

Yokes



Bent Yoke

- Excessive torque
- Improper application
- Improper u-joint removal

GENUINE SPICER® COMPONENTS

Spicer® service parts are the same quality used by the major OE's to assemble new trucks. Each component is engineered to work together to offer quality and reliability. Specify Genuine Spicer parts for all of your driveshaft repairs.

For detailed servicing instructions, refer to Spicer Driveshaft Service Manual No. 3264-* or 3264-SPL for Spicer Life™ components.

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FAILURE ANALYSIS GUIDE

Driveshaft Components



HOW TO INSPECT DRIVESHAFTS & IDENTIFY FAILED COMPONENTS

SPICER
DRIVETRAIN COMPONENTS
DANA

Preventive Maintenance

Driveshaft inspection should be performed as part of a regular maintenance routine. Normal vehicle maintenance and recognition of component discrepancies is necessary to prevent serious mechanical problems as well as driver discomfort. Failure to perform normal maintenance may also void the vehicle warranty.

Routine Inspection Steps

1. Check the output and input end yokes for looseness.
2. Check for excessive radial looseness of output/input shaft.
3. Check for looseness across ends of u-joint.
4. Check the slip spline for excessive radial movement.
5. Check the shaft for damage, bent tubing or missing balance weights.
6. Check for loose or missing plug.

Failure Analysis

Component failures can result from improper maintenance, installation or assembly procedures. This quick reference guide assists service technicians in recognizing component failures and identifying probable causes.



DANGER



Rotating shafts can be dangerous.
You can snag clothes, skin, hair, hands, etc.
This can cause serious injury or death.
Do not go under the vehicle when the engine is running.

HOW TO IDENTIFY FAILURE AND PROBABLE CAUSE

Universal Joints



Burned U-Joint Cross

- Lack of lubrication (improper maintenance)
- Wrong lubrication type
- Improper application

Universal Joints



Fractured U-Joint

- Excessive torque loads
- Shock loads
- Improper application

HOW TO IDENTIFY FAILURE AND PROBABLE CAUSE

Universal Joints



End Galling

- Excessive u-joint operating angles
- Improper assembly procedures
- Sprung or bent yoke
- Lack of lubrication (improper maintenance)

Universal Joints



Brinelling

- Excessive continuous torque loads
- Seized slip yoke splines
- Excessive driveline angles
- Sprung or bent yoke
- Over tightened "U" Bolts

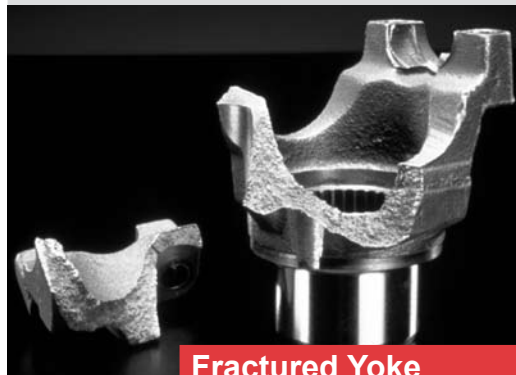
Universal Joints



Spalling

- Water contamination
- Improper lube type
- Lubrication failure

Yokes



Fractured Yoke

- Excessive torque loads
- Shock loads
- Improper application
- U-joint kit failure

Yokes



Broken Tang Half Round

- Improper bearing retainer bolt torque
- Improper installation
- Strap was re-used instead of replaced

Tubing



Twisted Tubing

- Excessive torque
- Driving into immovable object under power
- Spinning tires that suddenly grab hold

Tubing



Broken Weld

- Shock loads
- Improper welding procedures
- Excessive vibration

Tube Shafts



Fractured Spline

- Excessive torque loads
- Shock loads
- Improper application