



**The World's Leading
Manufacturer Of Trailer Sliders
For Over Four Decades.**

9036i



Slider

Applications & Parts



Advancing the Practical Application of Suspension Technology

Springfield, MO ■ (800) 654-8824 ■ (417) 862-5012
Fax (417) 862-2317 ■ www.hutchensindustries.com

Copyright © 2012 Hutchens Industries

9036i Slider

Application

The Hutchens 9036i I-Beam Slider, with 36" spring/I-beam centers, is specifically designed for Intermodal Chassis applications. Another example of Hutch advanced suspension technology; its design, material and welding/assembly process has been optimized to produce a durable lightweight frame offering years of trouble-free service. The Hutch 9036i I-Beam slider carries the superior durability, reliability and performance you'd expect from Hutch.

Capacity

The 9036i gross axle weight rating (G.A.W.R.) is 25,000 lbs./axle, resulting in an overall maximum capacity of 50,000 lbs., per tandem unit.

Features

- ▶ Cast sidemount hangers have no hidden pockets in which moisture can accumulate.
- ▶ Constructed with lighter-weight, higher-strength materials that allow for greater payload due to a weight reduction of more than 100 lbs.

- ▶ Hutchens patented EZ Pull lock pin mechanism with removable and replaceable pin cage.
- ▶ Huck® "lockbolt" fastener for the rocker hanger assembly that is virtually maintenance-free.
- ▶ Heavy-duty, cast rear hold-down clips.
- ▶ Totally interchangeable with the 9000 2-pin chassis slide.

Options

The 9036i sub-frame can be customized by our factory to meet whatever your particular requirements may be: Whether you require special bracket attachments, additional corrosion resistant coatings or partial assembly to ease installation or optimize freight, Hutchens can help.

A version of this product equipped with fabricated hangers is available on request.

How To Order Your 9036i Slider Assembly

The 9036i slider is designed to operate between the I-beams of a container chassis; therefore no body rails are required.

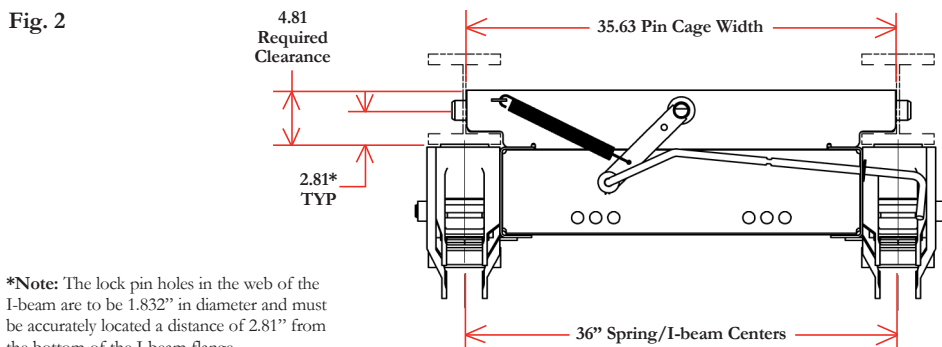
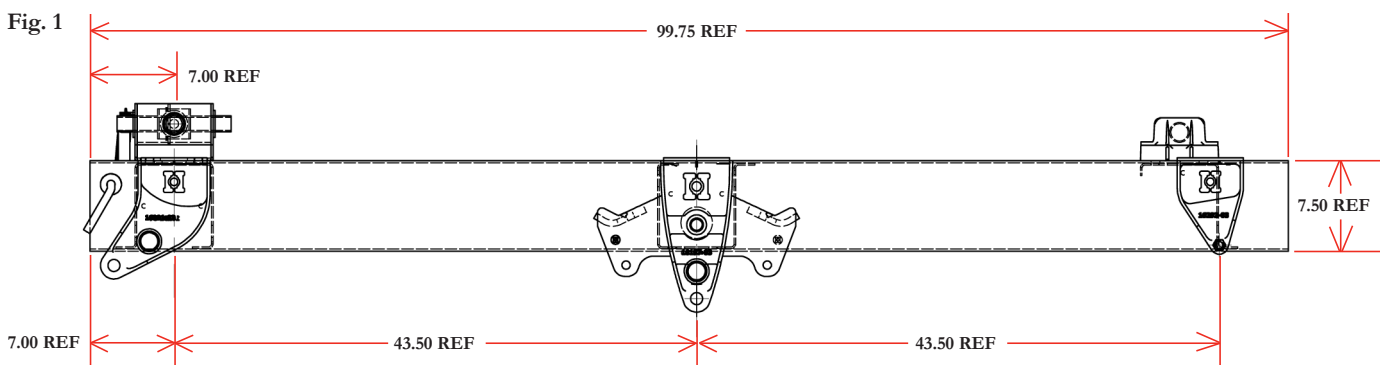
1. Determine if the 36" spring/I-beam centers of the 9036i will fit within the envelope of your particular application. See Figs. 1 and 2.
2. The 9036i is only available with the hangers attached at our factory.
3. Even with the simplicity of the 9036i, each unit must be ordered by a description of the slider.

Example:

A 9036i slider with a 36" spring/I-beam centers, CH9700 hangers attached would be ordered as follows:

Quantity	Model	Spring Centers
1 ea.	9036i	36"
1 ea. 9036i - 36" spring centers – w/CH9700 hangers attached*		

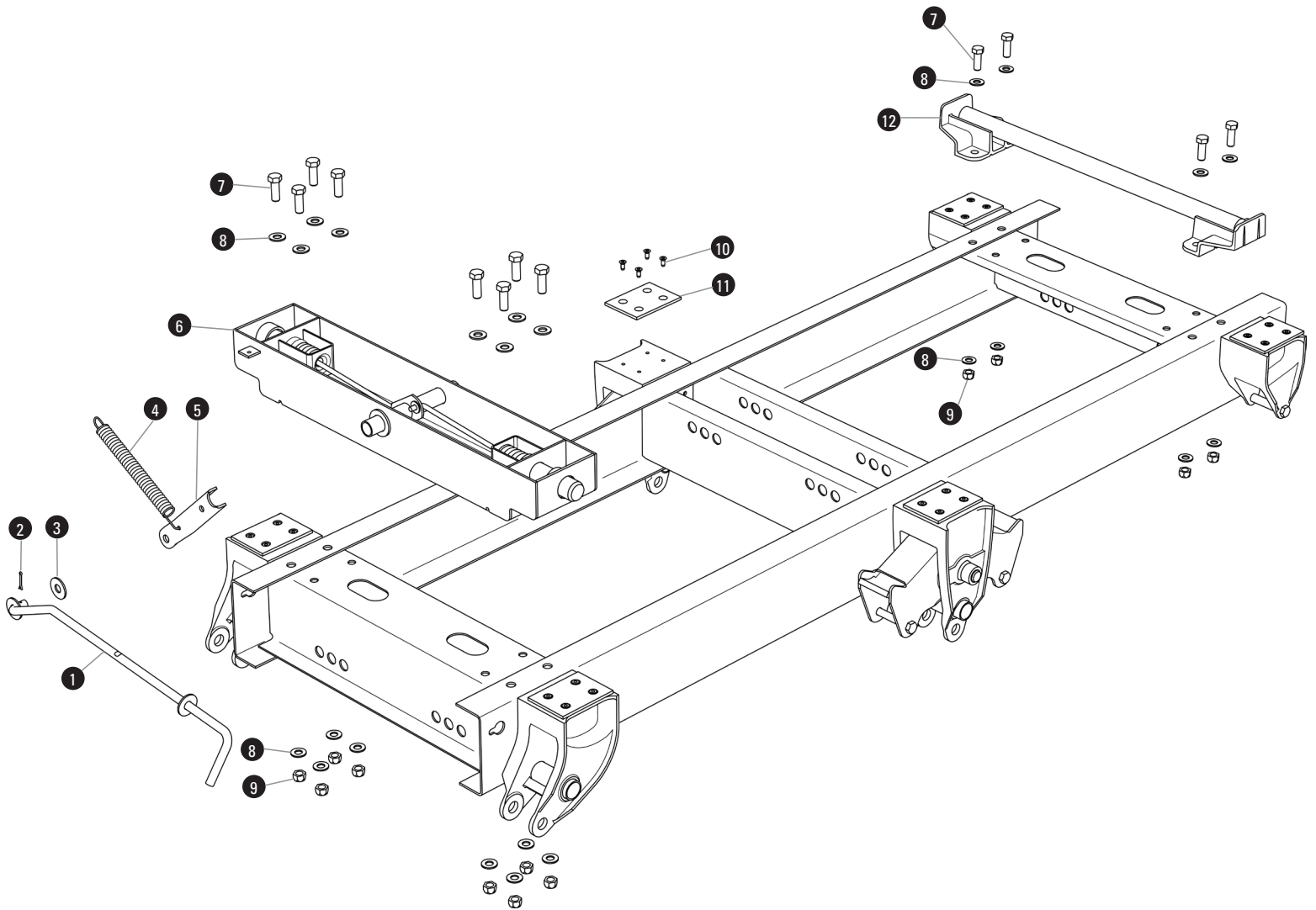
* If you are ordering a complete suspension with the slider, a description of the suspension unit must follow (i.e. 3/4 seats for 5" round axles, less standard 3-leaf springs with 7040-08 U-bolts).



*Note: The lock pin holes in the web of the I-beam are to be 1.832" in diameter and must be accurately located a distance of 2.81" from the bottom of the I-beam flange.



9036i



Bill of Materials

Item	Part No.	Quantity	Description
1	24687-01	1	Pull Handle
2	551-00	1	Cotter Pin - 1/8 x 1-1/4
3	8054-00	3	Plain Washer – 5/8
4	8018-02	1	Spring - Hel Ex, 1.00 PD x 10.125 LG
5	8026-00	1	Crank – Puller Kit
6	24692-01	1	Lock Pin Cage Assembly w/EZ-Pull
7	11512-05	12	Hex Bolt – 5/8-18 UNF x 1-3/4 LG, GR 8
8	10273-00	24	Washer – 1/8 x 21/32 ID x 1-5/16 OD
9	11513-03	12	Hex Locknut – 5/8-18UNF 2B, GR C
10	9627-00	24	Thread Form Screw – 5/16-18 x .75, CS HD
11	12818-01	6	Slider Pad – UHMWPE 1/4 x 4 x 5.5
12	24425-01	1	Hold Down Assembly - Cast

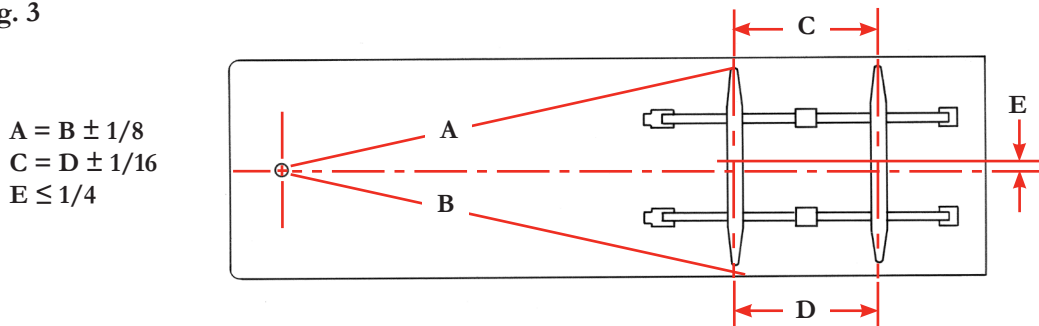
Suspension Alignment

ALIGNMENT CAN ONLY BE ACHIEVED IF THE LOCKPIN HOLES ARE EVENLY LOCATED FROM THE KINGPIN, LEFT AND RIGHT. ALIGNMENT SHOULD ALWAYS BE DONE WHILE THE TRAILER IS EMPTY.

To properly align the suspension attached to your 9036i slider, the trailer should be pulled in a straight line for a sufficient distance to ensure there are no binds in the suspension. The trailer should then be pulled straight forward with the trailer brakes locked, so the locking pins rest against the rear of the holes in the web of the I-beam. This approximates the position of the pins when the trailer is being pulled on a highway, and ensures proper trailer tracking. Alignment can be achieved with an optical device designed especially for this purpose, or manually in the following manner.

- a) Measure the distance from the kingpin to the centerline of the spindles on the front axles. It is recommended that spindle extensions be utilized. As noted in **Fig. 3**, dimensions A and B must be equal within 1/8 of an inch. Alignment is accomplished by loosening the torque arm clamp bolts on both ends of the adjustable torque arm and turning the adjustment screw as required.

Fig. 3





- b) After the front axle is aligned, tighten the 5/8" torque arm clamp bolts to 130 lb-ft (oiled), 170 lb-ft (dry) torque in order to lock the position of this axle. Next, align any succeeding axles with the front axle by following the same procedure.
- ▶ Loosen the torque arm clamp bolts, turn the adjustment screw until dimensions C and D are equal within 1/16" of each other, then tighten the clamp bolts to the proper torque.
 - ▶ Check dimension E, the lateral centerline relationship of the trailer body and axles. If E exceeds 1/4", contact the trailer manufacturer for recommendations.
 - ▶ After alignment has been completed on all axles, all 5/8" torque arm clamp bolts should be rechecked to make certain that they are tightened to the necessary 130 lb-ft (oiled), 170 lb-ft (dry) torque.
 - ▶ Relocate the slider to the forward position and recheck the kingpin alignment. Variance in A and B dimensions would indicate lock pin hole discrepancies.
 - ▶ Refer to TTMA RP No. 71-10 (Trailer Axle Alignment) for more detail.

To Position The Sliding Suspension

1. Set both the tractor and trailer brakes.
2. To release the lock pins, pull the operating handle all the way out and lock in place.
3. Release the tractor brakes and carefully drive forward or backward until the sliding suspension is at the desired location.
4. Release the operating handle and visually check all lock pins for locking. The main body of each lock pin must extend through the holes in the web of the I-beams.
5. With the trailer brakes applied, gently rock the trailer backward and forward to ensure the sliding suspension is properly locked, and follow the procedures set out above before pulling the trailer. The lock pins must be checked at each stop to ensure each is locked.

Important: Warning Decal Note

When the installation of your “Hutch” slider is complete and the trailer and/or subframe has been painted, the decal (shown here) must be installed in plain view on the road side of the trailer immediately above the suspension. The decal must be in plain view on each trailer equipped with a “Hutch” slider, and must be read before using the sliding suspension. Decals are shipped with the slider units. If decals are not received, or if for any reason additional decals are wanted, contact our Customer Service Department at (417) 862-5012 or fax (417) 862-2317 and decals will be shipped promptly at no charge.

 WARNING	
FAILURE TO LOCK THE SLIDING SUSPENSION CAN CAUSE A LOSS OF VEHICLE CONTROL, DEATH, SERIOUS BODILY INJURY, AND PROPERTY DAMAGE.	
OPERATIONAL INSTRUCTIONS FOR SLIDERS WITH HUTCHENS "EZ PULL" PIN SYSTEM.	
THIS TRAILER IS EQUIPPED WITH A SLIDING SUSPENSION THAT MUST BE SECURELY LOCKED PRIOR TO OPERATION. THE SLIDING SUSPENSION IS LOCKED WHEN THE MAIN BODY OF EACH LOCK PIN EXTENDS THROUGH THE HOLES IN THE RAILS. BEFORE PULLING THE TRAILER, THE SLIDING SUSPENSION MUST BE CAREFULLY INSPECTED TO ENSURE IT IS PROPERLY POSITIONED AND THE MAIN BODY OF EACH LOCK PIN DOES EXTEND THROUGH THE HOLE IN THE RAILS. BEFORE PULLING THE TRAILER, APPLY THE TRAILER BRAKES AND GENTLY ROCK TRAILER BACKWARDS AND FORWARDS TO ENSURE SLIDING SUSPENSION IS SECURE.	
TO POSITION THE SLIDING SUSPENSION:	
<ol style="list-style-type: none">1. Set both tractor and trailer brakes.2. Remove locator bar from behind slider and move to desired location.3. To retract the lock pins, grasp the pull handle in the conventional manner and pull it all the way out until the locking notch in the rod engages the slot in the slider rail.	
NOTE: Some or all of the lock pins may not retract when the handle is in the outboard position.	
<ol style="list-style-type: none">4. If any of the lock pins do not retract after the pull handle is in the outboard position, gently rock the trailer back and forth with the trailer brakes applied. As soon as any binding between the pins and the body rail is relieved, the lock pins will retract.5. Carefully drive forward or backward until the sliding suspension is at the desired location.6. Release pull handle and visually check that each lock pin has returned to the locked position and extends completely through the holes in the body rails.	
NOTE: It may be necessary to rock the trailer backwards and forwards to allow all the lock pins to line up with the holes in the rails.	
<ol style="list-style-type: none">7. Lock the locator bar in the body rails immediately behind the slider. Inspect the slider at each stop to ensure that all lock pins are fully engaged in the body rails.	
	Hutchens Industries, Inc., P.O. Box 1427, Springfield, Missouri 65801-1427 Toll Free 1 (800) 654-8824 Decal Part Number 24762-01