

DRIVE AXLE TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>Rear Wheel Noise</p> <ul style="list-style-type: none"> ● Wheel Loose ● Faulty, Worn Wheel Bearings <p>Axle Shaft Noise</p> <ul style="list-style-type: none"> ● Misaligned Axle Housing ● Bent or Sprung Axle ● Pinion Bearing End Play ● Excessive Ring Gear Backlash ● Incorrect Pinion Bearing Adjustment ● Loose Companion Flange Nut ● Incorrect Wheel Bearing Adjustment ● Scuffed Tooth Contact Surfaces <p>Rear Axle Breakage</p> <ul style="list-style-type: none"> ● Incorrect Wheel Bearing Adjustment ● Misaligned Axle Housing ● Vehicle Overloaded ● Clutch Grabs <p>Differential Case Breakage</p> <ul style="list-style-type: none"> ● Incorrect Differential Bearing Adjustment ● Excessive Ring Gear Clearance ● Vehicle Overloaded ● Erratic Clutch Operation <p>Broken Differential Side Gear</p> <ul style="list-style-type: none"> ● Excessive Housing Deflection ● Worn Thrust Washers ● Misaligned Axle Housing 	<p>Differential Gears Scored</p> <ul style="list-style-type: none"> ● Insufficient Lubricant ● Incorrect Lubricant ● One Wheel Spins Excessively <p>Ring Gear and Pinion Tooth Breakage</p> <ul style="list-style-type: none"> ● Vehicle Overloaded ● Erratic Clutch Operation ● Ice Spotted Pavement ● Normal Fatigue ● Incorrect Adjustment <p>Rear Axle Noise</p> <ul style="list-style-type: none"> ● Insufficient Lubricant ● Incorrect Ring Gear and Pinion Adjustment ● Worn Ring Gear or Pinion Teeth ● Loose Pinion Bearings ● Loose Differential Gear Bearings ● Misaligned Ring Gear ● Loose Carrier Bolts <p>Loss of Lubricant</p> <ul style="list-style-type: none"> ● Lubricant Level Too High ● Worn Axle Shaft Seals ● Cracked Housing ● Worn Drive Pinion Seal ● Scored or Worn Companion Flange <p>Unit Overheats</p> <ul style="list-style-type: none"> ● Lubricant Level Low ● Incorrect Lubricant ● Bearings Adjusted Too Tight ● Insufficient Ring Gear to Pinion Clearance