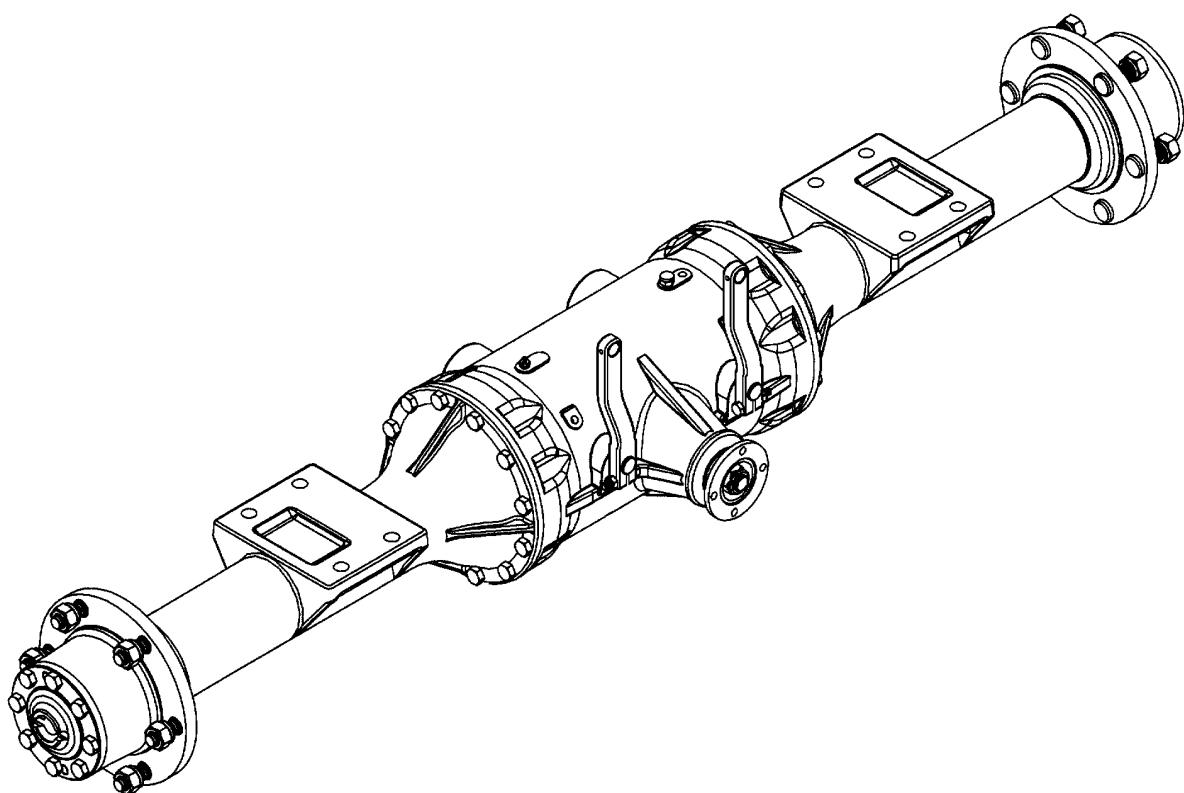


## SERVICE MANUAL

### 615 Series Axle





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## 1 INTRODUCTION

Spare parts for Newage axles may only be obtained from the original equipment manufacturer and not directly from Newage. Always quote your vehicle/machine serial number and axle serial number – see section titled 'Identification.'

If possible, the repair/service should be carried out in a clean environment. Where this is not possible and the work must be completed on site, appropriate measures must be taken to ensure that dirt or foreign matter does not enter the unit. Newage axles are designed to operate in the arduous conditions found in the construction industry; providing they are maintained regularly they will provide the service our customers expect from Newage products.

## 2 GENERAL DESCRIPTION

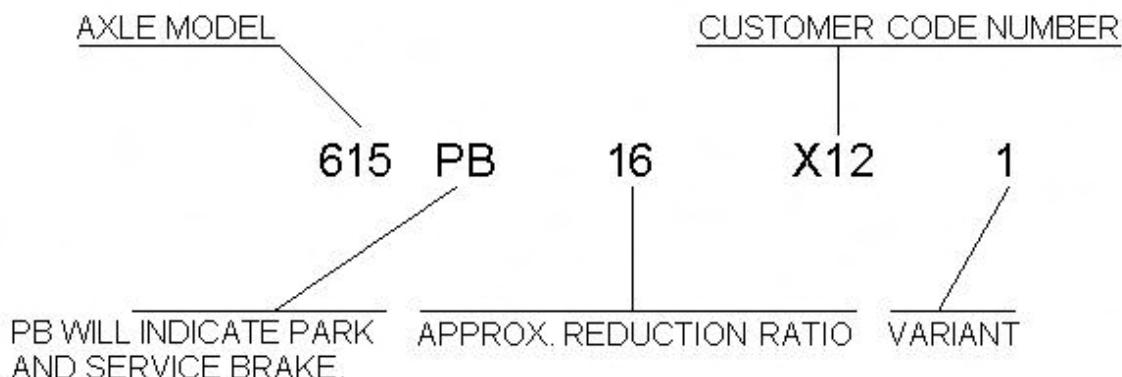
The 615 series axle is a double reduction unit, with oil immersed, multi-plate disc brakes.

The centre casing houses the 1st reduction spiral bevel pinion and crown wheel (fixed to a 4 pinion differential), the oil immersed brakes and the 2nd reduction planetary assembly. The axle shafts are fully floating (i.e. not subjected to wheel loads) with the wheel hubs supported on opposed tapered roller bearings.

## 3 IDENTIFICATION

If spares are required, please quote the axle series and the vehicle/machine model and serial number. Newage axles are produced with a variety of track widths, mounting centres, wheel hub centres, ratios and input couplings to suit individual customer requirements, therefore it is important to identify the axle correctly

The part number allocated to each axle describes the basic specification as below.



## 4 GENERAL SERVICE INFORMATION

### 4.1 Routine Maintenance

- Check for oil leaks around joints and seals: Weekly
- Check wheel nut tightness: Weekly
- Check wheel hub bearing adjustment: 1,000 hours
- Check axle Arm/Maincase joint securing bolts: Monthly
- Check Half Shaft bolts: Monthly
- Check Prop-Shaft Nuts: Monthly

### 4.2 Lubricants

Only those lubricants shown below, or their direct equivalents must be used.

- MOBIL FLUID 422

The oil is added via the combined filler/level plug positioned in the rear of the axle maincase (Approximate oil capacity of 11.4 litres (20.1 pints)).

### 4.3 Greases

Pack the gaps between oil seal lips at major overhauls, or whenever a repair to these areas is performed.

- CASTROL SPHEEROL L-EP2

### 4.4 Brake Fluid – IMPORTANT

The axle brakes operate with a mineral hydraulic fluid (ISO VG32). On no account must a "vegetable" based brake fluid (SAE J1703) be used.

Whenever the brakes are serviced it is essential that the cylinder bores, pistons and seals are clean before assembly, and may be lightly coated with one of the mineral based fluids shown below.

- MOBIL DTE24

### 4.5 Liquid Sealant

The 'Axe Arm/Maincase' joint faces must be sealed with any of the following:

- LOCTITE "595"
- HERMETITE "RED"

### 4.6 Fasteners – Tightening Torque

|   |             |                                       |
|---|-------------|---------------------------------------|
| • Differential assy. bolt (M10) Grade 10      | 77 Nm       | (56 lb.ft)                            |
| • Differential assy. nut (M10) Grade 10       | 77 Nm       | (56 lb.ft)                            |
| • Diff. bearing carrier shoulder bolt (M10)   | 61 Nm       | (45 lb.ft)                            |
| • Handbrake end cover cap bolts (M6)          | 10 Nm       | (8 lb.ft)                             |
| • Diff. Bearing carrier tab washer bolts (M6) | 10 Nm       | (8 lb.ft)                             |
| • Differential bearing adjuster nuts          | 21 Nm       | (15 lb.ft)                            |
| • Axle arm-main case bolts (M12)              | 96 Nm       | (71 lb.ft)                            |
| • Coupling nut (M20) Drag Torque              | 1.92/2.48Nm | (17/22 lb.in) after collapsing spacer |
| • Wheel nuts. 7/8" B.S.F.                     | 407 Nm      | (300 lb.ft)                           |
| • Wheel nuts. 18mm                            | 270 Nm      | (200 lb.ft)                           |
| • Axle shaft/Wheel hub bolts (M14)            | 156 Nm      | (115 lb.ft)                           |

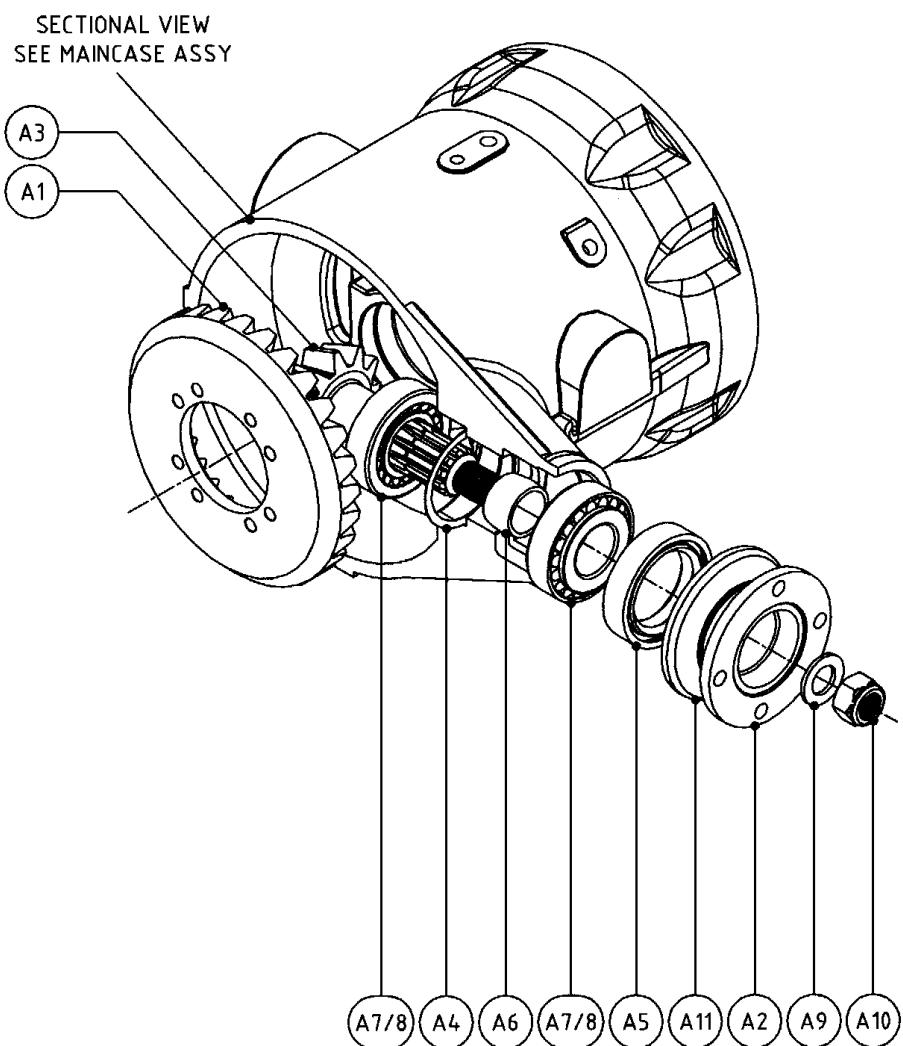
#### 4.7 Axle Backlash Figures

| <b><u>Axles</u></b> | <b><u>Pin/wheel</u></b> | <b><u>Drive Flange</u></b> | <b><u>P.C.D.</u></b> | <b><u>Backlash</u></b> |
|---------------------|-------------------------|----------------------------|----------------------|------------------------|
| Series (615)        |                         |                            |                      |                        |
| Assy 618-9820       | 618-2000                | 615-2180                   | 95.30                | 0.31-0.39              |
|                     | 618-2010                | (HS 1410)                  |                      |                        |
|                     |                         | 617-2180                   | 95.30                | 0.31-0.39              |
|                     |                         | (HS1410 Metric)            |                      |                        |
|                     |                         | 618-2180                   | 120.66               | 0.39-0.47              |
|                     |                         | (HS 1510)                  |                      |                        |
|                     |                         | 915-2180                   | 108.05               | 0.47-0.55              |
|                     |                         | (1480 Yoke)                |                      |                        |
| Assy 619-9820       | 619-2000                | 615-2180                   | 95.30                | 0.31-0.39              |
|                     | 619-2010                | (HS1416)                   |                      |                        |
|                     |                         | 617-2180                   | 95.30                | 0.31-0.39              |
|                     |                         | (HS1410 Metric)            |                      |                        |
|                     |                         | 618-2180                   | 120.66               | 0.39-0.47              |
|                     |                         | (HS 1510)                  |                      |                        |
|                     |                         | 915-2180                   | 108.05               | 0.47-0.55              |
|                     |                         | (1480 Yoke)                |                      |                        |

## 5 615 AXLE ASSEMBLIES.

### 5.1 Section 'A' - Crown wheel and Pinion Assembly

| <u>Item</u> | <u>Qty</u>  | <u>Description</u>  |
|-------------|-------------|---------------------|
| A1          | 1           | Spiral bevel wheel  |
| A2          | 1           | Input drive flange  |
| A3          | 1           | Spiral bevel pinion |
| A4          | As required | Shim 0.25mm         |
|             | As required | Shim 0.3mm          |
|             | As required | Shim 0.4mm          |
| A5          | 2           | Seal                |
| A6          | 1           | Collapsible spacer  |
| A7          | 2           | Bearing cup         |
| A8          | 2           | Bearing cone        |
| A9          | 1           | Plain washer        |
| A10         | 1           | Nut M20             |
| A11         | 1           | Seal cover          |



### Removing & Servicing the Crown Wheel and Pinion.

1. Remove the drain plug (E6) and drain the axle oil.
2. Remove both axle arm assembly's by removing 12 bolts per side (F4, page 17). Withdraw the planet carrier assy (see Section C), and sun gear (F7).
3. Remove annulus (F6) using extractor tool or pinch bars.
4. Remove the brake spacer plate (F8) and the other brake components (F9 & F10). See Section E. Use pinch bars at the back of the brake piston (E11) to extract.
5. Unscrew and remove 4 shoulder screws (E9) and extract the Diff. Bearing Carrier (E3) through the bore of the Maincase (E1). Feed Diff and crown wheel assembly through bore of the Maincase.

**IMPORTANT: It is essential that a protective sleeve is used over the parts being withdrawn through the bore to prevent damage to the piston location bore. Failure to observe this procedure will result in a loss of brake efficiency or complete brake failure.**

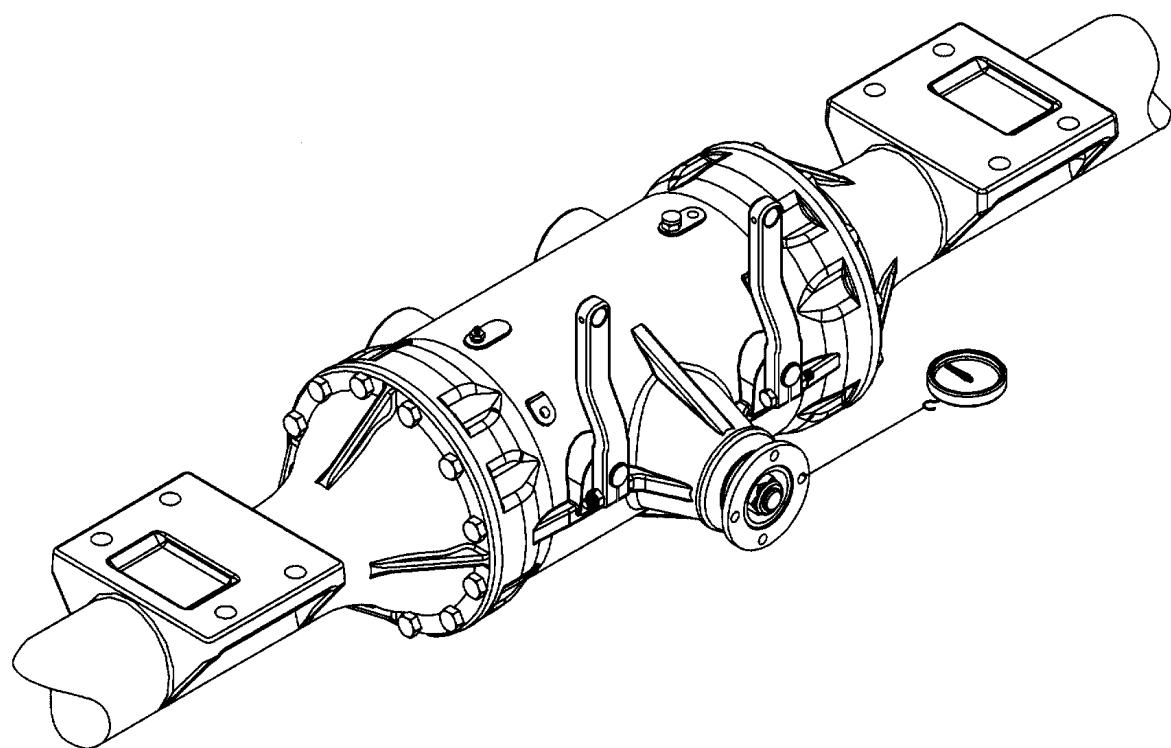
6. To remove tab washers (E4) securing the diff housing, release the two screws 2 screws (E23) from Diff adjusting nut (E2)
7. Unscrew brg. adjuster nuts (E2) and push brg. cups (E8) out of bores.
8. While reacting against drive flange to prevent it from turning release the nut (A10) and remove the washer (A9) from the pinion shaft (A3). Remove the flange (A2). Using a soft drift remove the pinion taking care not to damage the teeth.
9. Inspect the bearings (A7/A8) for wear and damage. If replacing the inner bearing on the pinion head, use a bearing puller to extract the cone. Discard collapsible Spacer (A6). Drift out Brg; Cups (A7/8) from the main case bore, taking care not to loose shims (A4) located behind the Brg; cup of the pinion head bore.

**IMPORTANT: Once dismantled it is necessary to reset the pinion backlash to ensure the correct meshing of the crown wheel / pinion. Always use new collapsible spacer (A6) and a new nut (A10). See section "F" for the crown wheel / pinion setting up procedure.**

10. Record the following information of the original components, in the following sequence.
  - (a) The pinion (A3) mounting distance etched on the head.
  - (b) The overall bearing width of pinion head bearing, (A7, A8).
  - (c) The shim thickness (A4).
  - (d) = (a) + (b) + (c).
11. If replacing the pinion (A3) or pinion head bearings (A7, A8) the following procedure needs to be carried out. Record the following information of the new components to be fitted as follows:-
  - (e) The pinion (A3) mounting distance etched on the head.
  - (f) (e) + (f)
  - (g) The new shim thickness (A4) to be determined.
12. New shimming:  

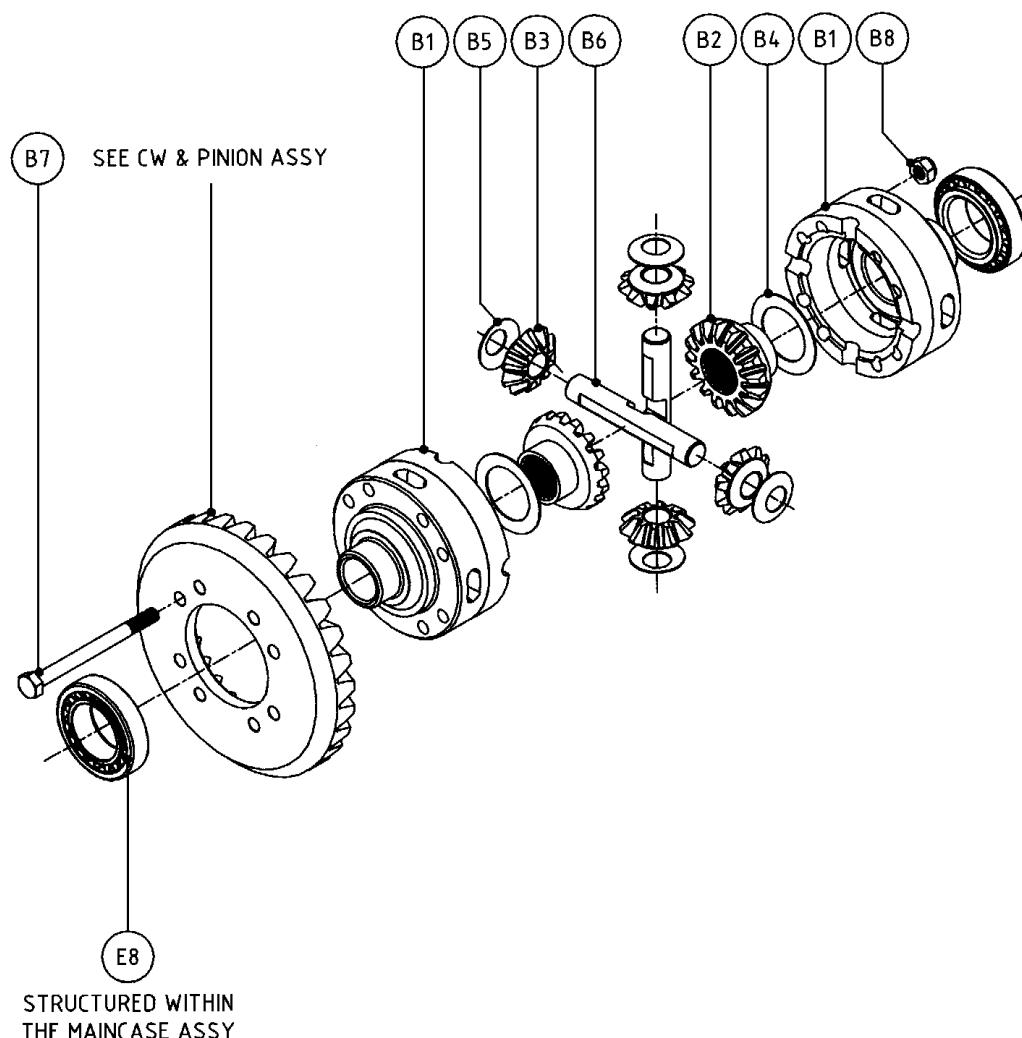
$$\text{Shim thickness} = \text{Old pinion head Brg; \& shim} - \text{New pinion head Brg} \quad (h) = (d) - (g)$$

12. To assemble the unit, reverse the above procedure, and proceed as follows.
13. Pinion assy. must be fitted before crown wheel/diff assy. Tighten the new pinion nut (A10) until the new spacer (A6) collapses and all the end float between the pinion bearings is taken up. Drag torque 1.92/2.48Nm. (17/22 lb.in). Spin over several times and recheck torque.  
Note, the tightening torque to collapse the spacer should not be less than 245 Nm (180 lb.ft).  
This equates to a pre-load of 59-98N (13.2-22lbf) for new bearings, or 29.5-59N (6.6-13.2lbf) for used bearings is obtained. The pre-load is measured by binding a piece of string around the coupling (A2) and measuring the load to turn the coupling with a spring balance – see drawing below. This must be carried out with the crown wheel/pinion mesh disengaged.
14. Fit diff bearing cups (E8) into the maincase (E1) and diff Brg; carrier (E3). Screw Brg; adjuster nut (E2) loosely to retain Brg; cups in housing bores.
15. It is advisable to stand maincase on its end with the brg. cup (E8) on the bottom. Lower differential assembly complete with crown wheel through main bore until the bottom bearing (E8) seats in the bearing cup (E8). **See para 5 on page 5.**
16. Fit Diff. Bearing Carrier (E3) so that the 2 tapped holes for locating screws are towards the brake feed holes on the maincase. **This is important as it will allow good oil circulation to other internal components.** Ensure that the shoulder screw holes align with the holes in the maincase. Apply silicone sealant to under the head prior to fitment of the shoulder screw (E9) and repeat three times. Torque to the recommended figure.
17. Insert bearing cone through Diff. Bearing Carrier (E3) and loosely fit bearing adjuster nut (E2).
18. Position Maincase (E1) so bore is horizontal.
19. Adjust both bearing nuts (E2) to obtain the required pinion & wheel backlash. Tighten to the recommended tightening torque. See section 4-7.
20. Locate two new tab washers (E4) to both adjusting nuts (E2) fit two screws (E23) and tighten to the recommended torque.
21. Ensure all joints are clean and free of the original jointing compound and reseal. Locate each axle arm assembly on the dowels positioned in the main case, refit the 12 bolts (F4) and tighten to recommended tightening torque.
22. Refit drain plug (E6) and refill to the correct level with recommended oil.



## 5.2 Section 'B' - Differential Assembly

| <u>Item</u> | <u>Qty</u> | <u>Description</u> |
|-------------|------------|--------------------|
| B1          | 1          | Diff case LH       |
|             | 1          | Diff case RH       |
| B2          | 2          | Diff wheel         |
| B3          | 2          | Diff pinion        |
| B4          | 2          | Thrust washer      |
| B5          | 4          | Thrust washer      |
| B6          | 2          | Diff spider (half) |
| B7          | 8          | Bolt M10           |
| B8          | 8          | Nyloc nut M10      |



### Servicing the Differential Assembly

Note: This procedure assumes the axle is stripped down to main case assembly only.

1. To remove the annulus (F6) using an extractor tool or pinch bars located behind the annulus in a scissor fashion.
2. Remove the brake spacer plate (F8) and the brake components (F9, F10). See Section E. Using pinch bars at the back of the brake piston (E11) to extract.
5. Remove the 4 shoulder screws (E9) and extract the Diff. Bearing Carrier (E3) through the bore of the Maincase (E1). Feed Diff and crown wheel assembly through bore of the Maincase.  
**Note: See para 5 page 5.**
6. Remove 2 screws (E23) securing the diff Brg; housing, tab washer (E4) to the diff Brg; adjuster nut (E2).
7. Unscrew brg. adjuster nuts (E2) and push Brg; cups (E8) out of bores.
8. Remove the 8 nuts & bolts (B7, B8). The crown wheel (A5) can now be drifted off diff case. The assembly will split into 2 halves. Taking care not to lose internal components.
9. Inspect all gears, bearings and spider for damage and wear. Replace if necessary.
10. To reassemble reverse the procedure.

**Important: Great care must be taken when refitting the reassembled diff back into the main. Clearance is very limited and to avoid personal injury it is advisable lower the fully assembled diff into the case using a sling made from strong twine.**

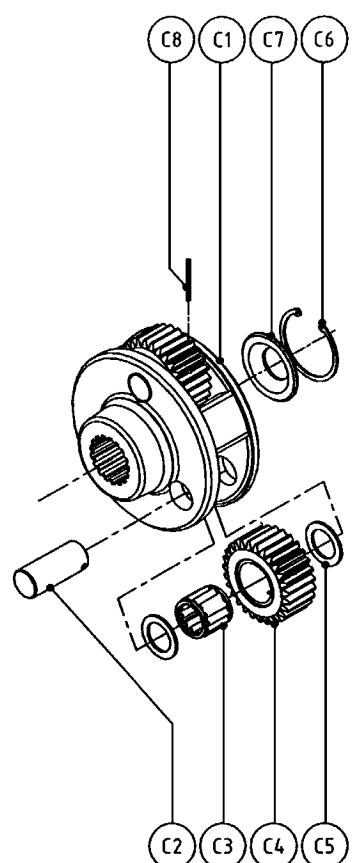
**Note: To reset the back lash see page 5 taking note of para 5 also.**

### 5.3 Section 'C' - Planet Carrier Assembly

Note: This procedure assumes the axle is stripped down to the main assembly only, with planetary Remaining in place.

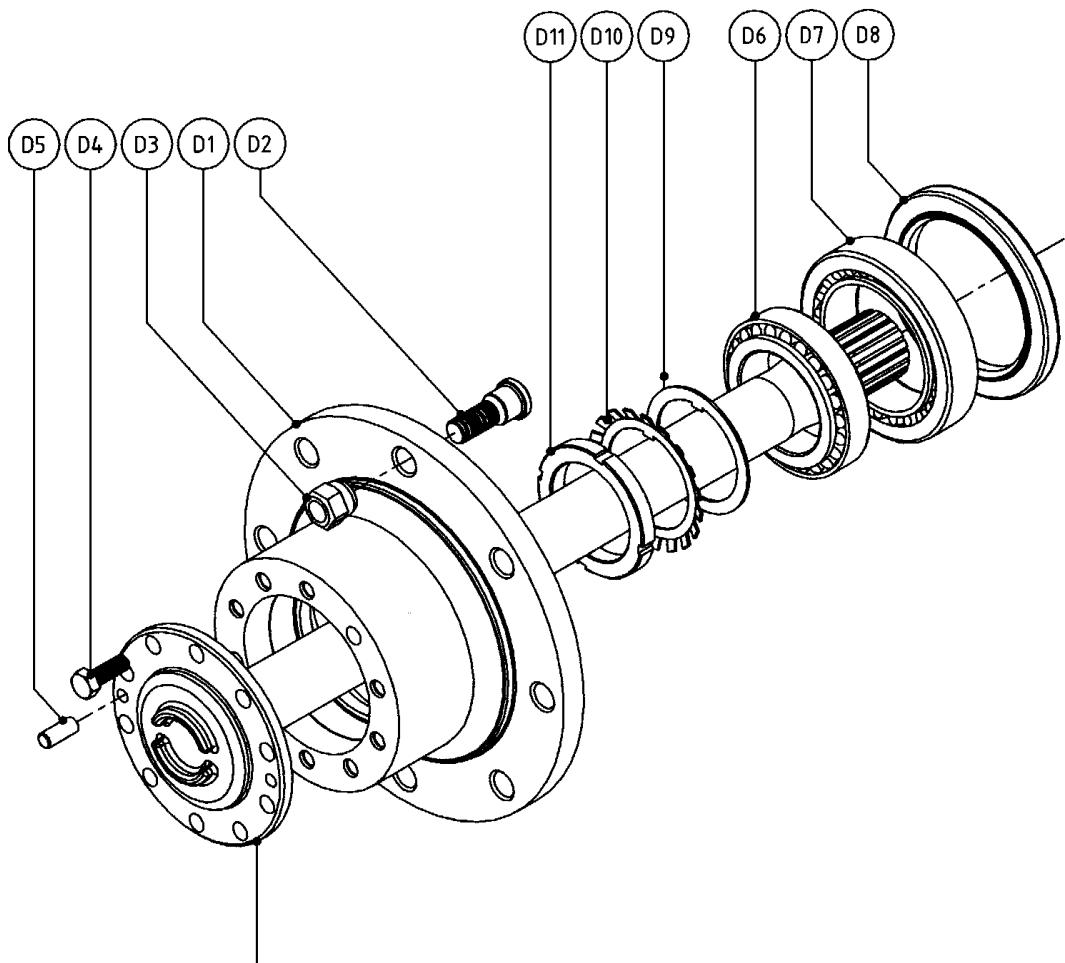
1. The planet carrier assembly can now be removed from the centre casing. Take care not to withdraw the floating sun gear.
2. Check the planet gears and the mating gear teeth on the annulus and sun gear for damage and wear. The planet gears should run free in the planet pins, without excessive radial "play" Replace if worn. Note: When servicing the planet assembly we recommend all three gears and bearings are replaced. See section A.
3. To replace the planet gears, pins or bearings, drift the spring dowel (C8) which locates the planet pins (C2) through the planet carrier (C1), lightly drift the planet pins through the planet carrier. Remove the loose planet gears (C4), thrust washer (C5) and planet Brgs; (C3). Remove circlip (C6) which secures the spacer (C7). **Note: the spacer (C7) is fitted with the chamfer facing outwards.**
4. Remove the old spring dowels (C8) from the planet carrier (C1).
5. To reassemble: Replace the spacer & circlip (C6, C7) fit the planet Brgs; (C3) into planet gears. (C4) locate the bottom thrust washer, place the planet gear on top of the thrust washer and from the underside gently tap the planet pin through the carrier, thrust washer & planet gear. **Note: when you begin this procedure it is important that the cross in the planet pin is aligned with the cross hole in the planet carrier.** When part way through fit the top thrust washer and continue to drift the planet pin all the way through the carrier until it is flush.
6. Secure by fitting new spring dowel (C8) and pein over the hole in the planet carrier to prevent the spring dowel from drifting out of position.
7. Check for free rotation of the planet gears.
8. To refit to the main case, engage the spline of the sun gear (F). Mesh the planet gears with the annulus (F6) and push into position.

| <u>Item</u> | <u>Qty</u> | <u>Description</u> |
|-------------|------------|--------------------|
| C1          | 1          | Planet carrier     |
| C2          | 3          | Planet pin         |
| C3          | 3          | Needle bearing     |
| C4          | 3          | Planet gear        |
| C5          | 6          | Thrust washer      |
| C6          | 1          | Circlip            |
| C7          | 1          | Spacer             |
| C8          | 3          | Spring dowel       |



## 5.4 Section 'D' - Hub Assembly

| <u>Item</u> | <u>Qty</u> | <u>Description</u> |
|-------------|------------|--------------------|
| D1          | 1          | Hub (i.e.per side) |
| D2          | 8          | Wheel stud         |
| D3          | 8          | Wheel nut          |
| D4          | 10         | Bolt M10 x 30mm    |
| D5          | 2          | Dowel pin          |
| D6          | 1          | Bearing            |
| D7          | 1          | Bearing            |
| D8          | 1          | Hub seal           |
| D9          | 1          | Spacer             |
| D10         | 1          | Lock washer        |
| D11         | 1          | Locknut            |



SEE GENERAL PARTS

### Servicing the Hub Assembly

The hub assembly can be serviced with the axle arm still connected to the maincase. Procedure is as follows:-

1. Remove bolts (D4) that secures the axle shaft (F1) to the hub and withdraw the shaft. Inspect the spline form for damage and wear. (Flat on hub is provided to aid extraction).
2. Straighten locking tab ears on lockwasher (D10), undo lock nut (D11) remove lockwasher (D10) and bearing spacer (D9).
3. The hub (D1) can now be withdrawn from the axle arm stub. Care must be taken not to drop the loose brg. cone.
4. Examine all Brg; cups & cones for wear or damage replace as necessary.

**Note: We recommend the hub oil seals are always changed when the hub has been removed.**

5. The bearing cup (D6 & D7) can be drifted out of the hub (D1) if they need replacing. When fitting new cups (D6 & D7) ensure that they are aligned squarely to the bores before pressing in. Note: If the brg. (D7) is replaced oil seal (D8) will also need replacing.
6. If the oil seal shield (F2) needs replacing it can be drifted off the axle arm. When drifting on the replacement, care must be taken not to damage the oil seal running diameter.

Before refitting the seal housing ensure all of the original sealant is removed, this may require use of a solvent. Apply "Loctite" grade 601 to both the seal housing location point of the arm, and to the seal housing diameter immediately prior to reassembly. Ensure the seal diameter is free from dirt and damage.

7. Prior to reassembly of the hub Brgs; apply a recommended quality grease to ensure the Brgs; are lubricated on the initial start up.
8. To reassemble the hub assembly, clean off the original silicone sealant with a solvent. Reapply a continuos bead of silicone sealant, and reseal the axle shaft joint to the hub using the same silicone sealant, reverse the above procedure using a new lockwasher (D10).
9. Note: To adjust the hub bearings.
  - Tighten the lock nut (D11) to a torque of 140 Nm (100 lb.ft). When checking the torque setting turn the wheel hub a few turns in each direction to ensure the bearings have "seated" correctly and recheck tightening torque. Repeat this procedure 3 times.
  - Slacken the nut back a distance equal to 2 tabs of the lock washer (D10).
  - Bend ear of lock washer over to secure the nut.

## 5.5 Section 'E' - Axle Maincase Assembly

(See Diagram on page 16)

| <u>Item</u> | <u>Qty</u> | <u>Description</u>         |
|-------------|------------|----------------------------|
| E1          | 1          | Maincase                   |
| E2          | 2          | Bearing Adjustment Nut     |
| E3          | 1          | Diff. bearing carrier      |
| E4          | 2          | Lock plate                 |
| E5          | 1          | Breather                   |
| E6          | 2          | Drain plug                 |
| E7          | 2          | Bonded seal                |
| E8          | 2          | Bearing cup                |
|             | 2          | Bearing cone               |
| E9          | 4          | Shoulder screw             |
| E10         | 1          | O-ring small               |
| E11         | 1          | Brake piston               |
| E12         | 1          | O-ring large               |
| E13         | 1          | Bleed valve.               |
| E14         | 2          | Hand brake operation lever |
| E15         | 1          | Break level return spring  |
| E16         | 1          | Break level return spring  |
| E17         | 1          | Handbrake lever cover RH   |
| E18         | 1          | Handbrake lever cover LH   |
| E19         | 2          | Handbrake lever 'O' ring   |
| E20         | 2          | Handbrake lever 'O' ring   |
| E21         | 12         | Screw M6                   |
| E22         | 2          | Brake lever bush           |
| E23         | 4          | Screw M6                   |

**IMPORTANT: The axle brakes operate with a mineral hydraulic fluid ISO VG32 Specification.**

**DO NOT USE "Vegetable" based brake fluid (SAE J1703) should not be used.**

1. To gain access to the brakes, the procedure is the same as previously described in section B
2. When removing the brake plates count them as the number can vary with axle models.

Under normal operating conditions the brakes should last several years. The condition of the brakes can be checked as follows:-

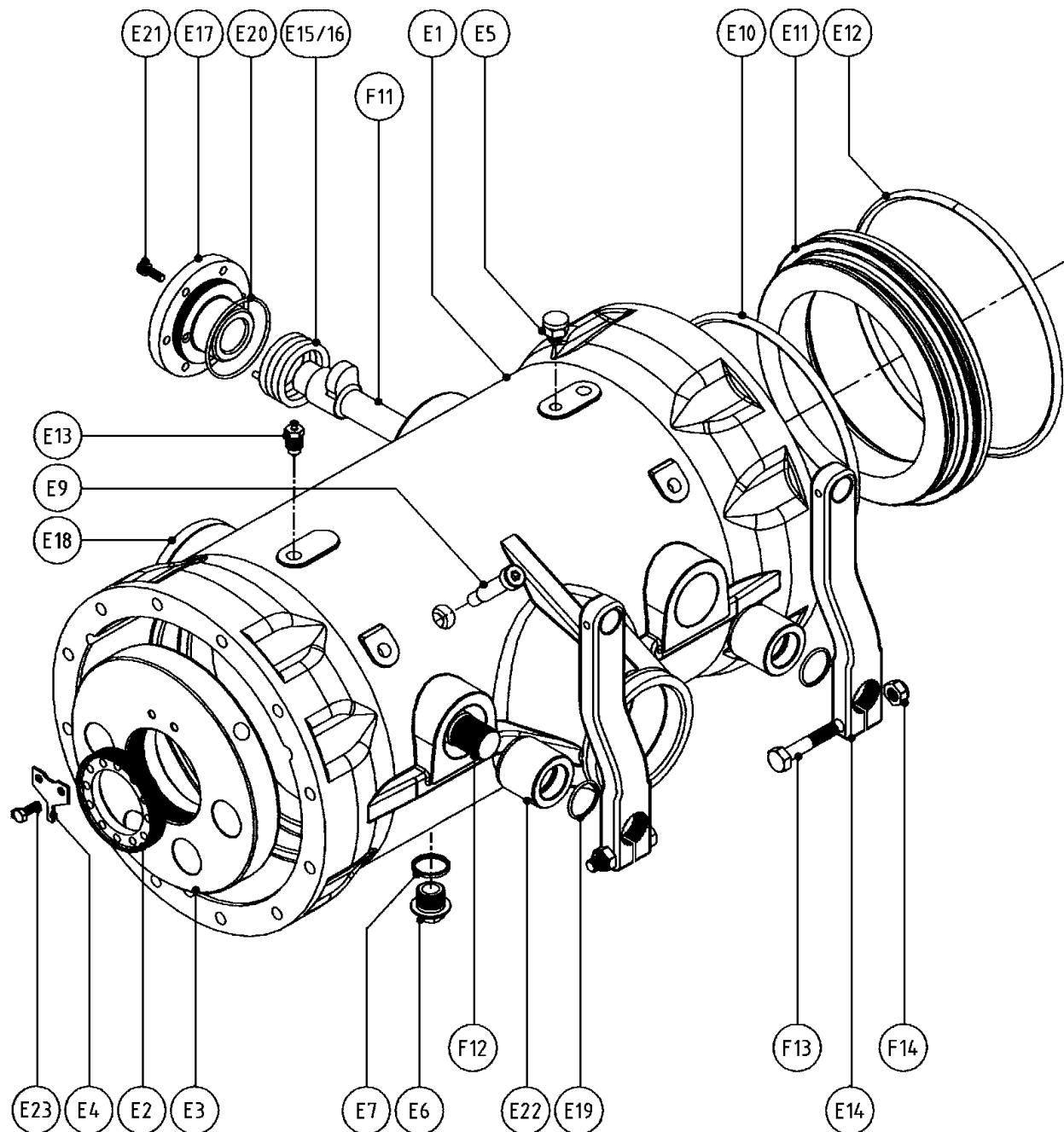
- Sintered brake disc (F9) – not less than 4mm thickness.
- Fixed brake plate (F10) – not less than 2mm thickness. Check for uneven surface wear or heat discolouration on fixed plate.

4. The brake piston (E11) can be gently removed from the cylinder using pinch bars in a scissor fashion locating them behind the piston. Check "o" rings (E10/E12) for wear or damage.

**Note: All brake components must be free of damage & remain clean at all times, if in doubt change the appropriate parts.**

5. To reassemble, reverse the above procedure. Ensure that piston bores are clean and the brake plates are assembled on the sun gear spline (F7) with the oil feed holes in the sintered plates correctly aligned for oil circulation.
6. To remove hand brake operating lever (E14) loosen nut (F14) and bolt (F13) and gently drift the lever from spline.
7. Remove 6 M6 cap head bolts (E21) per side and withdraw cover (E18), spring (E16) and brake lever LH or RH (F12).
8. Repeat steps 6 and 7 for the opposite hand. **Note. The cap, spring and brake lever are 'handed', and on rebuild must be fitted to the same side of the axle.**

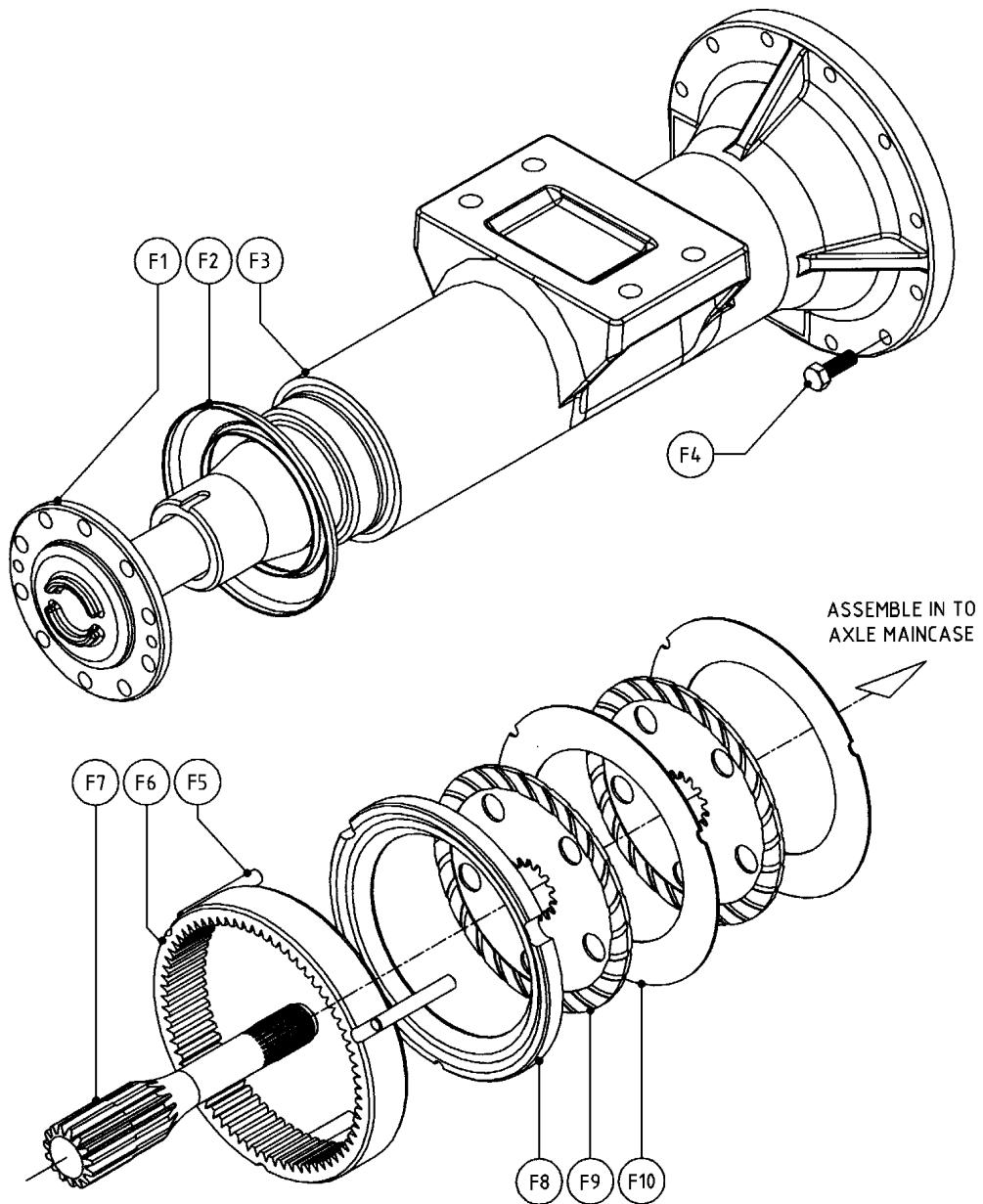
9. Check the condition of the brake lever bush (E22) bore. If this requires replacing drift it through the main case. Ensure the replacement is fitted square.
10. To reassemble, reverse the above procedure replacing the brake lever bush "o" rings (E19, E20) with the brake lever bush (E20).



NOTE: 'F' COMPONENTS ARE STRUCTURED  
WITHIN THE GENERAL PARTS

## 5.6 Section 'F' - General parts

| <u>Item</u> | <u>Qty</u> | <u>Description</u>   |
|-------------|------------|----------------------|
| F1          | 2          | Axle shaft           |
| F2          | 2          | Cover wheel hub seal |
| F3          | 2          | Axle arm             |
| F4          | 24         | Bolt M12             |
| F5          | 6          | Dowel pin.           |
| F6          | 2          | Annulus              |
| F7          | 2          | Sun gear             |
| F8          | 2          | Brake spacer plate   |
| F9          | 4          | Brake disc           |
| F10         | 4          | Brake plate          |
| F11         | 1          | Brake lever RH       |
| F12         | 1          | Brake lever LH       |
| F13         | 2          | Bolt M10             |
| F14         | 2          | Nyloc Nut M10        |



**SAFETY: Prior to removal of an axle arm we recommend that lifting tackle is available, due to the weight of the associated components.**

- 1 Making sure the weight is fully supported, remove the bolts (F4) around the flange of the axle arm connecting it to the maincase and withdraw the axle arm (F3).  
Note this can be done with or without the hub assembly fitted to the arm.
- 2 Before refitting the axle arm, ensure the mating faces on the axle arm flange and centre case are clean and free of damage. Apply a continuous bead of the recommended sealing agent (see section 4.5).
- 3 Refill with see page ? to the correct level.

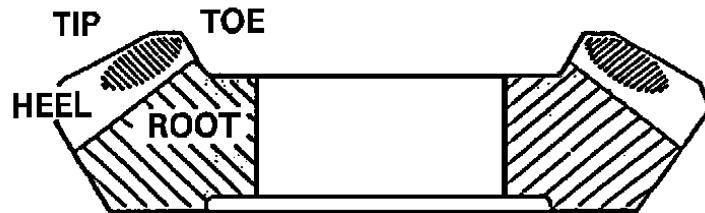
## 6 SPIRAL BEVEL GEAR TOOTH CONTACT

Contact may vary, but generally is approximately in the tooth centre, equi-spaced between root and tip. The marking may be towards toe on some gears on both flanks, or marking crossed slightly i.e. towards toe on convex flank and heel on concave flank or vice versa.

If, compared to the factory tooth contact, the contact appears as shown below, then corrective action should be taken as follows:

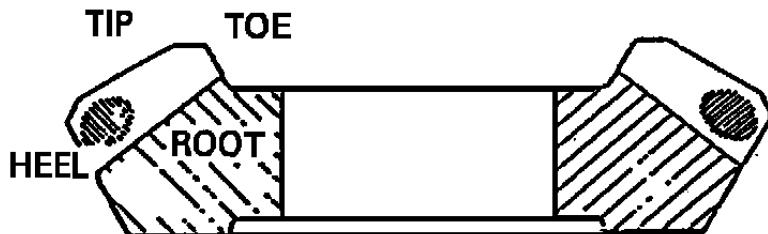
#### 6.1 ERROR 1: Pinion too far out of mesh

##### Convex flank



Contact further to toe and tip than factory marking.

##### Concave flank

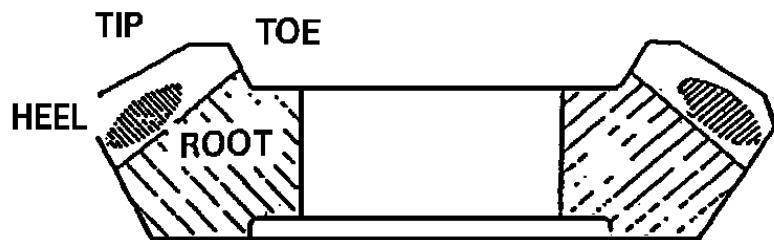


Contact further to heel and tip than factory marking.

**ACTION:** Recheck and decrease shims below pinion cartridge flange.

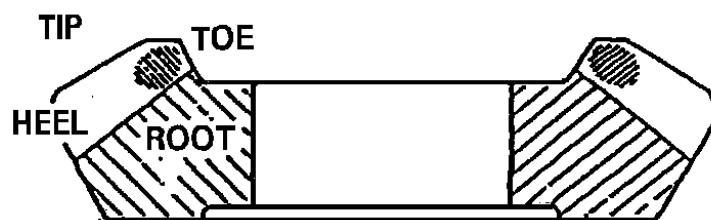
## 6.2 ERROR 2: Pinion too far into mesh

### Convex flank



Contact further to heel and root than factory marking.

### Concave Flank



Contact further to toe and root than factory marking.

**ACTION:** Recheck and increase shims below pinion cartridge flange.

## Work Instruction - Assembly

Type  
**B**Created  
Provisional  
Released  
ObsoleteStatus  
**R**

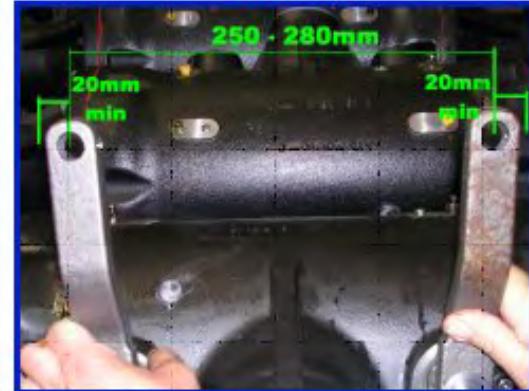
| Part No.    | Description   | Op. Description           | Op. No. | Author        | Date     | Page 1 |
|-------------|---------------|---------------------------|---------|---------------|----------|--------|
| 615PB16A232 | Ausa 615 Axle | H/Brake Op. lever setting |         | Martin Harris | 6 Jul 06 | of 1   |

IMPORTANT: THIS DOCUMENT WILL NOT BE RE-ISSUED. ANY ALTERATION WILL RESULT IN A NEW WORK INSTRUCTION NUMBER.

Photo size 250 pixels

## OPERATION ELEMENTS

1. Fit Hand Brake Operating Levers over 48T external spline protruding from the front of the axle Main Case.
2. Operate the Levers using hand pressure only (no external applied force). The Levers should be as close as possible to being perpendicular or slightly outboard when engaged in the 'on' position by hand.
3. With both Levers in the 'on' position the centre distance between the Trunnion holes are 250 / 280mm (factory set).
4. If the Levers don't conform to this dimension remove one Lever that visibly looks the largest distance from the perpendicular & rotate the Lever by one spline pitch to increase or decrease the dimension. The centre distance of the Trunnion holes should conform to the 250 / 280mm tolerance.
5. Tighten both M10 Operating Lever Clamp bolts to 42lbf (57Nm) torque.
6. Fit the Handbrake Stop Adjuster to both sides of Main Case using the M6x35long Socket Cap Screws & tighten using 5mm A/F to 12lbf (16Nm). Fit the M8 Grub Screw with the flat end towards the Lever & fit Nut to Grub Screw. Adjust the Grub Screw & Nut to ensure the Screw just touches against the side of the Levers. Unscrew Grub Screw in the Adjuster Stop allowing for 10mm (+0.5 / -0mm tolerance) of movement per Lever at 180mm centres. Tighten the Grub Screw Nut to 21lbf (28Nm) torque to lock in position. The disengage position across both Levers should be 270 to 300mm with +1 / 0mm tolerance.
7. Fit the Hand Brake Trunnions through the holes in the Levers.
8. Fit the Hand Brake Cable inner complete with Release Spring between the Levers Trunnions and adjust the tension of the cable to provide a maximum 600lbf (2670N) cable force between the Levers i.e. 'on' position.



## IMPORTANT

Release Springs should only be fitted which have enough force to push the Levers against the Grub Screw when the Hand Brake Lever is disengaged.

9. The axle Hand Brake Lever must move at all times a minimum of 20mm (40mm overall).

10. The Hand Brake Cable tension should be checked & adjusted every 500 hours to ensure 600lbf (2670N) force is maintained & the 20mm lever movement is equalised & maintained on both sides of the axle.

Note: Failure to adhere to the above Work Instruction would result in a excessive brake drag & accelerated brake plate wear. This would invalidate any warranty due to misuse.

## Parts used

| Pt. No.     | Description                         | Qty. |
|-------------|-------------------------------------|------|
| 615-9962    | Hand brake stop bracket             | 2    |
| 615-1020-LH | Hand brake Op Lever 180 Ctrs. LH    | 1    |
| 615-1020-RH | Hand brake Op Lever 180 Ctrs. RH    | 1    |
| 0081335P    | M6 x 35 Cap screw, patched          | 4    |
| 00508015    | M8 Plain nut                        | 2    |
| 014F540     | M8 x 40 long Grub screw, flat point | 2    |

## Parts used

| Pt. No. | Description | Qty. |
|---------|-------------|------|
|         |             |      |

