CAPSCREW LANGUAGE LESSON

SPEAK IN DASHES

Capscrew reading is one talent every ground equipment mechanic should have. What he reads on the head of the capscrew tells him how strong it is.

ME HEAP STRONG!

THIS CAP SCREW KNOW-HOW IS IMPORTANT TO YOU "GREASY FINGERS" TYPES.

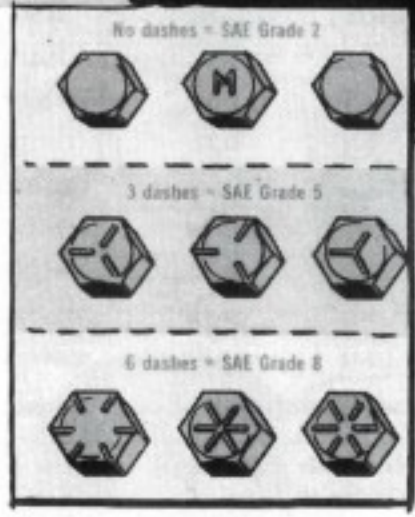
If the head of the capscrew is blank or just has some manufacturer's marks on it, it's low-carbon steel. This is OK for light work, but you can't use it in place of a high-strength capscrew in a tank, for example.

The language of capscrews is dashes. The more dashes, the better the quality and the higher the applied torque. Capscrews are made with all kinds of markings for special uses, but a truck, tank or tractor mechanic just has to know about 3 kinds and how the dashes match up with the Society of Automotive Engineers (SAE) Grades.

The dashes give you the SAE capscrew Grade code which is nice to know because quite a few manufacturer's handbooks use it.

Some (but not all) capscrews are marked on the head with the SAE grades in addition to the dashes.

The dashes (or SAE grade numbers) tell you what the capscrew is made out of and how much torque it will take . . . F'rinstance, no dash (Grade 2) capscrews are made out of low-carbon steel which take a low torque. Three dash (Grade 5) screws are medium-carbon steel and take a medium torque. Six dash (Grade 8) capscrews are made out of carbon-alloy steel. They're the strongest kind you're likely to see in ground equipment and take the highest torque.



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