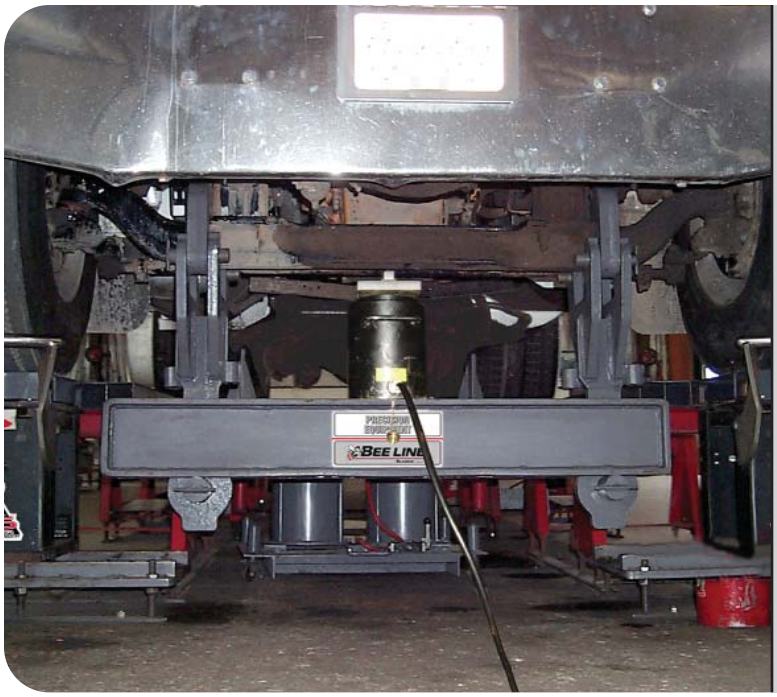
Truck Axle Correction



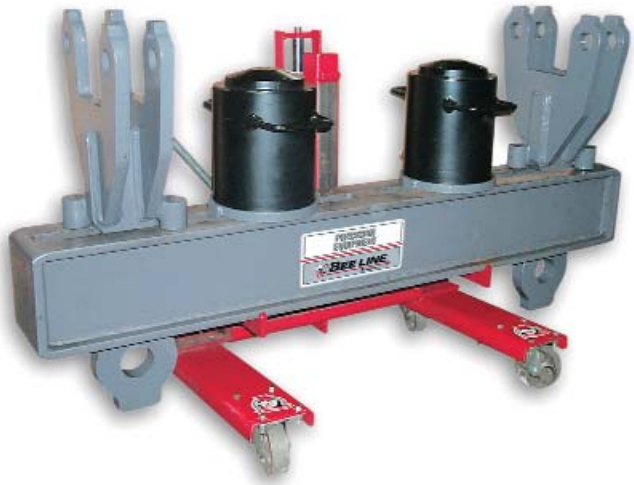
Bee Line's exclusive axle correction equipment is a must for the Truck Repair facility that wants to perform Complete Truck Alignment Service. Most passenger cars and light trucks have adjustments or after market kits to adjust camber and caster to preferred specifications vs. OEM tolerances, it only makes sense to set a Heavy Duty Truck to preferred specification also. Floating beam systems allow the operator to fine-tune the axles to these preferred specifications.

Heavy duty over the road truck tires are normally more than 3 times the cost of passenger car tires and average 4 times the miles per year. This allows equipment payback in tire savings over a very short period of time.

Bee Line promotes preferred Bee Line Wheel Alignment Specifications vs. the OEM manufacturing tolerances, and now the Truck Maintenance Council (TMC) also recognizes the importance of setting to a preferred target specification as stated in document RP642. The patented Bee Line Floating Beam allows you to adjust the axle into these preferred specifications.

The Floating Beam can be mounted parallel or at an angle to the axle, allowing the operator to remove both bends and twists. Specific tools were designed to be used safely with the beam. When used with the Bee Line AA Machine, one technician can correct heavy-duty truck axles on the vehicle.

Camber corrections are accomplished by using bridge hanger-type tie-downs to hold the axle in place while powerful Bee Line Hydraulic Rams (up to 130 tons) correct camber by pushing the axle upward



All axle corrections can be performed with the Bee Line Floating Beam System. Included in the system is the Beam Lift that effortlessly positions the floating tool beam with hydraulic rams and connectors in place.

Sample Axle Correction Setup:

NEGATIVE CAMBER CORRECTION - BOTH SIDES

Negative Camber correction can be accomplished on both the right and left wheels simultaneously. If camber is too positive on both wheels and the relationship between the wheels is correct, the correction should be done as shown with the clevises equally centered on the axle. A single clevis can be used, but two clevises provide more stability during the set up. If unequal amounts of correction are required, a single clevis should be used and moved toward the side where the most correction is needed.

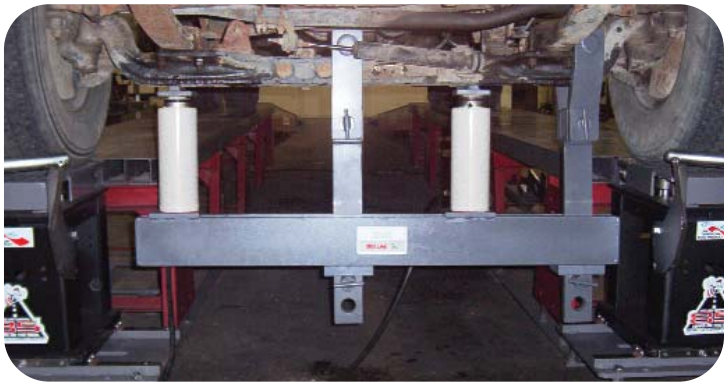
Negative Camber Correction on both sides.

Sample Axle Correction Setup:

CASTER TWIST

A Caster Twist is normally performed on the right side of the vehicle for accessibility and operator convenience. Use the setup shown with the outside twisting tool toward the rear of the vehicle to increase right caster relative to the left side. The outside twisting tool will be on the front side of the axle to make the right caster more negative. Then equally shim both sides if more or less caster is desired on both sides.

Caster twist correction setup.



404 Tool Group

The 404 Tool Group is designed for camber correction on the growing market of medium duty trucks with 4000 to 7000 axles, motor homes, and the Ford Super Duty with straight axles. The 404 Axle Tooling can be used with any wheel alignment machine without a fixed beam between the turn tables. Optional accessories include the 404100AL Aluminum Cross Bar and a clevis for Isuzu & Mitsubishi trucks.

The Bee Line Electric Hydraulic Pumps are the finest pumps available on the market. The pumps allow operation of rams together or separately. They operate on 115V, 10,000 PSI and require 30 amp service. The two stage system has a high volume first stage for output below 300 PSI. It automatically switches to a 10,000 PSI second stage for efficient work. The electric pump unit is available with a solenoid control valve, or a hand held automatic release control switch valve.