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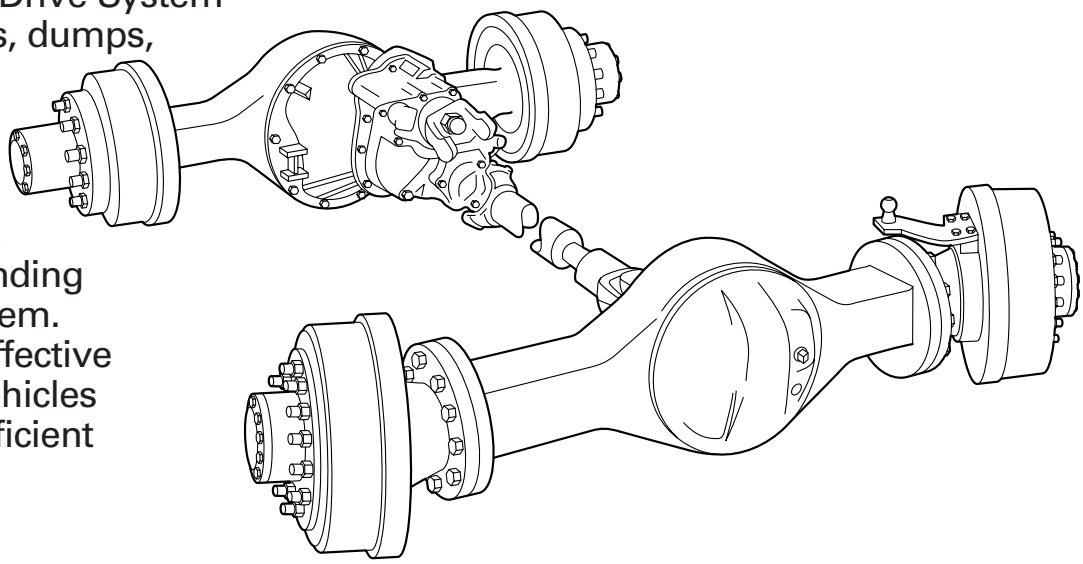
Spicer® All-Wheel Drive Systems

Roadranger® More time on the road™

A Cost-Effective, Lightweight Design Concept for All-Wheel Drive Systems.

The Spicer® All-Wheel Drive System is ideal for utility trucks, dumps, spotters in industrial yards, airports, and marine docks, wreckers, fire pumpers, crash trucks, or any vocation demanding an all-wheel drive system. The Spicer design is effective on short wheelbase vehicles because of its more efficient driveline routing.



Spicer® All-Wheel Drive Systems with unique power divider and commercially-available steer-drive axle.

No transfer case…No gear shift lever.

The Spicer All-Wheel Drive Systems eliminate the conventional transfer case used in other designs by dividing the power in the rear axle. This unique design offers many advantages.

Simple Design

The Spicer® systems employ unique transfer gearing in the power divider to transmit power to the steer-drive axle when needed. This design eliminates the transfer case, extra driveline, and shift lever required by other systems.

Low Initial Cost

Because the Spicer systems have fewer components, initial cost is lower. Installation is quicker and easier too.

Standard Lube Pump

A gear-driven power divider lube pump provides excellent lube flow to the inter-axle differential.

Light Weight

The Spicer® systems eliminate the heavy transfer case and associated brackets, shift lever, etc. of other systems, with a minimal increase in weight to the rear axle. This saves several hundred pounds for increased payload and fuel economy.

Low Maintenance Costs

With a less complex design, fewer parts, and no separate transfer case, the Spicer system minimizes maintenance costs associated with all-wheel drive systems.

Easy Operation

Spicer all-wheel drive systems are easy to operate. A dash-mounted valve controls front steer-drive axle engagement. There is no gear shift lever, and no need to stop the vehicle to shift into all-wheel drive.

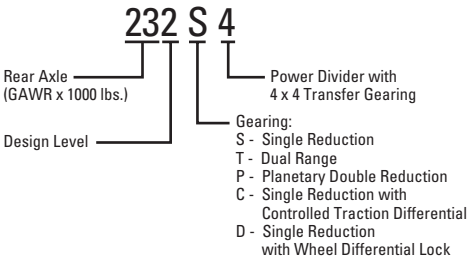
Spicer® All-Wheel Drive Systems

Gearing Options to Meet Your Needs

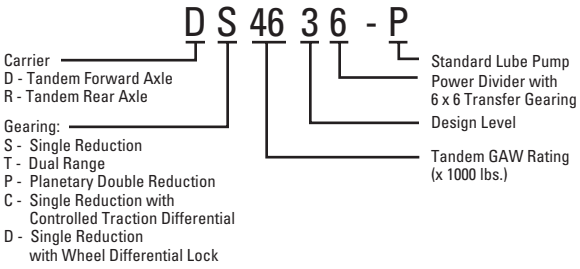
The Spicer All-Wheel Drive systems are available in three gearing configurations to tailor the driveline for specific vocations. Single Reduction gearing is ideal for conventional on-highway operation or any application where highway speeds are the norm. Planetary Double Reduction gearing will handle rough-terrain, off-highway work. Dual Range gearing provides deep reduction in low range for maximum power and traction, yet performs just like a Single Reduction axle in high range.

In addition, Single Reduction models may be ordered with the Spicer® Controlled Traction Differential: a driver-controlled torque-biasing wheel differential which directs more power to the wheel with the best traction. A driver-controlled wheel differential lock option is also available for 23,000, 26,000, 46,000 and 52,000 lb. models. These options are ideal for applications where ice, snow, gravel, or other slippery road conditions are present.

4 x 4 Nomenclature:



6 x 6 Nomenclature:



Spicer® Drive System Specifications

4 x 4 Available Ratios:

AXLE MODEL	GAW RATING	AXLE RATIOS
232S4 232D4 232C4 232T4 232P4	23,000 lbs.	Single Reduction (with CTD or Wheel Differential Lock) 3.55*, 3.70, 3.90, 4.11, 4.33, 4.56, 4.88, 5.43, 6.17 Dual Range: 3.70/5.04, 3.90/5.31, 4.11/5.60, 4.33/5.90, 4.56/6.21, 4.88/6.64, 5.43/7.39, 6.17/8.40
262S4 262D4 262C4 262T4 262P4	26,000 lbs.	Planetary Double Reduction: 5.04, 5.31, 5.60, 5.90, 6.21, 6.64, 7.39, 8.40 * Not Available in CTD

6 x 6 Available Ratios:

TANDEM MODEL	GAW RATING	AXLE RATIOS
DS4636-P DD4636-P DC4636-P DT4636-P DP4636-P	46,000 lbs.	Single Reduction (with CTD or Wheel Differential Lock) 3.55, 3.70, 3.90*, 4.11, 4.33, 4.56, 4.88, 5.43, 6.17 Dual Range: 3.70/5.04, 3.90/5.31, 4.11/5.60, 4.33/5.90, 4.56/6.21, 4.88/6.64, 5.43/7.39, 6.17/8.40
DS5216-P DD5216-P DC5216-P DT5216-P DP5216-P	52,000 lbs.	Planetary Double Reduction: 5.04, 5.31, 5.60, 5.90, 6.21, 6.64, 7.39, 8.40 * Not Available in CTD

Roadranger®

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