



New Webb TP Trailer Hub Available in January


- Patent-pending design greatly reduces mis-mount potential
- 10-pilot, radially aligned with studs design – decrease chance of non-concentric mounting
- Optional oil fill plug angled for convenient accessibility after wheel installation
- Lightweight ductile iron hub while maintaining 25K GAWR
- Made in the U.S.A.
- Standard design for all new 2343 hubs

Domestic from start to finish. All Webb hub products engineered, materials sourced, and manufactured in USA


Preventive Maintenance Tips for Disc Wheel Hub Bearings

In addition to the disc wheel hub recommended preventive maintenance practices outlined in the Q3 Webb Wheel Newsletter, Webb recommends the following procedures to service the hub bearings. (Recommended practices from individual bearing manufacturers should also be reviewed and followed)


The frequency of lubricant changes depends upon individual operating conditions, speed and loads. It is recommended that the hub bearing lubricant be physically checked and inspected at every service and not less than twice a year to prevent excessive or premature wear. Follow all lubricant manufacturers' guidelines for replacement and service. You should inspect the lubricant removed for any foreign material or debris such as metal shavings or other small abrasive particles. And also inspect for any moisture contamination. If such particles or moisture exist, carefully inspect the bearings for wear or damage as described below.

 Small particles or any type of contamination, when suspended in a lubricant bath, can quickly wear bearing surfaces. If excessive wear or damage takes place, the bearing will be unable to support operating loads. If such wear occurs, replace the bearings and change the lubricant immediately. Failure to do so may result in a locked or loose wheel, resulting in an accident.

Whenever the bearing lubricant is changed, check bearing adjustment end play with a dial indicator. End play should be 0.001 to 0.005 inches. If the bearings are out of adjustment, they should be inspected for wear or damage, as described below. NOTE: If using a pre-set style or other than the standard wheel end adjustment style described above you must follow that specific manufacturers' instruction and recommendations for proper torquing procedures.

 If excessive wear or damage takes place, the bearing will be unable to support operating loads. If such wear occurs, replace the bearing cup and cone immediately as a set. Failure to do so may result in a locked or loose wheel, resulting in an accident.

To inspect the bearings for wear or damage:

- Remove hub assembly and bearing cones from the axle spindle
- Clean all old lubricant from hub cavity, bearings and hub cap with a good grade of commercial cleaner and a stiff brush
 -  Do not use a steel brush or air hose in the cleaning operation, as these may cause small abrasive particles to become entrained in the lubricant and may result in significantly reduced service life, performance and safety.
- Wipe all parts dry with a clean, absorbent cloth or paper. Make sure all of the tools to be used are clean and dry.
- Inspect bearing cups, bearing cones, and axle spindle for damage or wear. Should a bearing cone require replacement, it is recommended that the bearing cup also be replaced to prolong the life of the bearing
- Reinstall the hub on the axle. Be sure to use a new seal and wiper ring in the reinstallation to assure proper lubricant containment.

Source: Webb Wheel Installation, Service and Safety Manual All technical and service information along with contact information is readily available @ www.webbwheel.com

Also refer to TMC Recommended Practices 618A, 622A, 624A, 631A, 640B and 644A as well all bearing manufacturer guidelines

