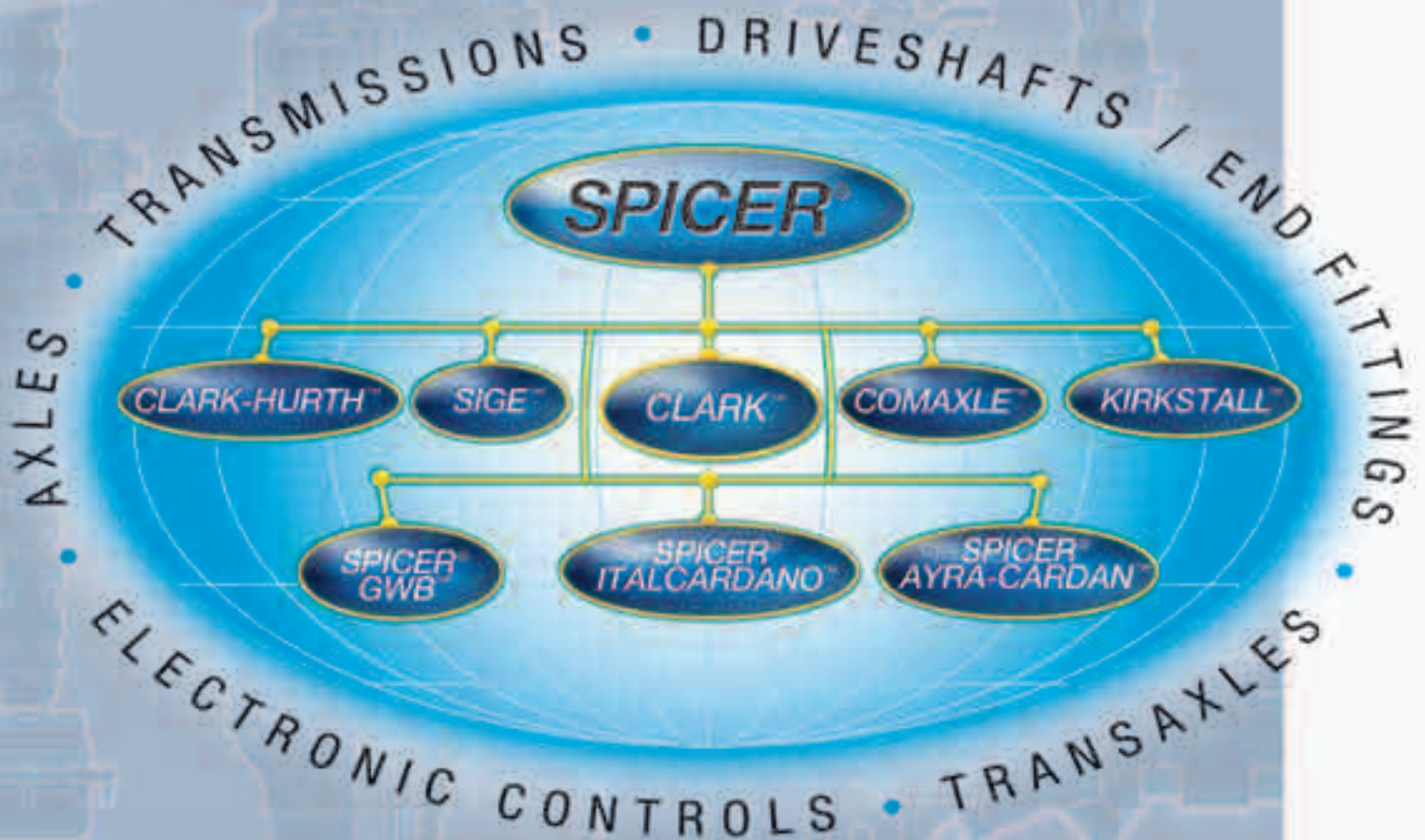


There Is No Substitute for Genuine Spicer® Products

SPICER®
OFF-HIGHWAY COMPONENTS

Genuine Spicer® products are manufactured to the same high standards as OE parts – because *they are* OE parts. That means when a component is replaced with a genuine Spicer product, it's being replaced with original equipment, ensuring the same performance and reliability you've come to expect.

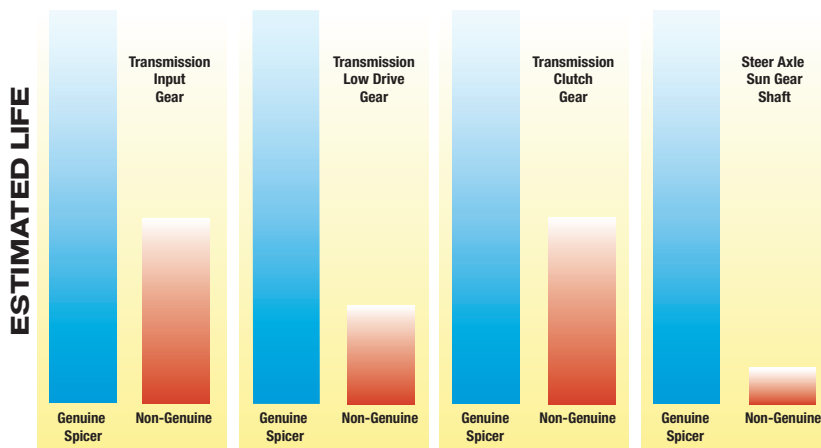


Spicer® Gearing Saves Money and Downtime

Non-genuine replacement parts are usually not manufactured to the same standards as genuine Spicer® OE products. Spicer gearing is manufactured with a special grade of steel that is machined and heat-treated to great precision. It is produced in matched sets to provide optimum set-up and mating of the gears.



SPICER® vs. NON-GENUINE



The Spicer® Advantage

- Superior Metallurgy: More consistent, higher quality product.
- Hobbed and Shaved Gearing: Provides optimal mating to minimize stress and maximize life, *reducing downtime and cost.*
- Precision Heat-Treating and Shot-Peening: Our parts are heat-treated and shot-peened to great precision and measurement to meet specific application demands. These processes ensure consistent quality, enhanced life, and exceptional durability, *reducing downtime and cost.*

You Get What You Pay For.

Here are some examples of what can happen when you use non-genuine replacement parts instead of genuine Spicer OE parts:

A non-Spicer transmission input gear from a failed three-speed forklift transmission shows extreme error in gear geometry from a hobbed (not shaved) manufacturing process. With severe involute error and undersized pitch and outside diameters, the result is stress concentrations near the root that caused pitting failure. Estimated life* is **50% less** than genuine Spicer.

A non-Spicer low-drive gear from the four-speed transmission of an underground mining vehicle shows

extreme involute error from a hobbed (not shaved) manufacturing process. With no shot-peen and a poor surface finish on the flank and at the root profile, tooth failure occurred in the bending mode. Estimated life* is **75% less** than genuine Spicer.

A non-Spicer transmission clutch gear from an underground mining vehicle shows extreme error in gear geometry, lack of proper surface hardness, and no shot-peen, all of which caused tooth-bending failure. Estimated life* is **60% less** than genuine Spicer.

A non-Spicer steer axle sun gear shaft shows evidence of extreme error in gear geometry from a

hobbed (not shaved) manufacturing process, low surface hardness from decarburization, and extreme index, lead, and involute errors, suggesting pitting failure at very low hours (with bending failure soon to follow). Estimated life* is **90% less** than genuine Spicer.

* Based on empirical evidence of the sample evaluated.

For more information on Spicer, log on to www.Spicerparts.com.

SPICER®
OFF-HIGHWAY COMPONENTS