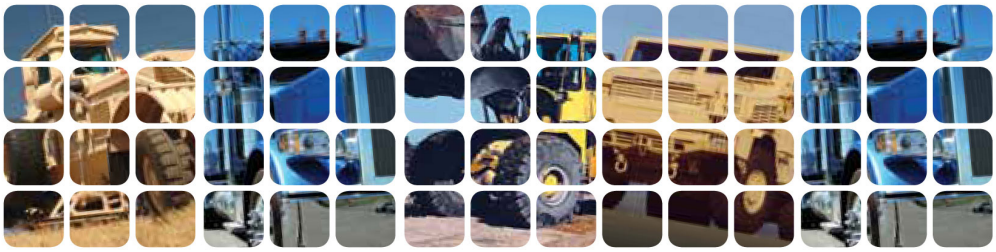
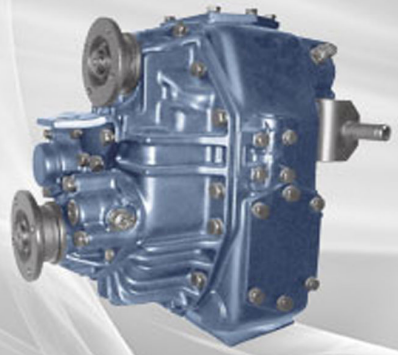


AxleTech International
A GENERAL DYNAMICS COMPANY

Transfer Cases
T-232



OVERVIEW

The AxleTech International T232 transfer case family is a 3-shaft, 2 speed transfer case that is engineered to meet the increasingly rugged demands of the High Mobility vehicle market worldwide. Typical vehicle vocations include the 4x4 vehicles up to 150 HP (10kW) in many varied and proven vocations including construction, specialty, and military applications.

The T232 transfer case has been developed with several features that provide OEM the ability to customize to meet specific requirements. Standard important features such as an advanced internal lubrication system assure oil flow to key bearing areas at low speeds and at initial start-up conditions. This system uses a bi-directional forced lube pump with internal lube baffles to assure oil is available in rugged vehicle conditions. With this lubrication system, the typical initial oil drop has been eliminated, oil change intervals extended, and lower operation oil temperatures are realized. Another feature is the use of ground helical gearing to minimize external noise and heat g suring the high speed travel conditions.

Input speeds up to 4,000 RPM allow for the use of many engine/transmission power-train combinations to meet caries OEM requirements. Additional features include forged gears, induction-hardened shafts and tapered roller bearings provide for a high strength, lighter weight, and longer life transfer case. Integral air actuated, 3 positions, high/low range shift unit provides for reliable shifting and for a manual neutral position to allow PTO usage when your vehicle is stationary. Electric switches are available on the air shift cylinder for the PTO, font axle disconnect, or the proportional de-clutch and gear selection positions. This compact transfer case has 8.74" (222mm) drop dimension that allows for the ability to fit large capacity/swing diameter yokes/flanges on both the input and output locations.

Optional features include a 32.4% front / 67.6% rear proportional differential with pneumatic lock, front axle de-clutch when proportional differential is not selected as an option, and either pneumatic of hydraulic operated full torque PTO with locking option and with dog clutch "positive" lock feature. A speedometer drive ratio option of 7/11 is available.

A large selection of both yoke and flange options including the "Cross Cut" XS style flanges are available from AxleTech International to meet the OE vehicle power-train requirements.

AxleTech International transfer cases are tough, dependable, and thoroughly proven under the most severe conditions.

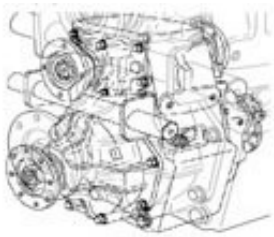
AxleTech International is the former Rockwell Off Highway and European Specialty Products Group.

www.axletech.com

SPECIFICATIONS

DESIGN DESCRIPTION	RATIO COMBOS	INPUT TORQUE BY RATIO Lb. Ft. (Nm)	INPUT/OUTPUT SHAFT DISTANCE Inch (mm)	PROPORTIONAL DIFFERENTIAL RATIO (OPTION)	OPTIONAL PTO. ACTUATION (OPTION)
3 Shaft	1.95/1.0 2.45/1.0 1.85/0.9 2.07/0.9 In High Ratio	2,580 (3,500) 2,050 (2,800) 2,580 (3,500) 2,280 (3,100) 3,850	8.74 (222)	32.4% Front 67.6% Rear	Yes (Air)

Typical Weight Range less proportional diff = 209 lbs (95 kgs); with propotional diff - 227 lbs. (103 kgs).
Typical Oil Capacity less proportional diff = 6 pints (3 liters); with proportional diff = 6.2 pints (3.1 liters).



WEIGHT
With split torque differential: 375 lbs. (170 kg)
Without split torque differential: 342 lbs. (155 kg)

OIL CAPACITY
With differential: 6.2 pints (3.1 liters)
Without differential: 6 pints (3 liters)

FEATURES & BENEFITS

FEATURES	BENEFITS
Advanced lube system using a bi-directional forced lube pump, three-piece breather and internal lube baffles	Max lube integrity, no initial lube change, greatly reduced oil change intervals and lower operating temperatures
	Minimizes noise and greater strength
Forged gearing, induction hardened shafts and tapered roller bearings	High strength, lighter weight and long life
Maximum engine power 150 HP (110 kW)	Intended for the market of higher torque powertrains
Input speed rating up to 4000rpm	Allows usage of overdrive transmissions
Integral air-actuated three-position high/low range shift unit	Reliable shifting provision for a manual netural position
8.74" (222mm) input shaft to output shaft distance	Permits large swing diameter flanges/yokes on both input and output shafts, including DIN, SAE, and "cross cut" flanges
Options include pneumatic or hydraulic controlled full torque PTO's, locking positive clutch, a 32.4% front and 67.6% rear proportional differential with pneumatic lock	Fit special customer requirements

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