

Auxiliary Ratchet and Non - Ratchet Gearing

When the current “9” series transmission range was introduced, in 1997, the Australian specification was different to the American version. This is still the case in that we use “Non-Ratchet Gearing” in the splitter mechanism.

The differences are in the shape of the teeth on the two gears, the matching sliding clutch and splitter valve cover. These allow for easier split changes at the high torques and GVMs which we use. The combination of the four parts allows a wider “window” of approximately an extra 50rpm for the split to engage.

Since we are a small market, it has not been possible to include information on these differences into Info-Ranger. Because of this we are still seeing many instances of wrong parts being supplied and fitted. Remember, it needs all four parts fitted as a set for the improved split to happen.

Eaton recommends that, whenever possible, all four parts are upgraded to the non-ratchet parts, regardless of whether the truck is Australian built or CBU.

RTLO 14918/16918	RATCHETED	NON-RATCHETED
Auxiliary Drive Gear	K2808	4303825
Sliding Clutch	4300907	4303822 94304418)
Splitter Gear	K3122 (4303421,4303422)	4303823
Splitter Valve/Cylinder Cover	K3331	K3332
RTLO 18918		
Auxiliary Drive Gear	K2808	4303825
Sliding Clutch	4300907	4303822 (4304418)
Splitter Gear	K3122 (4303421,4303422)	691445
Splitter Valve/Cylinder Cover	K3331	K3332
RTLO 20918		
Auxiliary Drive Gear	4304084	691474
Sliding Clutch	4300907	4303822 (4304418)
Splitter Gear	4304086	691473
Splitter Valve/Cylinder Cover	K3331	K3332
RTLO 22918		
Auxiliary Drive Gear	4304786	4304801
Sliding Clutch	4300907	4303822
Splitter Gear	4304788	4304800
Splitter Valve/Cylinder Cover	K3331	K3332