



SPICER®

Off-Highway Products

Service Manual

Axle 980/10124904

980/10124908

980/10124911

FENDT 900 Vario Gen6

FENDT 930 Vario Gen6

WAM95723*00F01001-

FENDT 933 Vario Gen6

WAM95823*00F01001-

FENDT 936 Vario Gen6

WAM95923*00F01001-

FENDT 939 Vario Gen6

WAM96023*00F01001-

FENDT 942 Vario Gen6

WAM96123*00F01001-

ASM-0252E

July 2019

5494-en

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MAINTENANCE INTERVALS

MAINTENANCE INTERVALS

OPERATION	COMPARTMENT	1st CHANGE / CHECK (whs)	FREQUENCY (whs)	LUBRICANTS	REMARKS
Oil level check	All	10 whs	Monthly	For details see below	Carefully clean oil magnetic plugs and speed sensors**.
	Differential	100-250 whs max. *		Central body with standard bevel gear - UTTO (API GL4) J20/C; or gear: SAE 80W/90 (API GL4 or GL5) (1) Central body with hypoid bevel gear - SAE 80W/90 (API GL5) (1)	(1) If with limited slip differential, and/or wet brakes, use LS additivated oils. Carefully clean oil magnetic plugs and speed sensors **.
Oil Change	Hub Reduction	100-250 whs max. *	1000 whs	UTTO (API GL4) J20/C; or gear: SAE 80W/90 (API GL4 or GL5)	Carefully clean oil magnetic plugs and speed sensors **.
	Dropbox / Transmission**	100-250 whs max.*		Gears and wet discs clutch - ATF oil e.g. GM Dexron IIE, Dexron III Only gears - UTTO J20/C, or gear: SAE 80W/90 (API GL4 or GL5)	Carefully clean oil magnetic plugs and speed sensors **. * in accordance with Machine Service requirements.
	Adjustment	Negative brake (SAHR) Service brake	100 whs	Every 500 whs	For hydraulic actuations (brakes, SAHR, 100% diff. lock, etc.) use ATF oil e.g. GM Dexron IIE, Dexron III
Tightening	Wheel nuts	10 whs	Every 200 whs	No lubricant allowed	Check for any damage or corrosion of treads or mating surfaces.
	King Pin Tapered Roller Bearings	10 whs		NLG12 EP or NLG13 EP	Supply grease until clean grease is visible from outside.
Greasing	Seals	10 whs	Normal work – Weekly or Severe duty – Daily	NLG12 EP or NLG13 EP with Moly Additive	Grease performance level acc. to: According to DIN 51825 level KP2K-30 (NLG12) or KP3K-20 (NLG13); ASTM D4950 NLG12 GC-LB
	King Pin Bushings Trunnion Bushings	10 whs 10 whs			

In case of severe duty, half oil change intervals must be applied.

In case of extreme environments, chatter noise, reduce oil change intervals accordingly.

In case of extremely low ambient temperatures (<-20°C), use appropriate oils w/ low viscosity: UTTO J20/D (std Bevel Gears), SAE 75W/90 API GL5 LS (Hypoid Bevel Gears; i.e. axle models 192, 193, 194).

API GL5: Acc. To MIL L-2105-B

See PSB 00279 (latest update) for more info regarding lubricants and viscosity grades.

**Where present

document rev.02_18122018

DISASSEMBLY

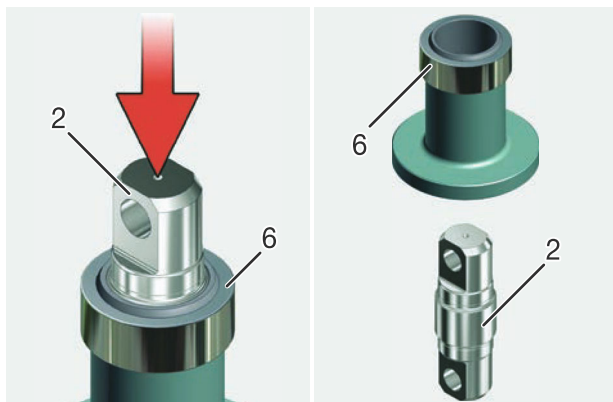


FIGURE 34: Remove the ball bushing (6) from the pin (2).

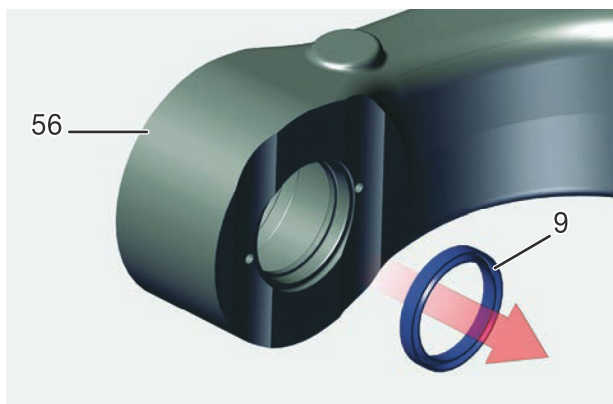
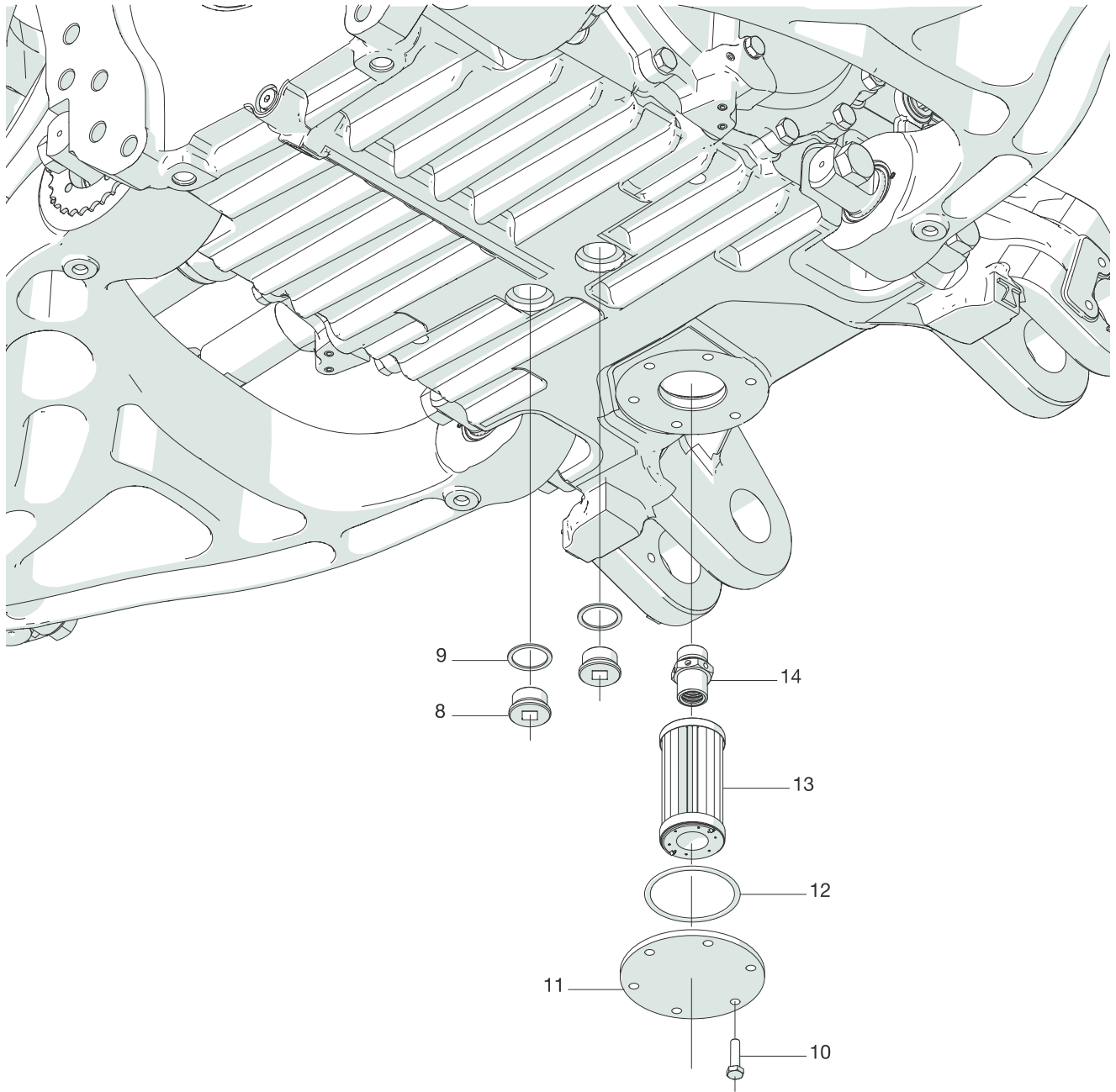


FIGURE 35: Remove the seal ring (9) from the lower wishbone (56).

NOTE:

Take care not to damage the contact surfaces.

OIL FILTER REPLACEMENT AND OIL MAINTENANCE



DISASSEMBLY

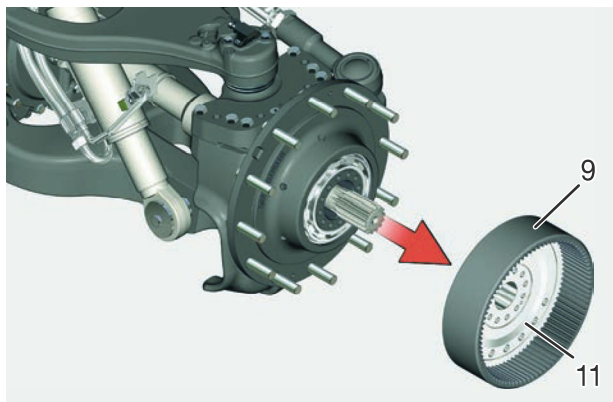


FIGURE 12: Remove the crown flange (9) assembly. Mark the assembly position of the crown gear carrier flange (11).

NOTE:

Mark the assembly position of the crown gear carrier flange (11).

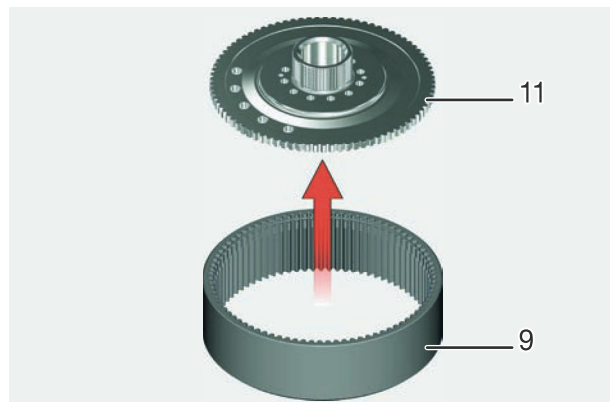


FIGURE 14: Remove the crown flange (11).

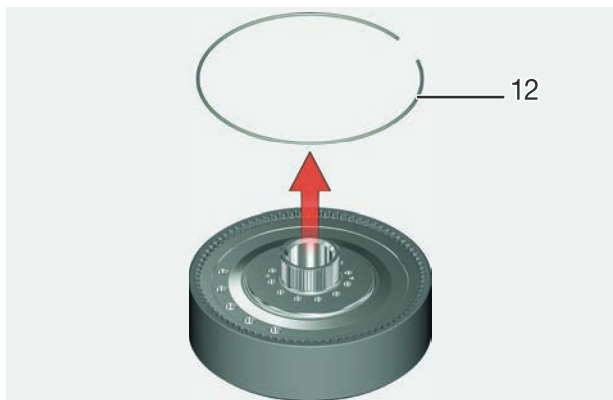


FIGURE 13: Remove the snap ring (12) from the crown (9).

WARNING

Removal of the snap rings can cause personal injuries. You must wear appropriate safety equipment. To avoid injury to eyes, wear eye protection equipment.

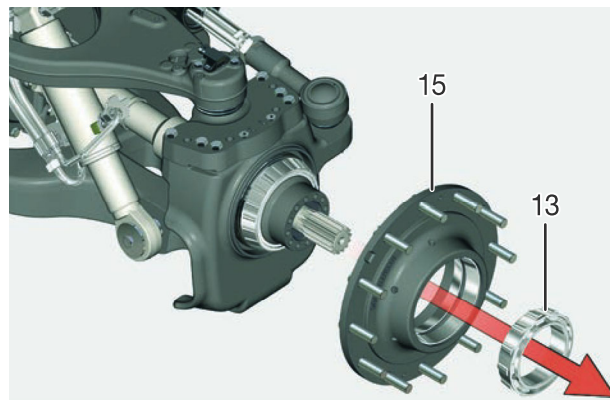


FIGURE 15: Harness the wheel hub (15). Partially extract the hub (15) using an extractor. Remove the external bearing (13).

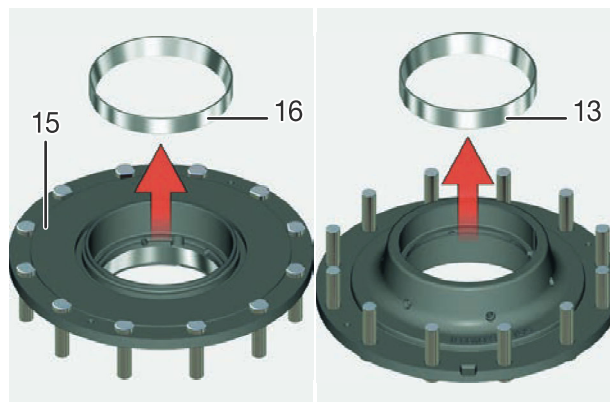


FIGURE 16: Remove the thrust blocks (13, 16) from the bearings by forcing a puller into the appropriate slots on the hub.

NOTE:

Avoid damaging or deforming the thrust blocks.

ASSEMBLY

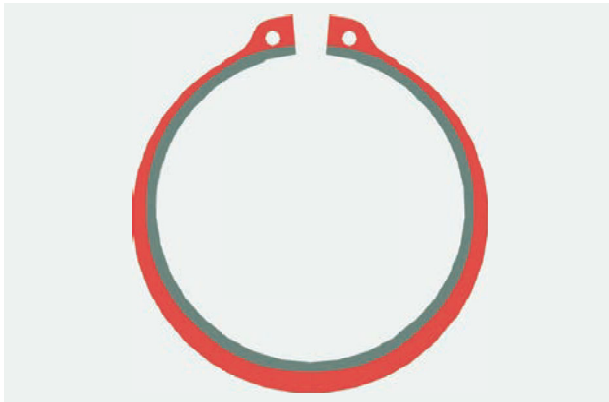


FIGURE 49: Detail of marked snap ring.

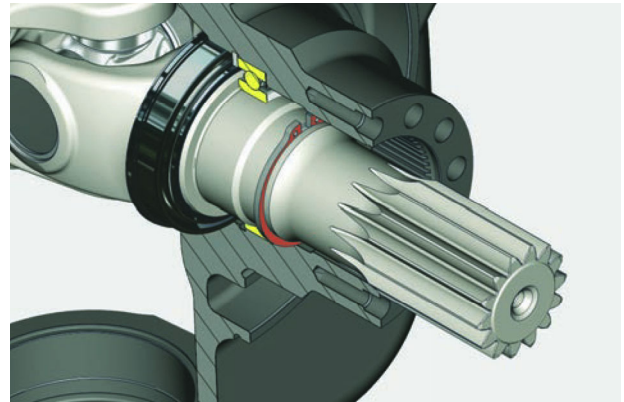


FIGURE 52: Detail.

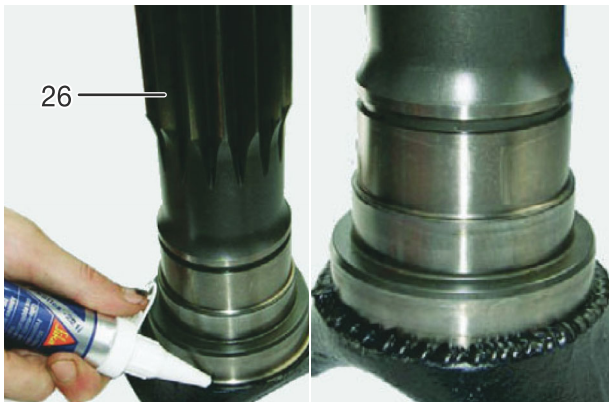


FIGURE 50: Coat the sun gear-seal ring coupling surface with Sikaflex 221.

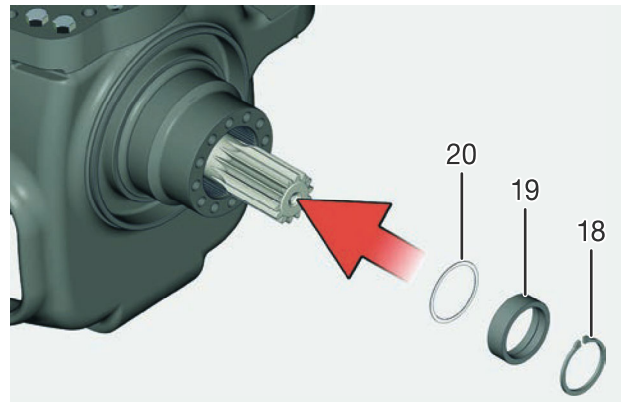


FIGURE 53: Install the shims S2 (20) of dimension previously calculated, the spacer (19) and the snap ring (18).

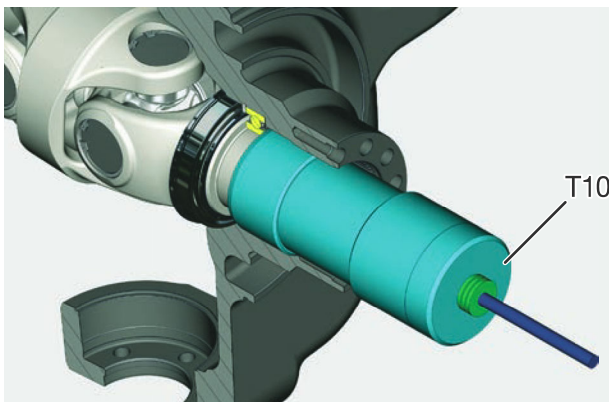


FIGURE 51: Use the following procedure to correctly assemble the semi-axle (26) completely into the joint case:
Screw a threaded rod into the semi-axle (26).
Assemble the special tool T10 (see drawing T10 p. 218).
Tighten a nut onto the threaded rod, until the semi-axle is completely seated in the case (26).

NOTE:

Support the semi-axle (26) differential side, to keep it aligned with the steering knuckle axis.

CAUTION

MANDATORY PROCEDURE

Set the pliers following the correct procedure shown in END-STOP PLIER SETTING p. 15.

WARNING

Personal injury can result when installing snap ring. The appropriate safety equipment must be worn. To avoid injury to your eyes, wear protective glasses during this procedure.

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DISASSEMBLY

DISASSEMBLY

⚠ CAUTION

Before draining oil, release the internal pressure, for details see OIL DRAINING MANDATORY PROCEDURE p. 14.

⚠ CAUTION

If disassembly is carried out in order to replace ring gear and pinion, bearings, or planetary gear, break up distance washers and calculate clearances as indicated in the sections regarding removal, disassembly, assembly and installation of differential unit and bevel pinion.

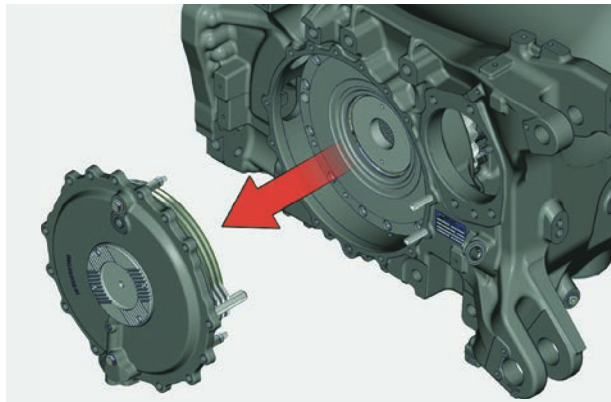


FIGURE 1: Remove the brake assembly.
For more details, see BRAKING DISCS p. 161.

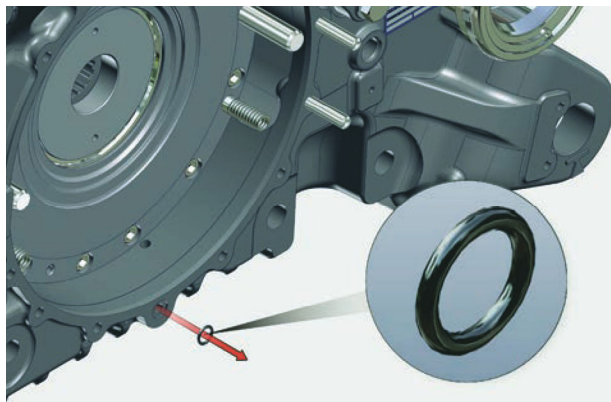


FIGURE 2: Remove the pressurised lubrication circuit o-rings.
For more details, see BRAKING DISCS p. 161.

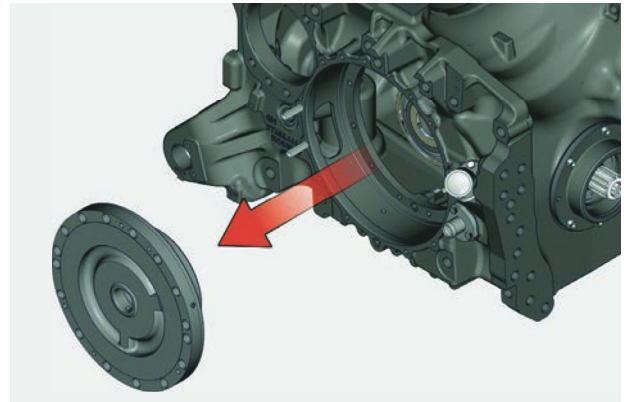


FIGURE 3: Remove the intermediate cover on the differential lock side.
For more details, see BEVEL PINION AND BEVEL GEAR PAIR p. 177.

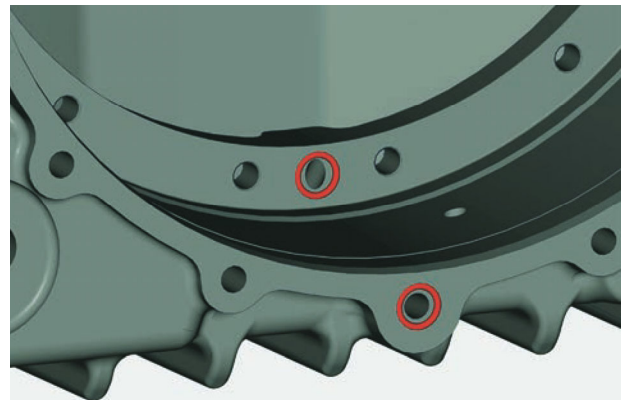


FIGURE 4: Remove the pressurised lubrication circuit o-rings.
For more details, see BEVEL PINION AND BEVEL GEAR PAIR p. 177.

ASSEMBLY

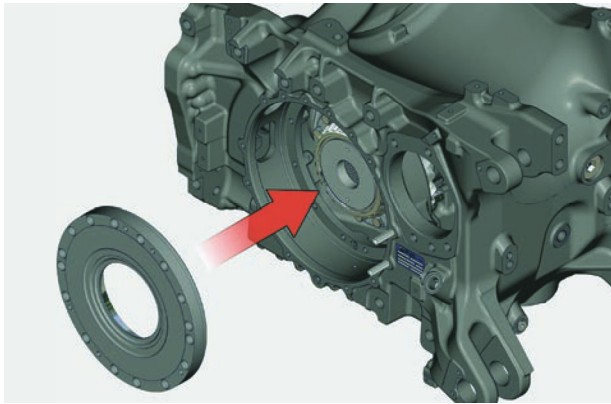


FIGURE 54: Assemble the intermediate cover in the central housing.
For more details, see BEVEL PINION AND BEVEL GEAR PAIR p. 177.

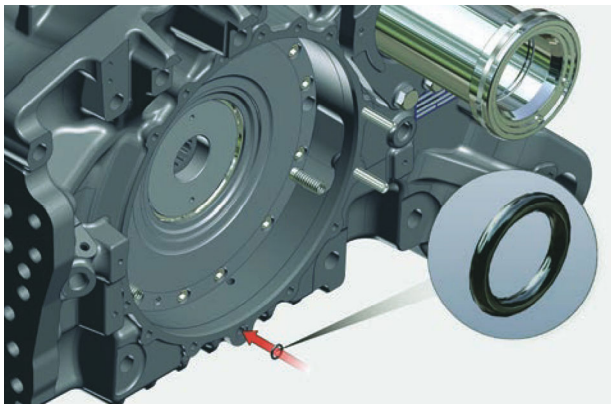


FIGURE 55: Assemble the lubrication circuit o-rings in the central housing.
For more details, see BRAKING DISCS p. 161.

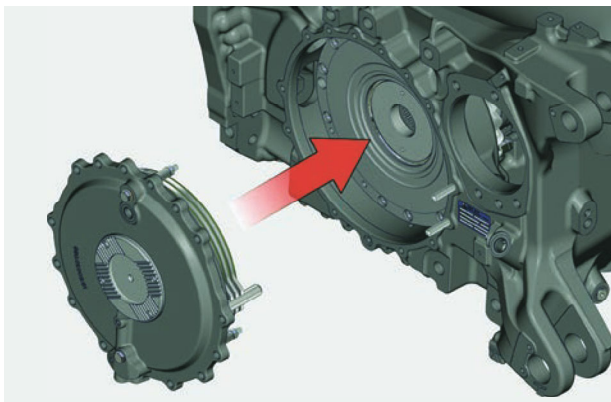
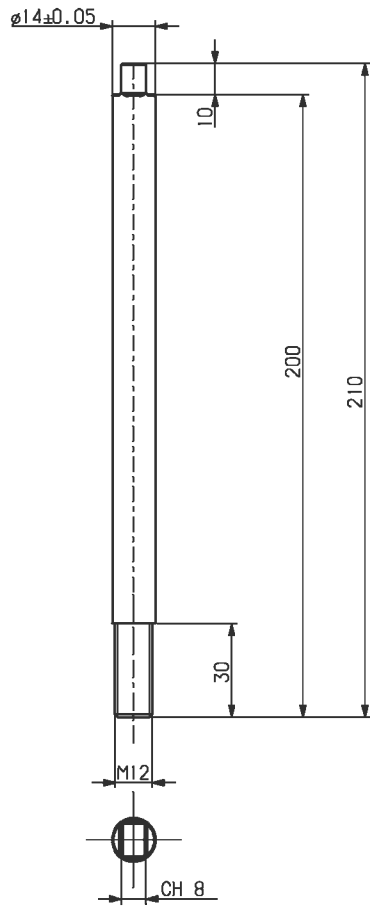


FIGURE 56: Assemble the special tool T29 (see drawing T29 p. 239) in the brake circuit supply threaded hole, lift the brake unit and install on the central housing.
For more details, see BRAKING DISCS p. 161.

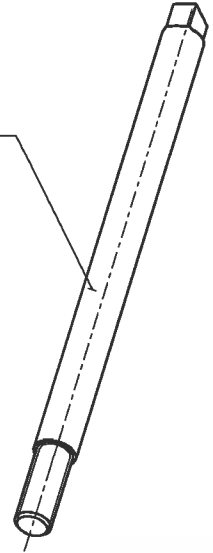
SPECIAL TOOLS

T5

P/N: 660-18-1899

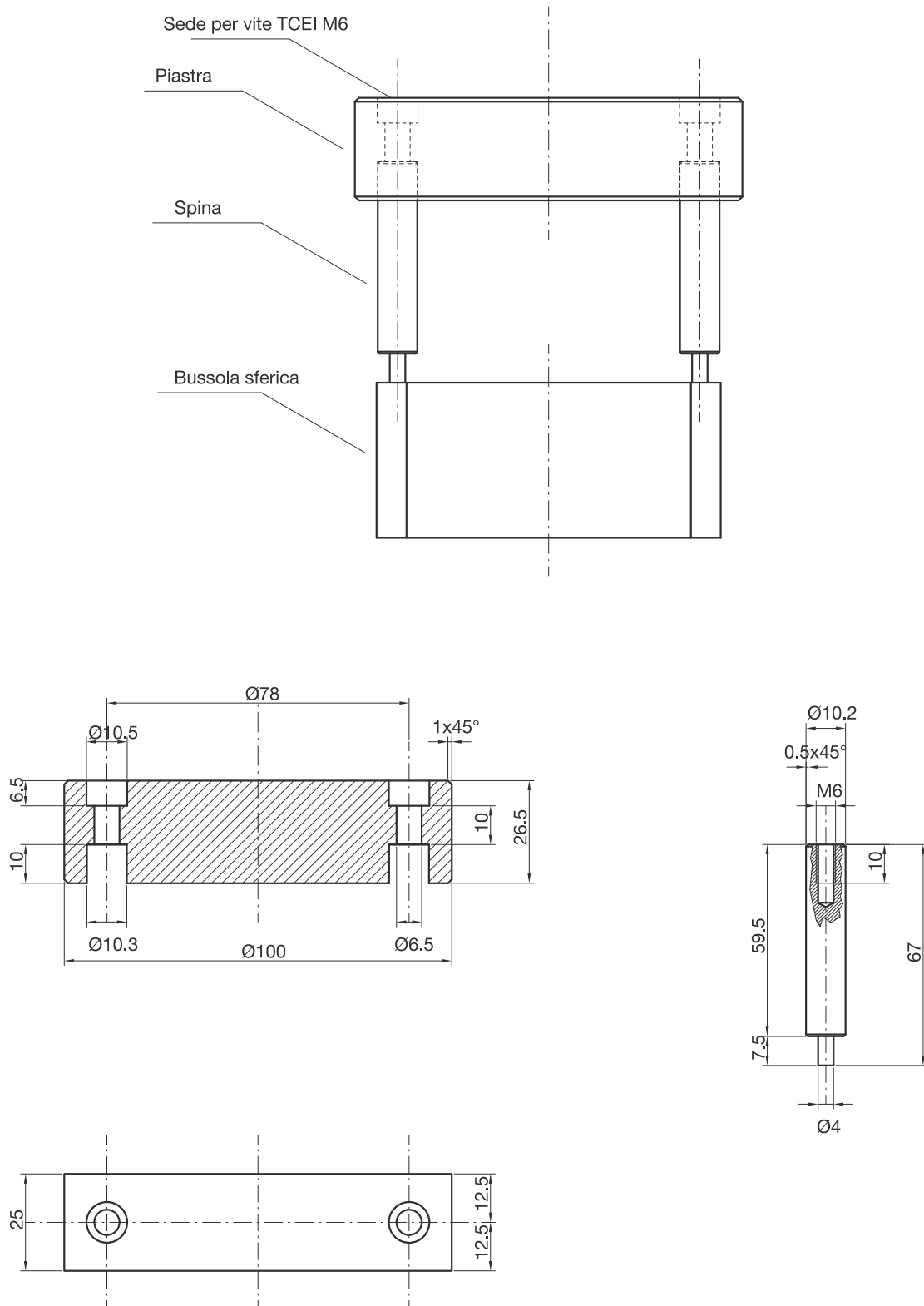


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SPECIAL TOOLS

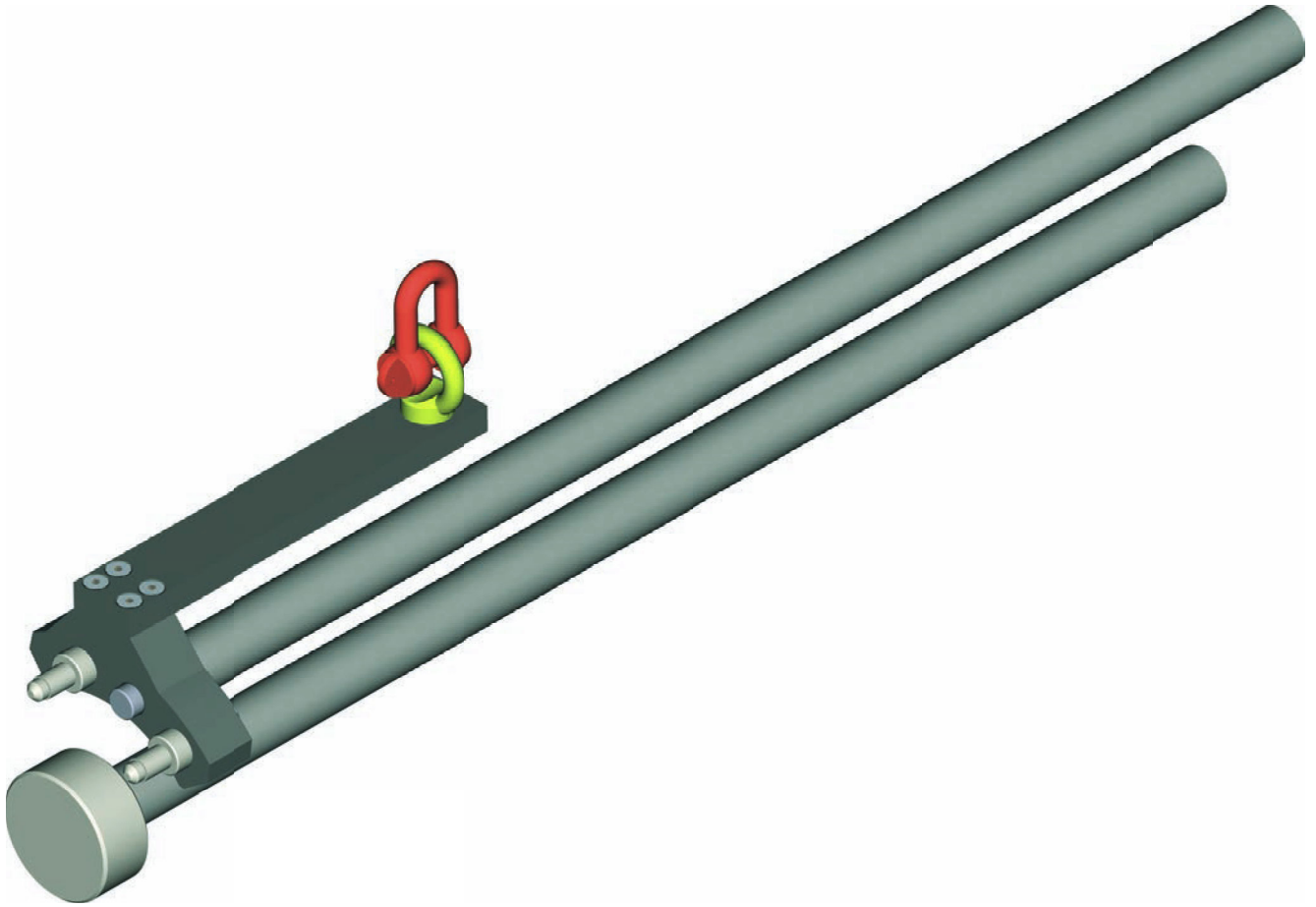
T13



SPECIAL TOOLS

T24

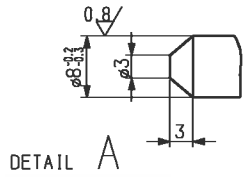
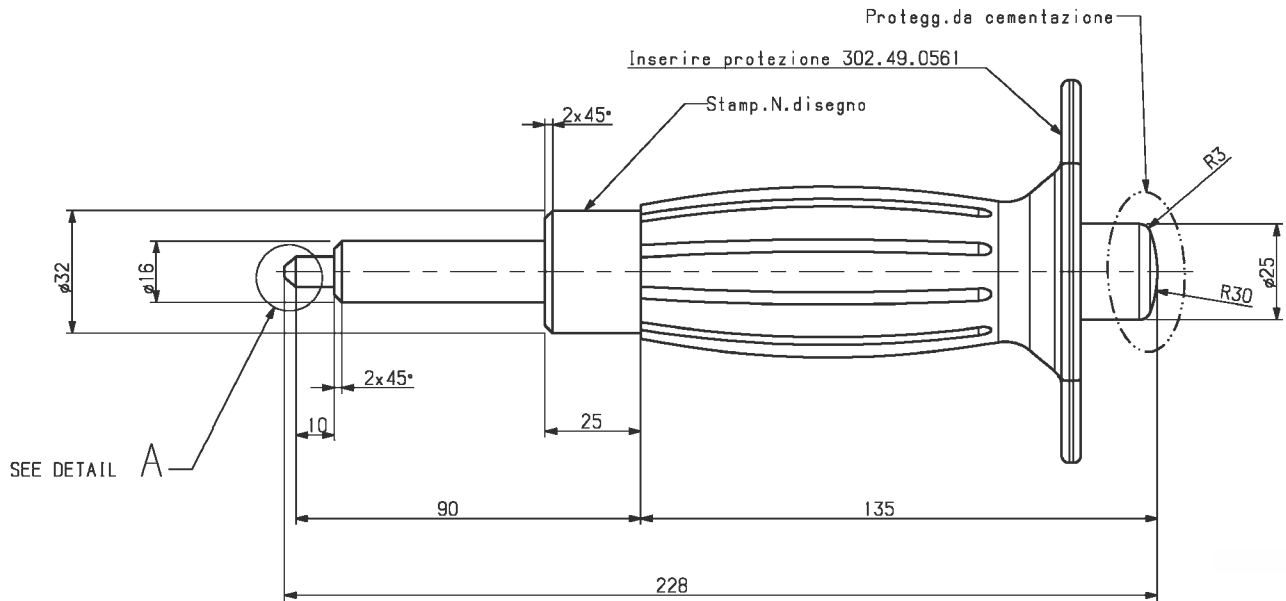
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SPECIAL TOOLS

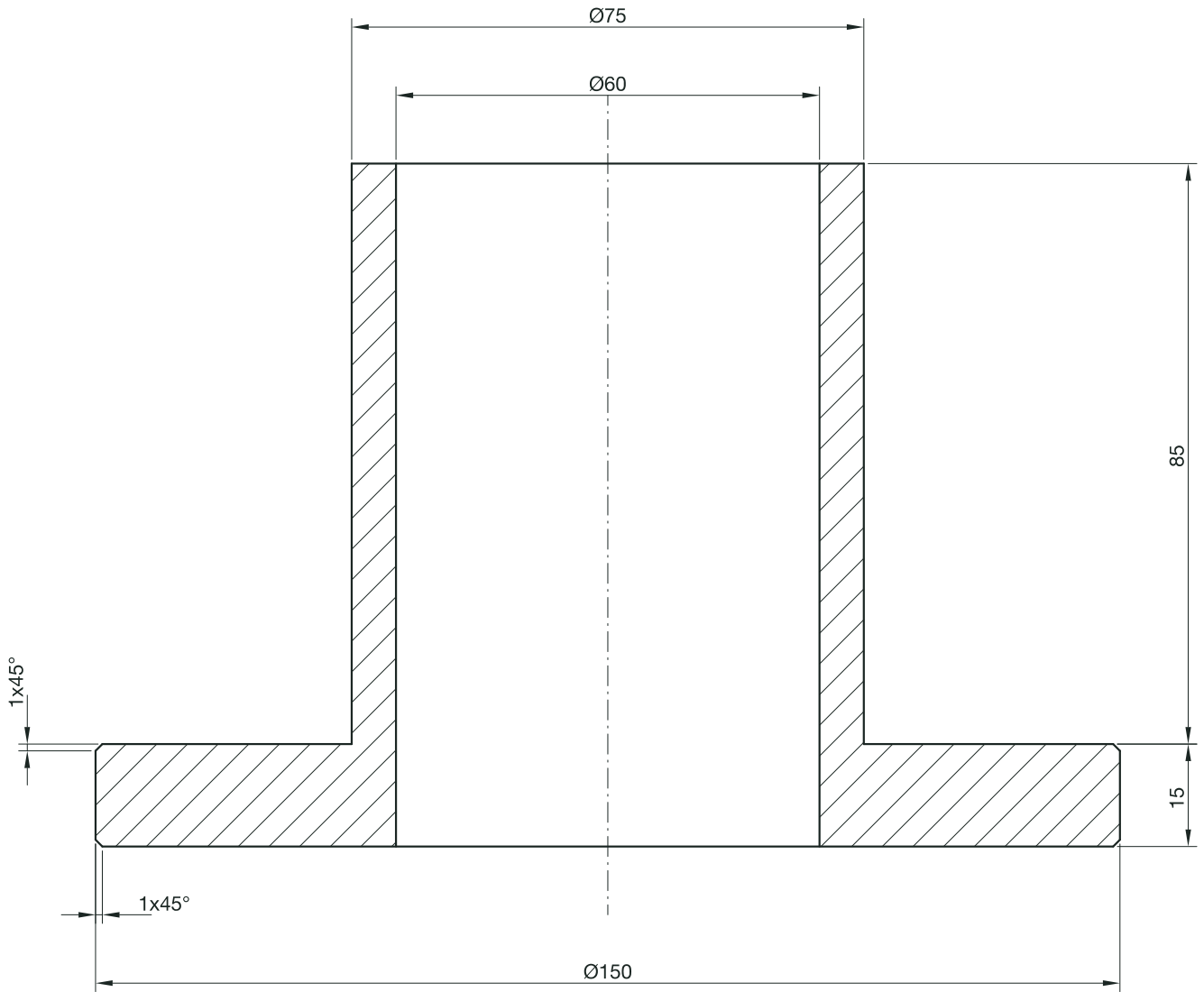
T33

P/N: 660-18-1516



SPECIAL TOOLS

T44



DISASSEMBLY

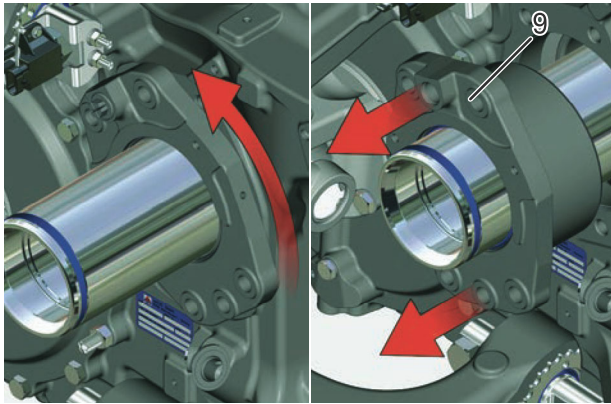


FIGURE 19: Rotate the guide sleeve (9) to create a notch, and remove it using two levers.

NOTE:

Mark the position of the guide sleeve.
Take care not to damage the surfaces.
Do not use pressure to remove the guide sleeve.

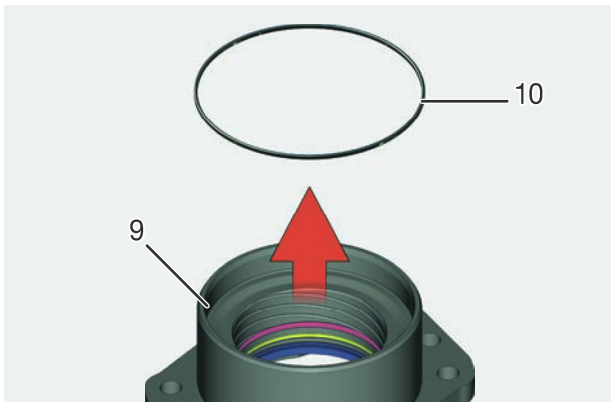


FIGURE 20: Remove the o-ring (10) from the guide sleeve (9).

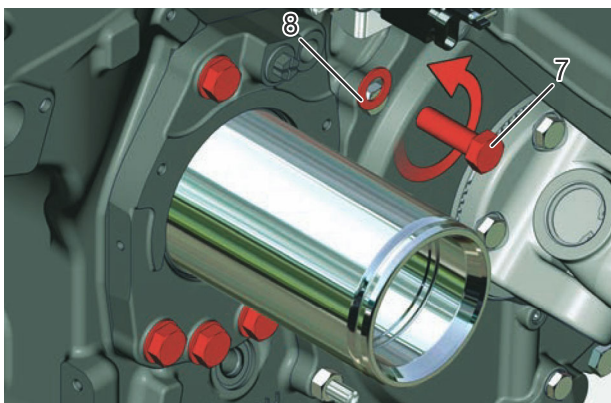


FIGURE 21: Remove the retainer screws (7) for the guide sleeve (9).
Use 2 levers to remove the guide sleeve (9).

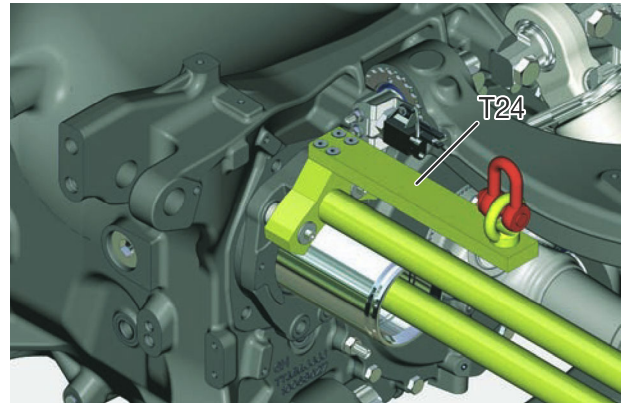


FIGURE 22: Fit special tool T24 (see drawing T24 p. 232) on the guide sleeve (9), attach to a hoist, apply tension with the hoist and use 2 levers to shift the guide sleeve (9) from its seat.

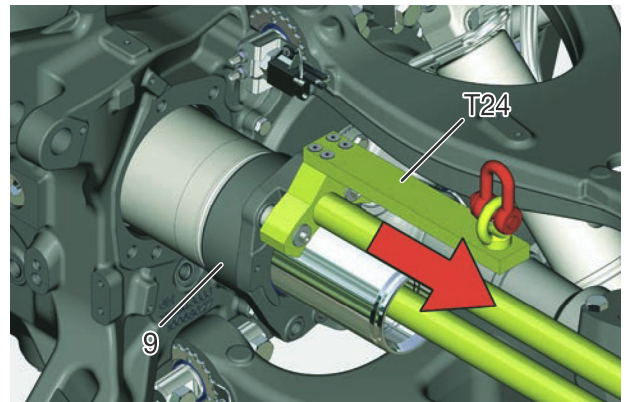


FIGURE 23: Remove the guide sleeve (9) complete with steering piston.

NOTE:

Mark the position of the guide sleeve.
Take care not to damage the surfaces.
Do not use pressure to remove the guide sleeve.

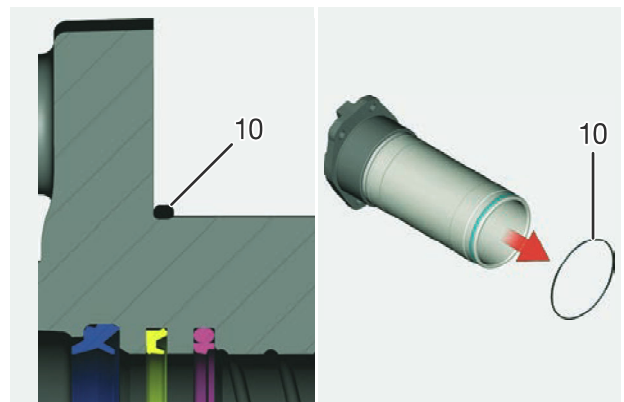


FIGURE 24: Remove the o-ring (10) from the guide sleeve (9).

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