Technical Procedure

Gearbox Troubleshooting

Applies to: SM5 (150005), Gauntlet (150015), 8-G (9-5250 + -95270)

Enhanced Images: Pictures can be zoomed in to any level for detail. Use the standard zoom tools for your platform to zoom in.

Links

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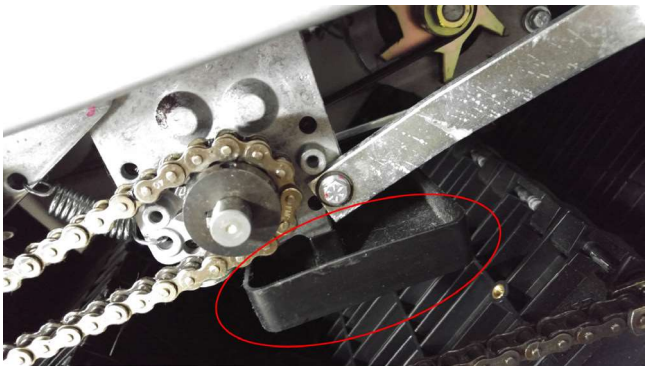
This document reviews the troubleshooting procedure for the gearbox (also commonly referred to as the **transmission**) and also outlines when and when not to replace the gearbox. The most common sign of a failed gearbox is leaking oil. This oil cannot be changed or replaced, if a gearbox is found to be leaking it must be replaced

Caution: Pinch Points

Exercise caution when working on the chain drive.

1. If the gearbox begins to leak, you will commonly find an oily residue on the user left side steps

2. Another place where the oil from a leaking gearbox will collect is in the catch pan. Located on the user right side directly underneath the gearbox, any sign of oil in the catch pan is a sign that the gearbox is leaking and will need to be replaced. **If the transmission on the 8-G requires replacement, replace the brake engine assembly (711-3510-KT) rather than the transmission**



3. If a gear box is making excessive grinding or squeaking noise, it may also need to be replaced. Remove the alternator belt by walking it off the right side of the gearbox pulley. Spin the steps by hand, if the squeaking remains, remove the drive chain from the left side of the gearbox and turn the drive sprocket on the left side of the transmission by hand. The gearbox should turn freely and smoothly. These same steps can be used to troubleshoot for "grinding" noises.
4. The goal here is to isolate the gearbox from the rest of the drive system and determine if the gearbox is making the excessive noise or if it is caused by another part of the drive system.

Excessive noise and/or leaking from the gearbox should be the only two reasons why the gearbox should be replaced.