



## Products affected

Truck			Bus			Power Solutions			
4	PGRT	LPGRS	4	FKN	CK	P93	P96	E2011	PS2024
-	-	X	-	-	-	-	-	-	-

Miscellaneous:

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## Setting the bearing preload for RB885 Disengaging tandem axle

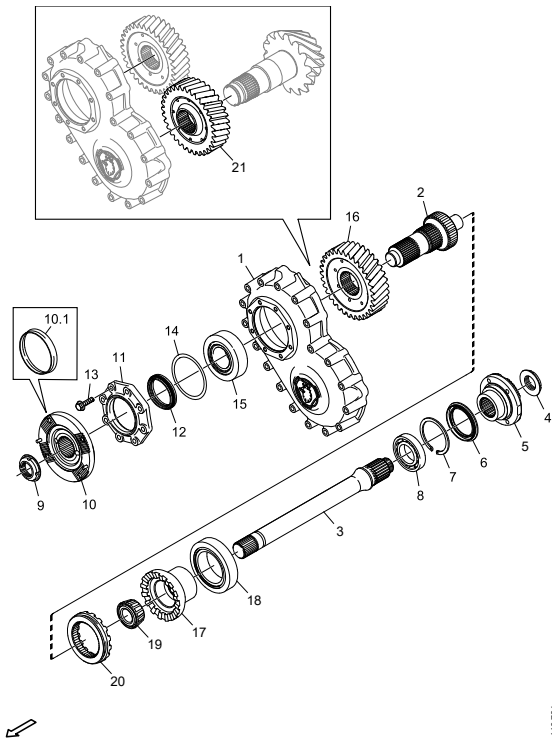
### Background

A new service solution has been introduced for the RB885 with disengaging tandem axle after bearing problems have been identified. When setting the bearing preload, the bearings should be oiled and rotated in. The bearing preload must be adjusted to  $0.05 \pm 0.05$



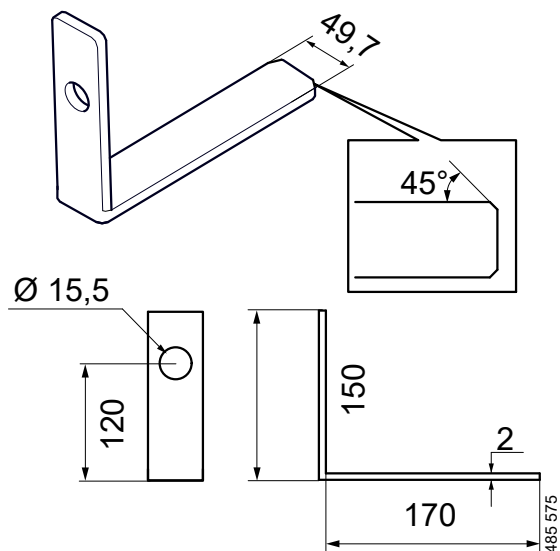
## Service solution

The bearing in the coupling disc must be oiled and rotated. To do this, a counterhold must be placed where the outgoing axis is normally located. Use an output shaft or manufacture your own counterhold as instructed in this TI.



## Setting the bearing preload

When setting the bearing preload on the disengaging tandem axle, all bearings must be oiled when fitting. After fitting, all bearings must be rotated in. To do so, a counterhold must be used in the splines of the coupling disc. Manufacture the counterhold according to these instructions.

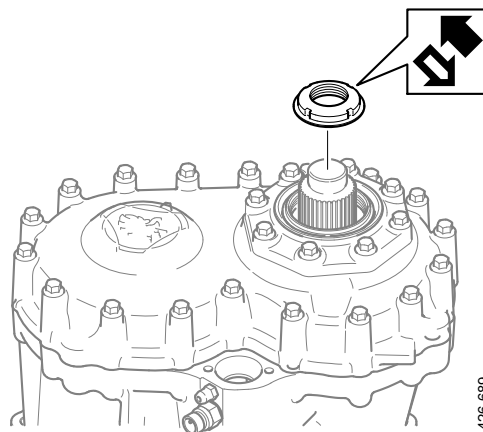


1. Use a metal sheet that is 2 mm. Cut it according to the dimensions in the illustration.
2. Bend the sheet metal according to the measurements.
3. Drill a hole for an M14 screw. The dimension of the hole should be 15.5 mm.

**New steps in the description: Fitting the cover and setting the bearing preload**

1. Make sure that all bearings are well oiled.
2. Screw a new nut on the input shaft until it stops. Then screw the entire input shaft at least 10 turns using *99 049 Hook spanner*.

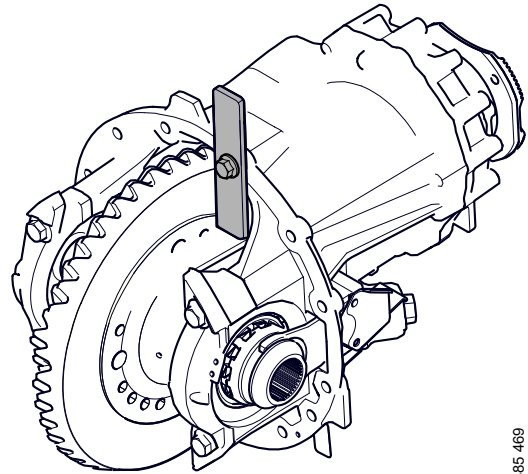
**This is done so that the bearing will settle**



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3. Fit the new counterhold into the splines of the coupling disc, make sure that the tool goes into the splines. Then screw the counterhold into the central gear housing.

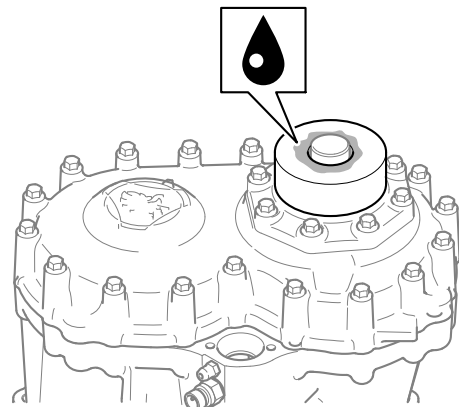


4. Then screw the entire input shaft at least 10 turns using *99 049 Hook spanner*.

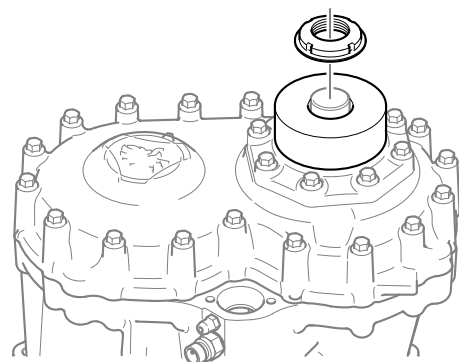
**This is done so that the input shaft bearing will settle.**

Then remove the tool. Remove the nut.

5. Fit *2 931 775 Intermediate piece* over the input shaft. Oil the surface between the tool and the nut.



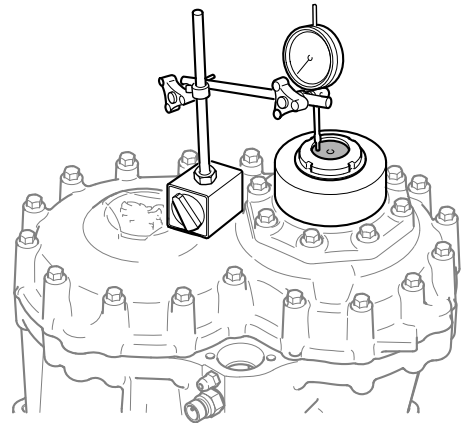
6. Fit the nut.





7. Fit 587 250 Indicator stand with fine adjustment and 98 075 Dial gauge against the shaft. Place the tip of the dial gauge against a smooth surface on the shaft.

- Mark the measuring point on the shaft and reset the clock.
- Let the dial gauge remain in place.
- Tighten the nut using 99 049 Hook spanner so that the shaft is pressed against the front bearing race, make sure that the nut is tightened until the measurement value stabilises.
- Continue turning the shaft with the hook spanner a few turns.
- Take a reading at the previously made measuring point. Record the value (axial clearance reading).
- Calculate the number of shims according to the example below.



426 692

Input shaft bearing preload:  $0.05 \pm 0.05$ .

Measure the axial clearance as described previously. Place the shims with closest corresponding thickness under the seal seat plus an additional 0.05 mm.

## Example

Axial clearance reading: 0.32 mm.

Fit 0.40 mm shims.

0.40 mm – a clearance of 0.32 gives a bearing preload of 0.08 mm, which is within the desired range.