



California Clutch & Gear presents

The Gear Gazette

Number 8 – October 2011

CARB Compliance.



On March 23rd, 2011, the California Air Resources Board

released their Truck and Bus Regulation Compliance Requirements Summary.

These requirements offer two methods of compliance.

The first is engine model year compliance schedule, described by the table below:

Engine Year	Requirement from January 1st
Pre 1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012-2020, then 2010 engine
2000-2004	PM filter from 2013-2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009	No requirements until 2023, then 2010 engine
2010	Meets final requirements

The second option is the phase-in option, and this allows fleets to determine which of their truck they will retrofit and when, regardless of engine year.

To use the phase-in option, fleets must meet the following requirements:

Compliance Date	Vehicles w/ PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

Using this option requires the fleets to report

information about all their heavier trucks starting January 31st, 2012.

Additionally, fleets using the phase-in option (and complying with reporting requirements) may be eligible for certain credit or delays to the compliance requirements.

Go to www.arb.ca.gov/diesel/diesel.htm for more information.



Truck Fact: Economists Watch October Trucking

Economist watch many industries and numbers to determine what the economy might be like in the future.

Economists call these “indicators.” Many economic forecasters watch the trucking industry during the month of October as an indicator for the Christmas shopping season.

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Help Us Help You

Identifying Driveline Series

From axles to PTOs, drivelines are an integral part of your trucks.

What follows is a quick primer on how to identify the series of your driveline parts.

Spicer has made two generations of drivelines. The older generation uses a four-digit number to identify the series: from 1000- series to 1810-series (there are a couple larger than 1810, but they are very rare).

The later generation is called the “Spicer Life” series. These series use an “SPL” in their nomenclature, as in SPL90 or SPL250.

A Little Nomenclature

We use a couple terms to differentiate between the two types of end yokes and u-joints. It’s important to know these terms.

Full Round. We use the term “full round” to indicate that all four caps of the u-joint are installed from the outside of the yoke, sliding through the yoke ear onto the u-joint cross.

Half Round. The term “half round” means that one set of u-joint caps are installed with straps holding them to the end yoke, and the end yoke has a half circle for the u-joint to fit in.

Late Generation Identification

Late generation yokes and u-joints are probably the easiest to identify, as most series have the u-joint part number stamped on their caps.

Nearly all late-generation end yokes are half-round.

In those rare cases where there isn’t a part number on the u-joint, you can use the method for early generation identification.

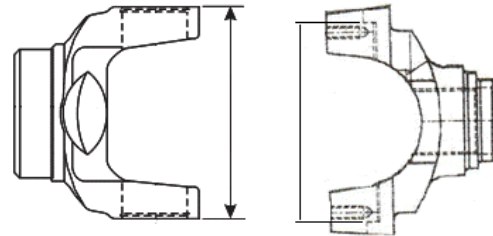
In these cases, it’s helpful to have a center-to-center bolt hole measurement of one of the straps that holds the u-joint caps to the yoke.



Early Generation Identification

Early driveline series identification is a little more complicated. It requires one – and sometimes two – measurements from the yoke or u-joint.

First, we need the overall length of the u-joint with the caps, but not the bearing plates. The easiest way to get this is to measure the yoke.



For a full-round yoke (pictured above left), measure from outside to outside where the u-joint cap plates meet the yoke.

For a half-round yoke (pictured above right) measure from inside to inside of the tangs that hold the u-joint caps in place.

Second, depending on the series, we may need to know the outside diameter of one of (or in some cases) all of the u-joint caps.

With these two pieces of information we can identify practically any universal joint series over the phone.

California Clutch and Gear Yes, We Do Drivelines.

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