

Inspection procedure for draglinks on Sterling trucks

Introduction

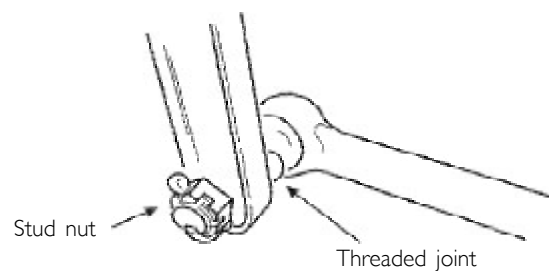
DaimlerChrysler Australia/Pacific Limited has made representation to the RTA regarding the inspection procedure for draglinks on Sterling truck models AT9500, LT9500 and LT7500. These particular models use draglinks manufactured by TRW.

Inspection procedure

When inspecting these vehicles the following test procedures must be followed to accurately determine the free play in the ball socket:

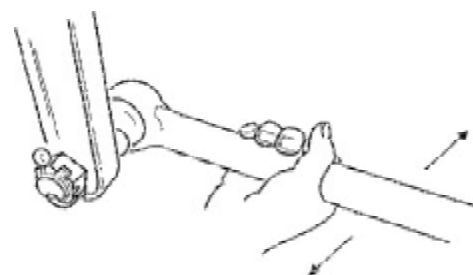
1. Rock the steering wheel

With the engine running, lightly rock the steering wheel while checking for looseness in any threaded joint, or for any movement of the stud nut.



2. Check for lash

With the engine switched off and the steering wheels straight ahead, push and pull the socket in and out by hand.



Reason for rejection

Any movement in the ball socket exceeds the manufacturers specified maximum 3mm.

Enforcement

Defect	RTA Inspectors, including HVIS	AIS, HVAIS & AUVIS (Authorised Examiners)
Ball socket exceeds manufacturers specifications	Defect Notice (up to 1 day to clear)	Issue a rejection certificate (white slip) in the normal manner



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