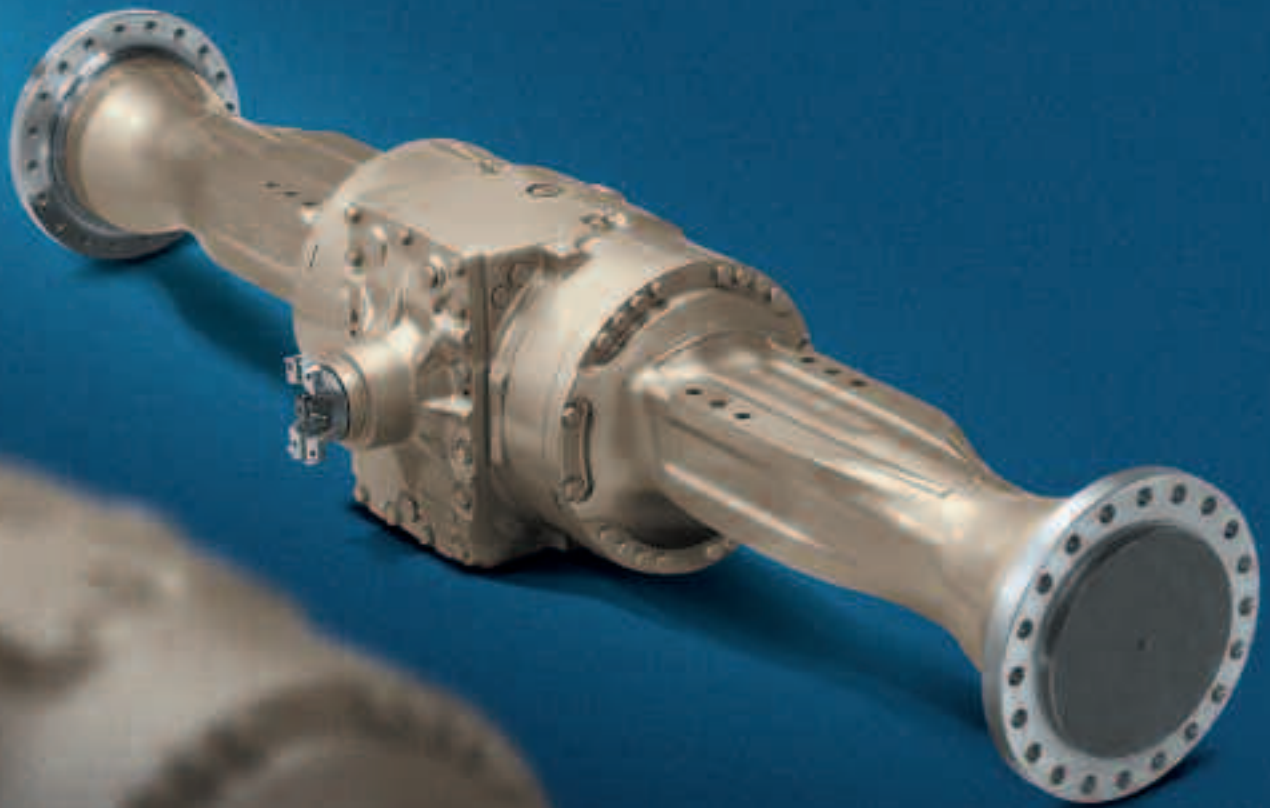




JOHN DEERE

*Inboard Planetary
Axles For Demanding
Applications*

Funk Drivetrain Components



HIGH-TORQUE. LOW-SPEED. HEAVY-DUTY.

.....

Tough Jobs Call For Tough Axles

And the Funk inboard planetary axles are as tough as they come.

When the workloads are heavy and the conditions are harsh, your equipment needs axles that can handle the pressure.

Our TEAMMATE™ II family of axles has proven itself over and over – and under the most stringent conditions. Their strength and durability have made them a fixture in the forestry, ag, oil field, mining, and construction industries, as well as in a number of specialty applications.

Our high-torque, low-speed axles are designed using a building-block concept that enables us to offer thousands of configurations and, essentially, to custom-build an axle to fit your torque and load requirements precisely.

All Funk axles are non-steerable, and are built strong to contribute to the rigidity of your equipment's frame. And because they offer wide bearing spacing, they give you additional track width flexibility.

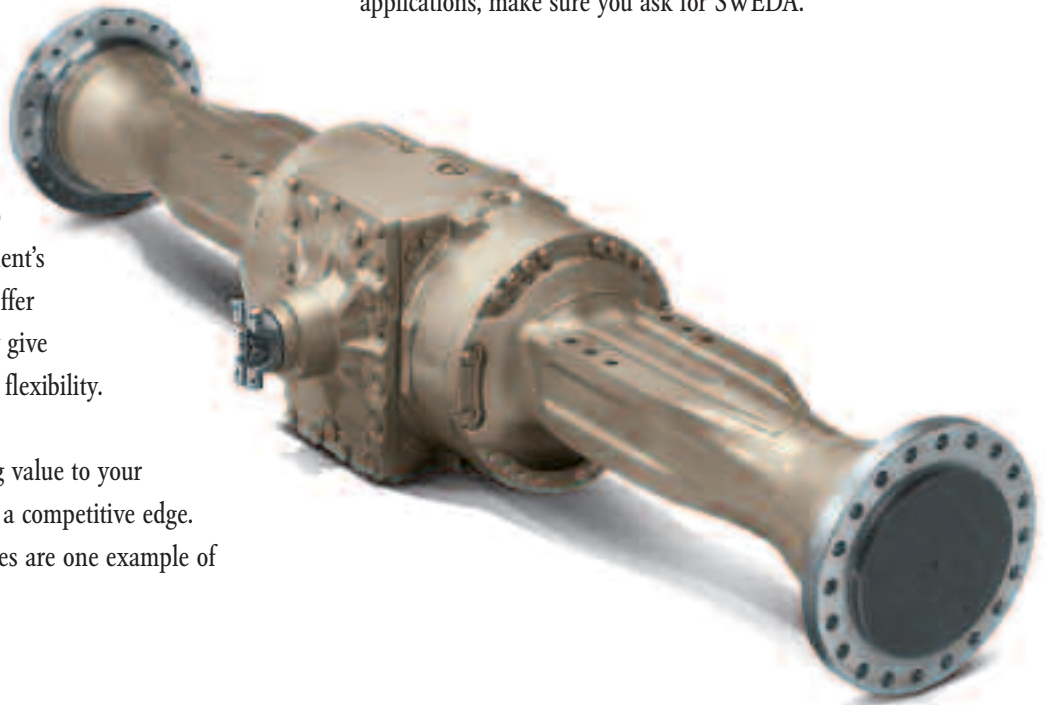
We're committed to adding value to your equipment and giving you a competitive edge. Our inboard planetary axles are one example of that commitment.

For low ground pressure applications, ask for SWEDA.

SWEDA is our Super Wide Extreme Duty Axle, and it's ideal in situations where your vehicles must leave only a minimal footprint without sacrificing rugged performance. Dual and wide tires can help in such situations, but they create additional demands on the axle – and that's where SWEDA comes in.

SWEDA offers greater flange-to-flange length, larger axle shaft size, and increased outboard bearing capacity. In addition, we employ metal-to-metal face seals to prevent oil leakage and keep debris out of the axle.

For skidders, oil exploration, and other demanding applications, make sure you ask for SWEDA.



TEAMMATE™ II Facts and Figures

SERIES 1200

Peak vertical load:	Flange to flange:	Reduction ratios: 15	Peak axle torque:
240,000 N (54,000 lbs)	1,300 mm (51.18 in) 1,500 mm (59.10 in) 1,700 mm (66.93 in) 1,953 mm (76.89 in)	Min. 4.433 Max. 33.429	35,000 Nm (310,000 in-lb) per axle shaft

SERIES 1400

Peak vertical load:	Flange to flange:	Reduction ratios: 12	Peak axle torque:
300,000 N (67,000 lbs)	1,700 mm (66.93 in) 1,810 mm (71.26 in)* 1,953 mm (76.89 in) 2,063 mm (81.22 in)*	Min. 16.208 Max. 32.914	47,400 Nm (420,000 in-lb) per axle shaft

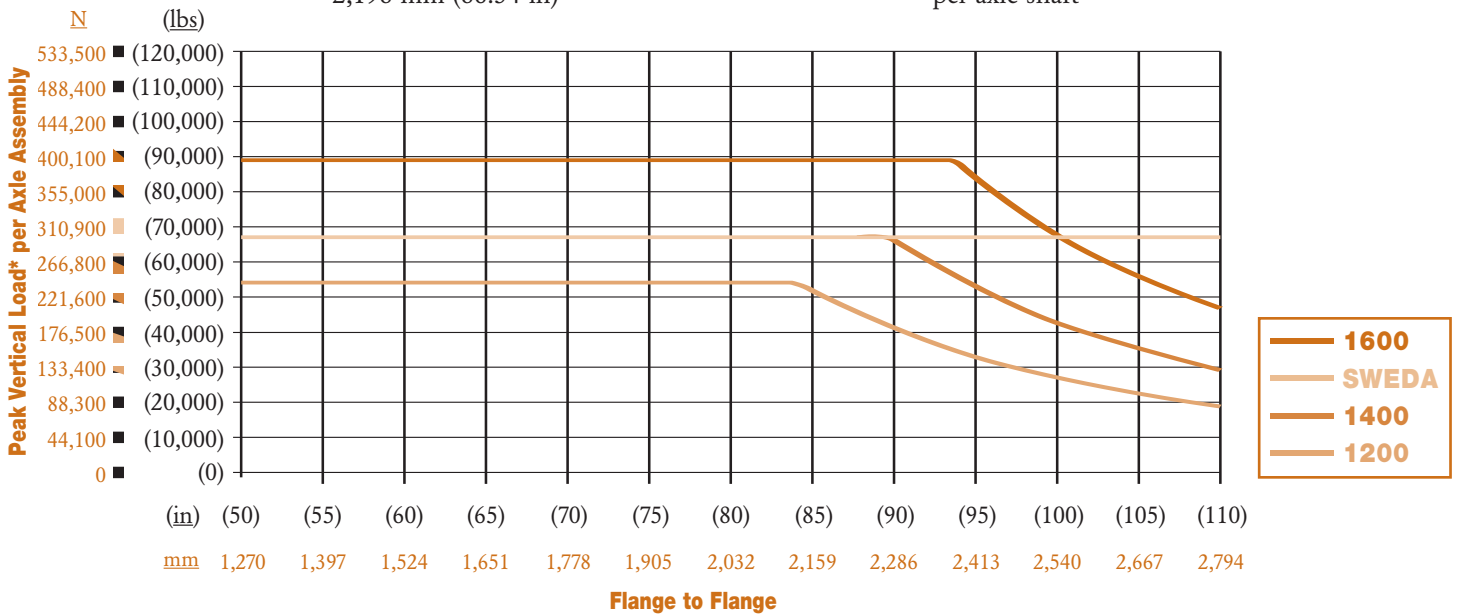
* Only with 6.400:1 FD Ratio Reduction

SERIES 1400 SWEDA

Peak vertical load:	Flange to flange:	Reduction ratios: 3	Peak axle torque:
300,000 N (67,000 lbs)	2,540 mm (100.00 in)	Min. 27.927 Max. 32.914	47,400 Nm (420,000 in-lb) per axle shaft

SERIES 1600

Peak vertical load:	Flange to flange:	Reduction ratios: 6	Peak axle torque:
395,000 N (88,000 lbs)	1,994 mm (78.50 in) 2,094 mm (82.40 in) 2,198 mm (86.54 in)	Min. 16.208 Max. 29.922	67,700 Nm (600,000 in-lb) per axle shaft



*Peak load level (fixed axle) assuming traction limited condition, 0.5 traction coefficient, and a specified loaded tire rolling radius.

TEAMMATE™ II Axles At A Glance

Spiral bevel gear set

- Designed for bidirectional operation
- Reduced sliding-tooth contact for longer life

Inboard multiple wet disc brakes

- Larger sump means cooler operation and longer life
- Protected from contaminants
- Last up to 4x longer than dry disc brakes
- Spark-free for hazardous environments
- Independent or dual-activated for design flexibility
- Hydraulically applied: automatic adjustment reduces routine maintenance costs
- Anti-chatter brake facing improves operation
- Annular brake (1,000 psi/6,895 kPa) offers greater installation flexibility with lower operating pressure, increased torque capacity, and decreased brake repair costs
- Parking brake option

Building-block design

- Thousands of configurations
- Properly sized axles minimize installation costs
- Wide range of standard reduction ratios that match up with existing powertrain components
- Vehicle mounting options: fixed-mount or centerline oscillation
- Large mounting area on axle housing accommodates variety of frame-mount locations
- Axle flange stud hole or tapped hole options
- Simple design means fewer parts for greater reliability, minimal parts and service inventory

For additional information, contact:

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Differential options

- Standard, no-spin, or John Deere DIF-LOK, matched to application requirements
- Operator-controlled DIF-LOK matches axle operation to conditions; provides better steering control, maneuverability, and tire life
- Hydraulic design for on-the-go engagement

Oscillation

- Centerline oscillation reduces driveline arc for longer life
- Eliminates need for cradle, reducing installation costs
- Dual-pivot oscillation means easy installation, adjustment, and maintenance

Input yoke dust seal

- Improves life of long input shaft seal

Inboard planetary reduction

- Large planetary handles torque and forward-reverse transitions
- Larger sump for cooler operation
- Planetary doesn't compete with wheel space, so tire size is flexible

Proven Off-highway Performance

Your equipment deserves nothing less.

Funk drivetrain components are backed by over 50 years of OEM and off-highway experience. This tradition of quality engineering and manufacturing goes into each inboard planetary axle we produce.

When you choose a Funk inboard planetary axle, you know you are getting the best combination of product design, manufacturing quality, application engineering support, and dedicated service.

To see how Funk drivetrain components can add value to your equipment call 1-800-533-6446.

