE.

RECOMMENDATIONS FOR THE USE OF DYNAMOMETERS

Severe damage can result in the crown area of radial truck tires when run on dynamometers for extended periods. Quite often the damage is internal and not discovered until after the vehicle has been put back in service.

Demounting and Mounting Tires

CAUTION

DEMOUNTING, MOUNTING AND INFLATION OF TIRES SHOULD BE COMPLETED BY A PROPERLY TRAINED, EXPERIENCED AND EQUIPPED MECHANIC/TECHNICIAN. BODILY HARM OR DEATH CAN OCCUR IF CAUTION IS NOT EXERCISED DURING THIS PROCESS.

ADDITIONAL INFORMATION

Always use a safety device when inflating. Never stand over tire or in front of valve when inflating. Before final inflation, check the assembly carefully for apparent sign of weakness or irregularities.

TIRE MIXING

CAUTION

IMPROPER TIRE MIXING CAN BE DANGEROUS ON VEHICLES WITH FOUR OR MORE WHEEL POSITIONS. RADIAL AND NON-RADIAL TIRES SHOULD NOT BE MIXED IN A DUAL FITMENT.

Electrical System

LIGHTS AND WIRING

The lighting system for your chassis is a heavy duty, 12-volt, 30-amp system. The 7-way receptacle is located on the front of the chassis near the glad-hands. The jumper cable from the truck tractor plugs into the chassis' 7-way receptacle to complete the electrical circuit to the chassis. The receptacle is equipped with a hinge type cover to protect it from exposure to dirt and water. The same light switches that control the lights on the truck tractor control chassis lights.

Proper maintenance of the lighting system requires periodic cleaning of lamps, and reflectors to assure maximum visibility of the tractor and chassis. Use a damp cloth to wipe the lenses. A dry cloth will cause the dirt to act as an abrasive and scratch the lenses. A daily cleaning can be worth the time invested, plus, it's a good safety practice. Maintenance of the lighting and wiring system consists of an occasional inspection to see that all wiring connections are tight. Make sure the lighting units are securely mounted, and the wiring is not pinched or damaged. Inspect lights, couplings and sockets for their serviceability and replace as required.

NOTE

ALL FONTAINE CHASSIS MANUFACTURED AFTER MARCH 1, 1997 ARE WIRED TO PROVIDE CONSTANT POWER TO THE CHASSIS ANTI-LOCK BRAKE SYSTEM (ABS) FROM THE CENTER PIN OF THE MAIN 7-WAY CONNECTOR AT THE FRONT OF THE CHASSIS. IF YOU NEED HELP DETERMINING HOW YOUR PARTICULAR CHASSIS IS WIRED, CONTACT FONTAINE ENGINEERED PRODUCTS AT 1-205-385-0930.

TURN SIGNAL and HAZARD FLASHER SYSTEM

The turn signal lever and hazard flasher are located in the truck tractor. To operate the turn signals, the ignition switch must be in the ON position. The hazard flasher system is operated independently of the ignition system in most cases. All turn signal lights can be made to flash simultaneously by pulling out the activating knob on the hazard flasher switch.

Two flasher units are used for the chassis. One unit is used in the turn signal circuit and the other for the hazard flasher system located in the truck tractor. The most common problems with the turn signals and hazard flasher system are defective flashers, burned-out bulbs, blown fuses, defective switches or faulty wiring.

REFLECTORS

Reflectors are located on the front, sides and rear sections of the chassis. They should be kept clean by wiping with a damp cloth. Replace any reflectors that are cracked or broken.

STOP, TAIL, TURN, MARKER & IDENTIFICATION LIGHTS

To remove lens and bulb with grommet mount installations, insert a screwdriver under the lens flange and pry lens out of the soft housing.

LICENSE LAMP

To remove license bulb from the license lamp, remove the mounting screws and remove license lamp cover. Follow the same instructions used for the clearance, marker and identification lights above. Re-install cover using the mounting screws.

CONSPICUITY/RETRO-REFLECTIVE TAPE

Proper maintenance of the conspicuity/retro reflective tape system is the responsibility of the owner/operator as outlined in DOT 49 CFR 393.11 (b). Conspicuity reflectivity requirements and vehicle coverage requirements are contained in CFR Part 571 under FMVSS 108 Regulations.

Brakes

To directly assist in keeping your chassis on the road and rolling, the following troubleshooting guide has been prepared for your convenience. You can avoid

serious delay and downtime in servicing your chassis if the cause of the trouble can be diagnosed and corrected quickly by you.

BRAKES WILL NOT RELEASE	
Probable Cause	Remedy
1. Low air Pressure	1. Check air line connections & verify sufficient air in tank
2. Brake shoes bound up at cams	2. Lubricate brake operating parts.
3. Brake out of adjustment.	3. Adjust brakes.
4. Damaged brake assembly.	4. See your nearest Fontaine Service Center
5. Source of air supply shut off at tractor	5. Push control valve IN

NO BRAKES OR INSUFFICIENT BRAKES	
Probable Cause	Remedy
1. Low brake line pressure	1. Check air pressure gauge on tractor - Inoperative
2. Brake lines between tractor and chassis not properly coupled	2. Properly couple brake lines
3. Reservoir drain cock open	3. Close drain cock.

SLOW BRAKE APPLICATION OR RELEASE	
Probable Cause	Remedy
1. Lack of lubrication	1. Lubricate brake operating parts
2. Excessive pushrod travel in spring brake air chamber	2. Adjust brakes
3. Restriction in hose or line	3. Replace broken hose or line
4. Defective brake valve	4. Replace brake valve

BRAKES GRABBING	
Probable Cause	Remedy
1. Foreign material on brake lining	1. Reline brakes
2. Brakes out of adjustment	2. Adjust brakes
3. Brake drum out-of-round	3. Replace brake drum
4. Damaged brake chamber or internal assembly	4. See your nearest Fontaine Service Center
5. Leaky or broken hose between relay valve and brake chamber	5. Replace or repair as required

BRAKES DRAGGING	
Probable Cause	Remedy
1. Out of adjustment	1. Adjust brakes
2. Binding cam, anchor pins or chamber rod end pin	2. Lubricate and free up
3. Damaged brake assembly or brake drum out-of-round	3. Replace. See your nearest Fontaine Service Center



FONTAINE®

ENGINEERED PRODUCTS

Wheels, Tires and Alignment

PULLING HARD	
Probable Cause	Remedy
1. Broken or cracked spring	1. Replace complete spring
2. Uneven load distribution	2. Rearrange load for proper distribution
3. Weak spring	3. Replace complete spring
4. Axle out of alignment	4. Align axle
5. Tracking to one side or excess tire wear	5. Align axle

WHEELS, HUBS AND TIRES	
Probable Cause	Remedy
1. Tire wobble due to uneven rim clamping	1. Torque tighten all rim clamps
2. Burnt, worn or damaged wheel bearings	2. Replace bearings
3. Bent wheel or rim	3. Replace wheel or rim
4. Bent axle	4. Replace axle

SCUFFED TIRES	
Probable Cause	Remedy
1. Over and under inflation	1. Inflate to proper pressure
2. Excessive speed on turns	2. Reduce speed

TRACKING TO ONE SIDE	
Probable Cause	Remedy
1. Leaf spring broken	1. Replace complete spring
2. Bent axle	2. Replace axle
3. Axles out of alignment	3. Align axles

LOSS OF TIRE AIR PRESSURE	
Probable Cause	Remedy
1. Puncture in tire	1. Repair or replace tire
2. Faulty valve or valve core	2. Replace valve assembly or core

UNEVEN TIRE WEAR	
Probable Cause	Remedy
1. Over and under inflation	1. Inflate to proper pressure
2. Loose wheel stud nuts or clamps	2. Tighten wheel stud nuts or clamps
3. Loose or tight wheel bearing adjustment	3. Adjust bearings
4. Axle bent or out of alignment	4. Replace axle
5. Tires not properly matched	5. Match tires
6. Improper brake actuation	6. Correct brakes as required
7. Rapid stopping	7. Apply brakes slowly when approaching stop
8. High speed driving on turns	8. Reduce speed

Landing Gear

DIFFICULTY IN TURNING HANDCRANK	
Probable Cause	Remedy
1. Bent crank shaft	1. Straighten or replace shaft
2. Bent cross shaft	2. Replace shaft
3. Lack of lubricant or correct lubricant	3. Lubricate in accordance with lubrication chart
4. Gears or components damaged	4. Free up or replace
5. Jackscrew nut jammed	5. Replace inner leg assembly

Electrical System

WIRING, FUSES & CIRCUIT BREAKER	
Probable Cause	Remedy
1. Circuit breaker kicks off	1. Correct short. Splice or repair wiring
2. Wires burned	2. Replace wiring
3. Contact points dirty or corroded	3. Remove lamp unit and clean
4. Loss of ground at bulb	4. Repair as necessary

COMPLETE LOSS OF CHASSIS LIGHTS	
Probable Cause	Remedy
1. Broken main harness	1. Repair or replace wire
2. Blown fuse or breaker	2. Replace fuse
3. Broken ground lead between tractor and chassis	3. Check, repair or replace jumper cable if equipped
4. Loose or corroded connection in ground lead between tractor and chassis	4. Repair or replace

DIM OR FLICKERING LIGHTS	
Probable Cause	Remedy
1. Battery on tractor not sufficiently charged	1. Change battery
2. Damaged wire in jumper cable	2. Repair or replace wire
3. Dirty or corroded contact blades	3. Clean contact blades
4. Loose connection	4. Repair as necessary
5. Poor ground at socket	5. Repair as necessary

Fontaine Chassis Parts

Always insist on Fontaine parts and service.

Call 1-866-382-7278 for Fontaine service center and dealer nearest you www.fontainepartsOURCE.com

The advertisement features a large, stylized yellow word 'EASY' on a red background. Below the word are several black and silver mechanical components, including a long red rectangular part, a black cylindrical part with a small light, a silver cylindrical part with a handle, and a silver metal valve. The background is a gradient from black at the top to red at the bottom. The Fontaine PartSource logo is at the top, and the tagline 'We make it easy!' with the website 'www.fontainepartsOURCE.com' is at the bottom. A small logo for Marmon Highway Technologies is at the bottom left.

Fontaine®
PARTSOURCE

EASY

We make it easy!
www.fontainepartsOURCE.com

Marmon Highway Technologies®/Berkshire Hathaway Company



NHTSA Reporting

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the **National Highway Traffic Safety Administration (NHTSA)** in addition to notifying FONTAINE ENGINEERED PRODUCTS.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer or FONTAINE ENGINEERED PRODUCTS.

To contact NHTSA you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (366-0123 in Washington DC area) or write:

NHTSA
U.S. DEPARTMENT OF TRANSPORTATION
400 7th Street SW, (NSA-11)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the NHTSA Hotline.

FONTAINE ENGINEERED PRODUCTS
3300 Industrial Parkway
Jasper, AL 35501-9243
205-385-0930
www.fontainetrailer.com

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Maintenance Record



Maintenance Record

