

# SECTION 09: PROPELLER SHAFT

---

## CONTENTS

1. PROPELLER SHAFT .....	2
1.1 DESCRIPTION .....	2
2. REMOVAL, DISASSEMBLY, REASSEMBLY AND INSTALLATION .....	2
3. CLEANING, INSPECTION AND LUBRICATION .....	2
3.1 CLEANING AND INSPECTION .....	2
3.2 LUBRICATION.....	2
4. EXPLANATION OF COMMON DAMAGES.....	4
5. TROUBLESHOOTING .....	4
6. SPECIFICATIONS.....	4

## ILLUSTRATIONS

FIGURE 1: PROPELLER SHAFT ASSEMBLY .....	3
--	---

## 1. PROPELLER SHAFT

### 1.1 DESCRIPTION

The propeller shaft transmits power from the transmission to the differential (Fig. 1). Refer to paragraph "6. SPECIFICATIONS" at the end of this section for propeller shaft length. The propeller shaft is "Dana Spicer Life Series SPL250" type with tubular shafts. It is provided with two heavy-duty universal joints (Fig. 1).

The propeller shaft has a half round end yoke at each end. The slip yoke is connected to the differential by a half round end yoke with two needle bearings.

The other extremity (tube yoke assembly) is connected to the transmission by a half round end yoke with two needle bearings (Allison transmission) or a flange yoke and companion flange with two needle bearings (I-Shift Transmission).

Furthermore, a slip joint on the propeller shaft compensates for variations in distance between the transmission and the differential, or between the output retarder (optional on the automatic transmission) and differential.

The rise and fall of the drive axle bring about these variations as the vehicle passes over uneven surfaces. The slip joint also eases removal of the transmission or the drive axle.

## 2. REMOVAL, DISASSEMBLY, REASSEMBLY AND INSTALLATION

Refer to "SPICER LIFE SERIES DRIVESHAFTS Service Manual" annexed to this section.

Where applicable:

- Remove or install propeller shaft safety guard.
- Screw bolts to the specified torque (Fig. 1).

## 3. CLEANING, INSPECTION AND LUBRICATION

### 3.1 CLEANING AND INSPECTION

Thoroughly clean grease from bearings, journal, lubricating grease fittings and other parts. Needle bearing assemblies may be soaked in a cleaning solution to soften hard grease particles.

It is extremely important that bearing assemblies be absolutely clean and blown out with compressed air, since small particles of dirt or grit

can cause rapid bearing wear. Do not attempt to disassemble needle bearings.

Bearing journal areas should be inspected for roughness or grooving. If light honing does not remove roughness, the entire bearing assembly should be replaced. Excessive wear of the needle bearing is indicated if the needles drop out of the retainer, or if marks are present on the journal bearing surface. In such case, replace bearing assembly. Finally, inspect yokes for cracks, wear or distortion.

#### **NOTE**

*Repair kits are available for overhaul of the propeller shaft assembly. Refer to H3-41, H3-45, VIP Parts Manual, Section 9.*

### 3.2 LUBRICATION

Lubricate propeller shaft universal joints periodically, every 100,000 miles (160 000 km) or every 6 months, whichever comes first. Apply grease gun pressure to the lube fitting. Use a good quality lithium-base grease such as: NLGI No.2 E.P. Grease (suitable for most temperatures). Refer to "Spicer Life Series Driveshafts Service Manual", under heading, "Lubrication Procedures – Universal Joints".

#### **NOTE**

*Do not assume that bearing cavities have been filled with new grease unless it has expelled around all seals.*

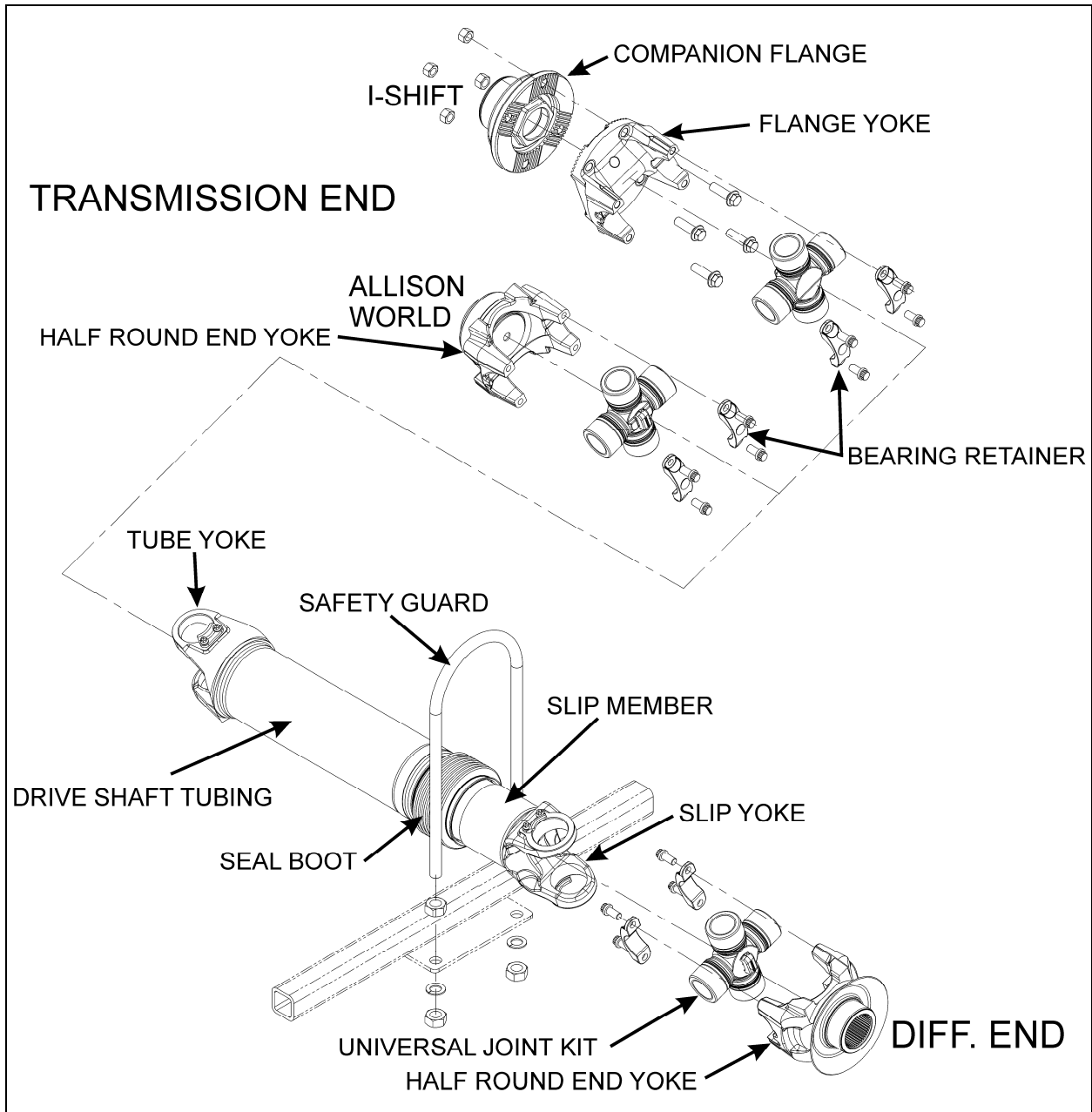


FIGURE 1: PROPELLER SHAFT ASSEMBLY

09003

**4. EXPLANATION OF COMMON DAMAGES**

**1. Cracks:** Stress lines due to metal fatigue. Severe and numerous cracks will weaken the metal until it breaks.

**2. Galling:** Scraping off of metal or metal displacement due to friction between surfaces. This is commonly found on trunnion ends.

**3. Spalling (surface fatigue):** Breaking off of chips, scales, or flakes of metal due to fatigue rather than wear. It is usually found on splines and U-joint bearings.

**4. Pitting:** Small pits or craters in metal surfaces due to corrosion. If excessive, pitting can lead to surface wear and eventual failure.

**5. Brinelling:** Surface wear failure due to the wearing of grooves in metal. It is often caused by improper installation procedures. Do not confuse the polishing of a surface (false brinelling), where no structural damage occurs, with actual brinelling.

**6. Structural Overloading:** Failure caused by a load greater than the component can stand. A structural overload may cause propeller shaft tubing to twist under strain or it may cause cracks or breaks in U-joints and spline plugs.

**5. TROUBLESHOOTING**

Refer to "*Spicer Life Series Driveshafts Service Manual*".

**6. SPECIFICATIONS**

**PROPELLER SHAFT**

**H3 VEHICLES EQUIPPED WITH AN AUTOMATIC WORLD TRANSMISSION**

Make ..... Hayes-Dana Inc.  
Series..... SPL250  
Prevost number .....580087  
Length.....835 mm

**H3 COACHES EQUIPPED WITH I-SHIFT TRANSMISSION**

Make ..... Hayes-Dana Inc.  
Series..... SPL250  
Prevost number .....580085  
Length.....820 mm