



California Clutch & Gear presents

The Gear Gazette

Standard Transmissions * Differentials * Drivelines * Clutches * Flywheels
Removal & Replacement * Axle Shafts * For Mid-Range and Heavy Duty

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Get Ready for Low Rolling Resistance Tires

Most tractors with a manufacturing year of 2010 or older will be required to install new “Low Rolling Resistance” tires by January 1st, 2013.

By January 1st, 2017, all 53-foot and longer trailers will be required to install these tires as well.

Trailers registered as “storage trailers” and registered short-haul tractors are exempt from these requirements.

What do Low Rolling Resistance Tires Do?

Also known as US EPA SmartWay verified tires, Low Rolling Resistance (LRR) Tires are supposed to help increase fuel efficiency by, much as the name suggests, lowering the rolling resistance.

According to the Rocky Mountain Institute LRR tires can provide a 2-3% fuel consumption benefit.

According to the California Air Resources Board, the cost of LRR tires is up to \$50 higher per tire.

CARB, however, fails to factor in the cost of replacing tires in January 2013 with LRR tires before they would normally be replaced due to wear.

Call Toll-Free:

(800) 432-7348 #1

Local # (562) 921-7754

Safety Tool for Transmission Removal

Whether it's for transmission work or a clutch job, pulling a transmission is a big, dangerous job.

Trans-Grip, a molded tool to help secure transmission on a transmission jack, are available for select models of Fuller transmissions and some medium-duty transmissions

Contact us to check price and available, or to place an order



“Clean Truck Month” Netted More Than 700 Citations

The California Air Resources Board declared August “Clean Truck Month,” and, according to a California Construction Trucking Association web site article, inspectors performed more than 6000 inspections and issued more than 700 tickets.

According to CARB's web site, penalties can range from fines of \$300-\$10,000 per day, liens on real estate and personal property, complications in vehicle registrations, renewals and transfers and the possible removal of the vehicle from service.

Additionally, CARB can employ the force of the Franchise Tax Board to collect fees.

Wet Weather Coming, Power Divider Reminder

As the winter months approach, along with wet weather and spinning wheels, it's a good time for a refresher course on the function of a power divider.

A power divider, much as the name suggests, divides the power between the two axles. The nest assembly in the PD acts much like the wheel differential on each axle.

When the PD is unlocked or "open" the power will always try to find the wheel of lowest resistance, that is any tire with no or insufficient traction.

When this happens, the truck will lose forward momentum and the tire without traction will spin while the other tires remain still.

When the power divider is locked in or engaged, an equal amount of power is sent to each axle, regardless of any loss of traction to one wheel.

Simply put, when the power divider is engaged, the truck will continue moving, even if a tire loses traction.

There are, however, a couple things to remember about power dividers:



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- Once you are back to normal traction conditions, the power divider should be **disengaged**. Driving with the power divider engaged will damage one or both axles.
- **Never engage** a power divider during a **spin-out**. In fact, it's safest to make sure the vehicle is **completely stopped** before engaging the power divider.

Additionally, never allow a single wheel to spin for an extensive amount of time. Doing so can damage the compensator assembly in the power divider.



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