

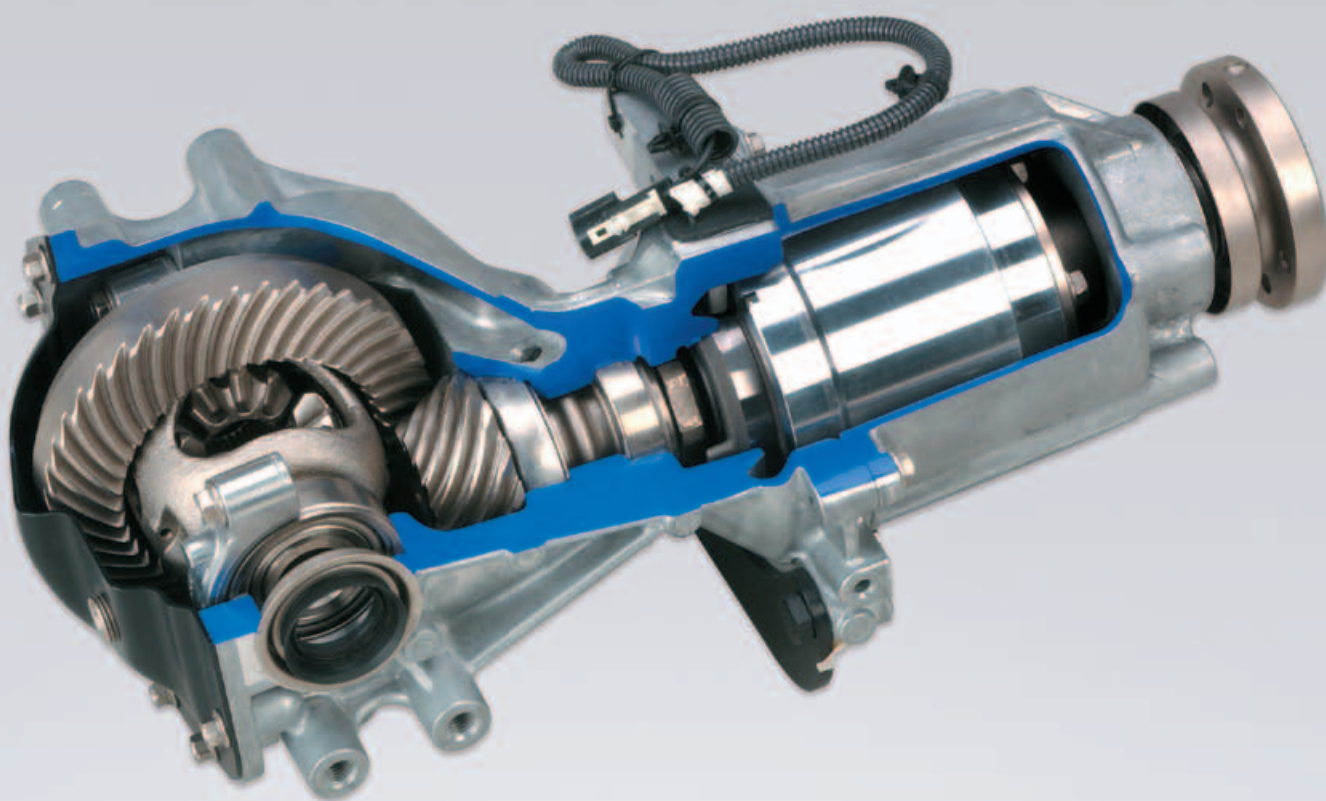
Spicer® AdvanTEK® Axles

A Full Range of Quiet, Lightweight, and Reliable Drive Axles
for Light-Vehicle Applications up to 6 Tonnes



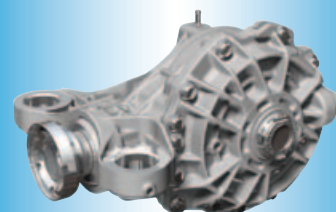
SPICER®

Drivetrain Products



The Axle Advantage

Dana's line of innovative Spicer® AdvanTEK® axles provide best-in-class noise, vibration, and harshness (NVH) performance and greater power density in a lightweight, compact package.

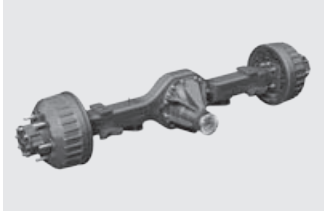


Spicer® AdvanTEK® Axles

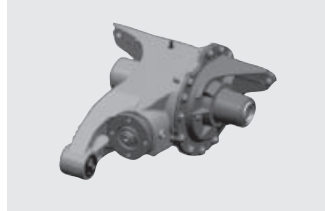
A Complete Line of Quiet, Lightweight, and Reliable Drive Axles Designed for Today's Light-Vehicle Buyers

The proven, reliable, Spicer® AdvanTEK® range of drive axles offers class-leading efficiency, refinement, and durability for light-vehicle applications – including passenger cars, crossovers, sport-utility

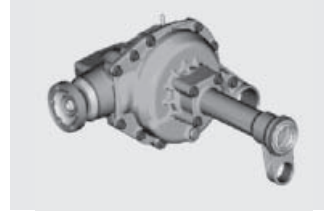
vehicles, and light commercial vehicles. AdvanTEK axles are rugged, yet lightweight, and offer best-in-class noise, vibration, and harshness (NVH) performance with greater power density.



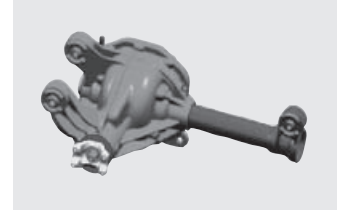
Beam Axle – Salisbury and Banjo



Clam Shell - Rear Independent Suspension



Clam Shell - Front Independent Suspension



Salisbury – Front Independent Suspension

Beam style axles are offered in Salisbury and Banjo construction, while independent axle styles include clam shell and Salisbury designs.

Lightweight Features:

- Gear geometry designed specifically for use with aluminum housings
- High performance axles with a smaller, lighter weight geometry
- Laser welded ring gear to differential available for weight reduction
- Flangeless coupling to propshaft options available

High-Performance Features:

- Improved gear power density
- Optimized NVH performance
- Best-in-class motion transmission error (MTE) gears
- Reduced gear backlash and companion flange runout

Other Differentiating Options:

- Enhanced efficiency and improved fuel economy through lower hypoid offsets and proprietary assembly technology
- Double angular contact ball bearings optional
- Available with ductile iron or aluminum carrier materials
- Differential options include open, limited slip, and electronic locking
- Increased contact ratios and large bore low-drag bearings
- Proprietary assembly process optimizes build tolerances
- Available with integral torque couplings
- Applications range from 2,100 Nm to 19,000 Nm maximum ring gear torques

Specifications		
Ring Gear Size*	Max. Torque Capacity	Min. Gear Ratio
140 mm	2,100 Nm	2.35:1
150 mm	2,700 Nm	2.41:1
160 mm	3,300 Nm	2.69:1
170 mm	3,700 Nm	2.69:1
180 mm	4,300 Nm	3.07:1
190 mm	5,000 Nm	2.69:1
200 mm	5,700 Nm	2.69:1
210 mm	6,500 Nm	2.69:1
220 mm	7,400 Nm	2.69:1
235 mm	8,700 Nm	3.07:1
250 mm	11,500 Nm	3.31:1
275 mm	13,600 Nm	3.58:1
300 mm	19,000 Nm	3.58:1

* Other available standard ring gear sizes: 181 mm, 186 mm, 205 mm, 207 mm, 216 mm, 256 mm.

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All applications must be approved by the Dana Application Engineering Department. Specifications and/or design are subject to change without notice or obligation.