



Technical Service Information

MERCEDES BENZ 722.6 BOGS DOWN IN THIRD GEAR

COMPLAINT: After overhaul, the transmission bogs down as it completes the shift into third. A slipping condition may also exist. After a few attempts to shift into third gear, the transmission will go to failsafe.

When the transmission was removed and disassembled, the technician finds the that the K2 friction plates have cut through the aluminum the rear carrier hub.

CAUSE: There are two different inside diameters for the K2 friction plates, (See Figure 1), the outside diameter and tooth configuration are the same for both and they both have 36 internal teeth. There are two different diameters for the rear carrier hubs to accommodate the difference in the K2 friction plates, (Refer to Figure 2), these differences are dependant on engine size.

When the larger inside diameter frictions are installed on the smaller diameter carrier, the teeth of the K2 friction plates will spin around on the aluminum carrier hub and cut in to it. Figure 3 illustrates the correct and incorrect tooth to spline fit of the K2 friction plates to the carrier hub splines.

CORRECTION: The smaller diameter carrier is easily identified because it is a three pinion design, the larger diameter carrier is a four pinion design.
Insure that there is a proper fit between the K2 friction plate teeth and the splines of the carrier hub.

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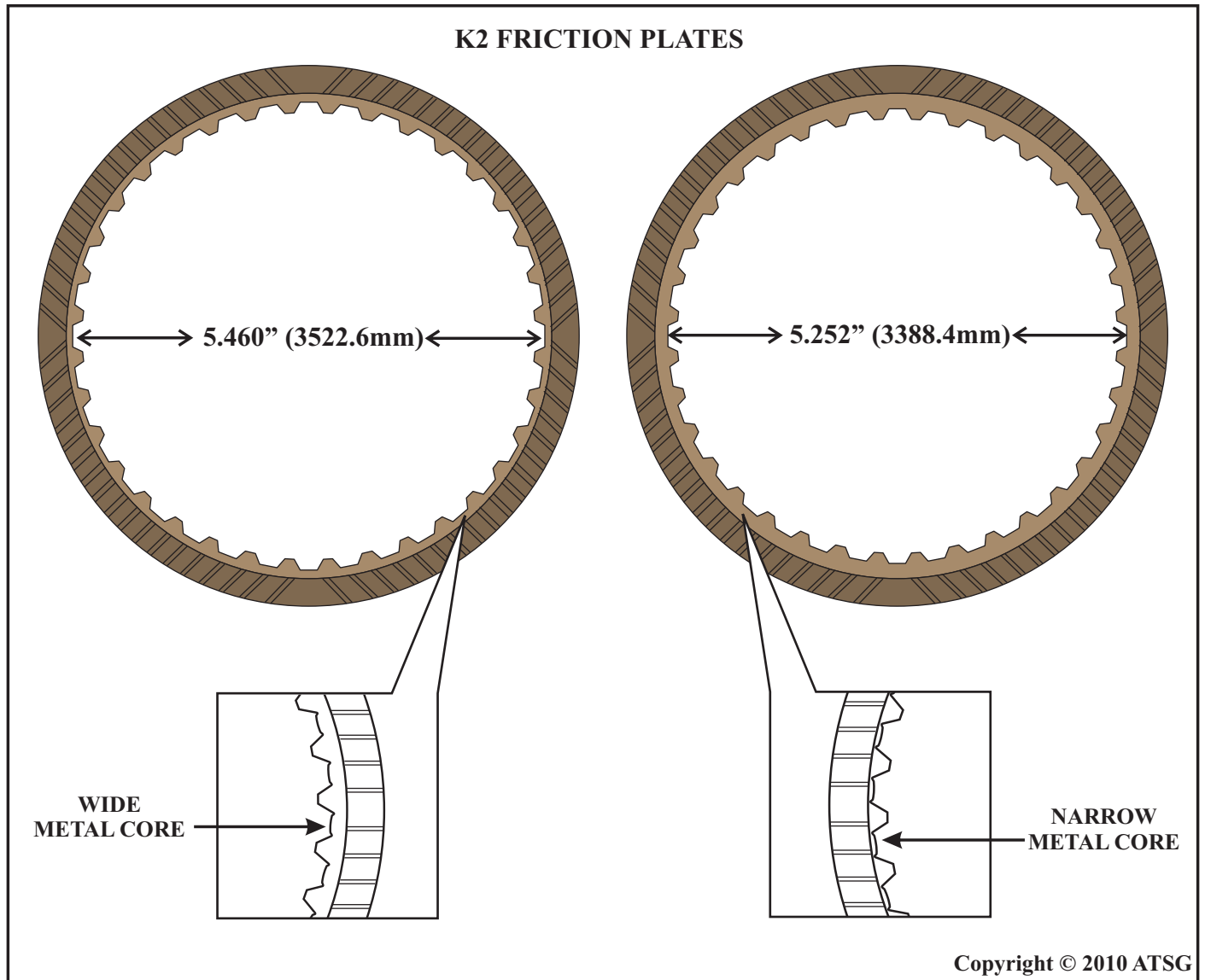


Figure 1

MERCEDES BENZ 722.6 BOGS DOWN IN THIRD GEAR

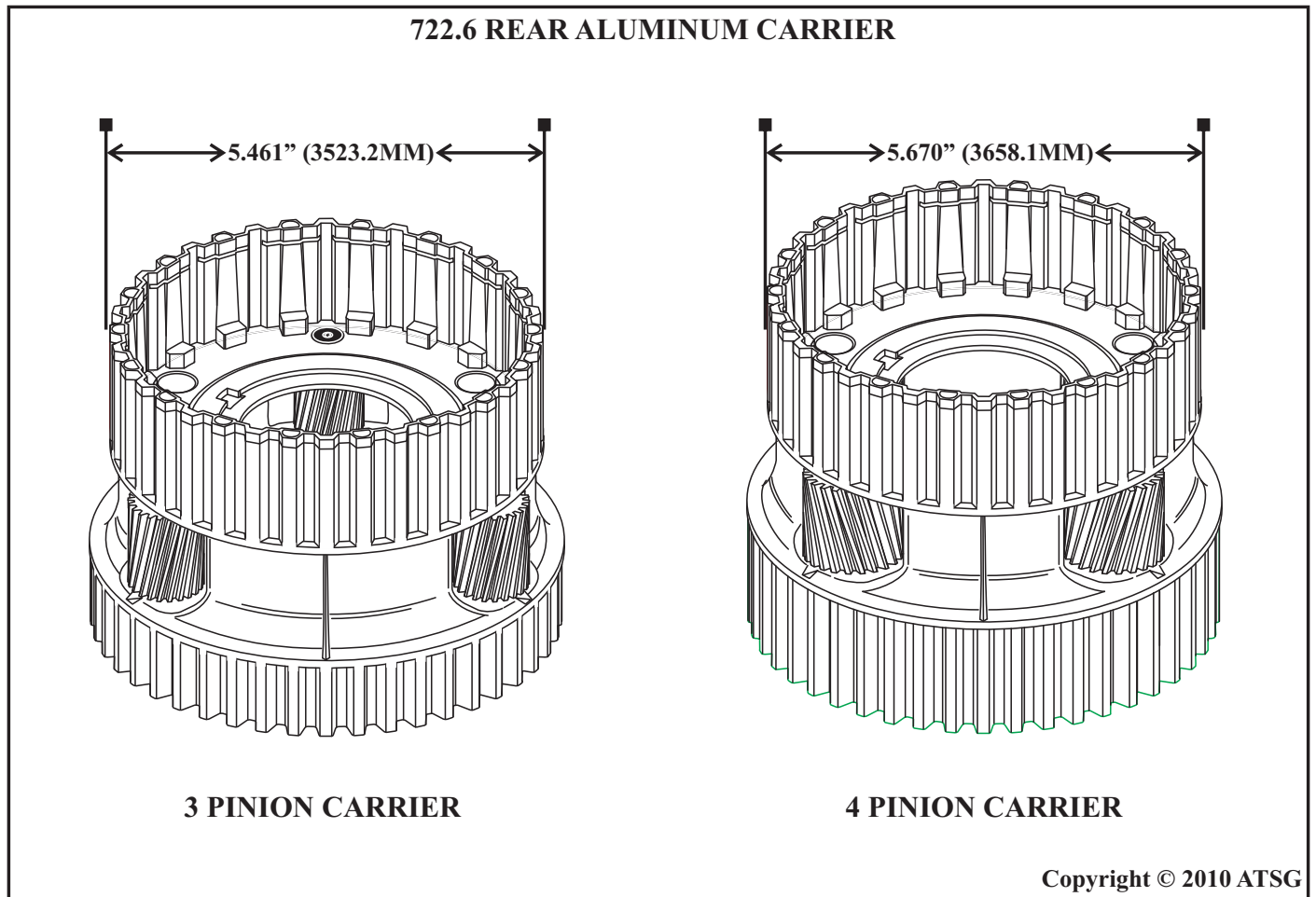
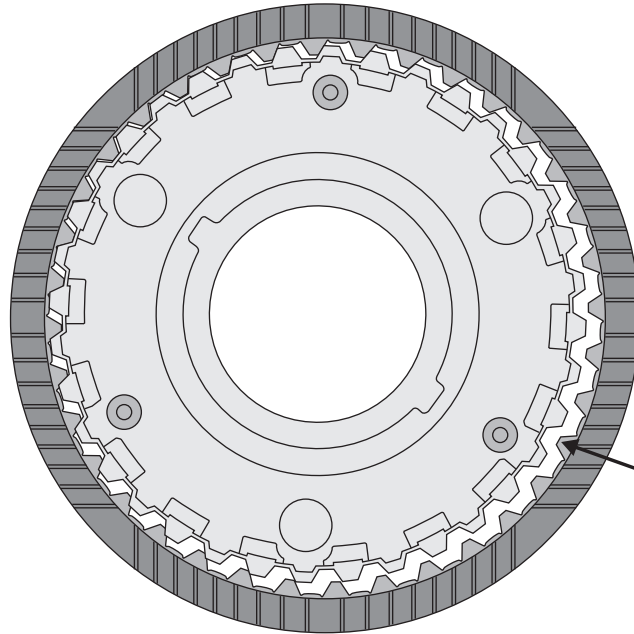


Figure 2

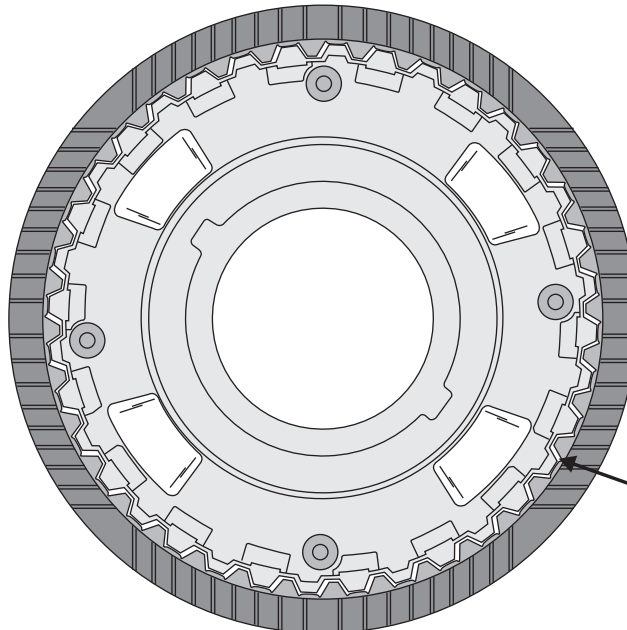
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INCORRECT



FRICITION PLATES
TEETH DO NOT FIT
SPLINES ON CARRIER

CORRECT



FRICITION PLATES
TEETH FIT SPLINES
ON CARRIER

Figure 3