



March 27, 1978

SERVICE BULLETIN #35

TO: HALE MIDSHIP CUSTOMERS & CHASSIS SUPPLIERS

SUBJECT: Midship Pump Drive Line Installation

Gentlemen:

Lately we have had some field problems caused by improperly installed drive lines. The problem, as we see it, is improper slip or slide in the truck drive shafts. This slip is the freedom required to prevent the telescoping portions of the drive line from bottoming as the chassis and engine twist and move.

Drive line experts indicate the necessary amount of slip should be proportionate to the length of the drive line. For example, the rear drive line is generally longer than the front drive line. A two to three foot long shaft should have approximately 2 inches of slip in the joint before bottoming.

The front drive line is usually much shorter due to the forward placement of the pump on the chassis. It is here that the greatest area for error occurs. A drive shaft 9 to 10 inches long should have a minimum of 1/2 to 3/4" slip and should never "bottom" in final installation. Without the 1/2 to 3/4" of slip, you could damage not only the drive line, universals and bearings, but also the pump gear box support and bearings.

Any failures of the pump gear box resulting from this type of improper installation will not be considered for warranty coverage. We strongly suggest you inspect your current units for the correct amount of "slip" and that you advise your pump installers of this potential problem area.

A copy of this bulletin will be sent to all chassis builders who may be installing pumps.

Sincerely,

HALE FIRE PUMP COMPANY

A handwritten signature in dark ink, appearing to read "Fred W. Buchler". The signature is fluid and cursive, with a large, sweeping "F" and "B".

Fred W. Buchler
Manager, Customer Service

FWB:jo1

