



ULT0723

# INTRODUCING DT PLANETARY DUAL RATIO HUB SYSTEM

## CONVERTING YOUR PRESENT POWER UNIT IS EASY

### WHAT YOU SHOULD KNOW

The DT Planetary Hub System is a patented design, invented in North America and built in Germany. The DT Planetary Hub System has been in service for well over 20 years of continuous use with upgrades along the way.

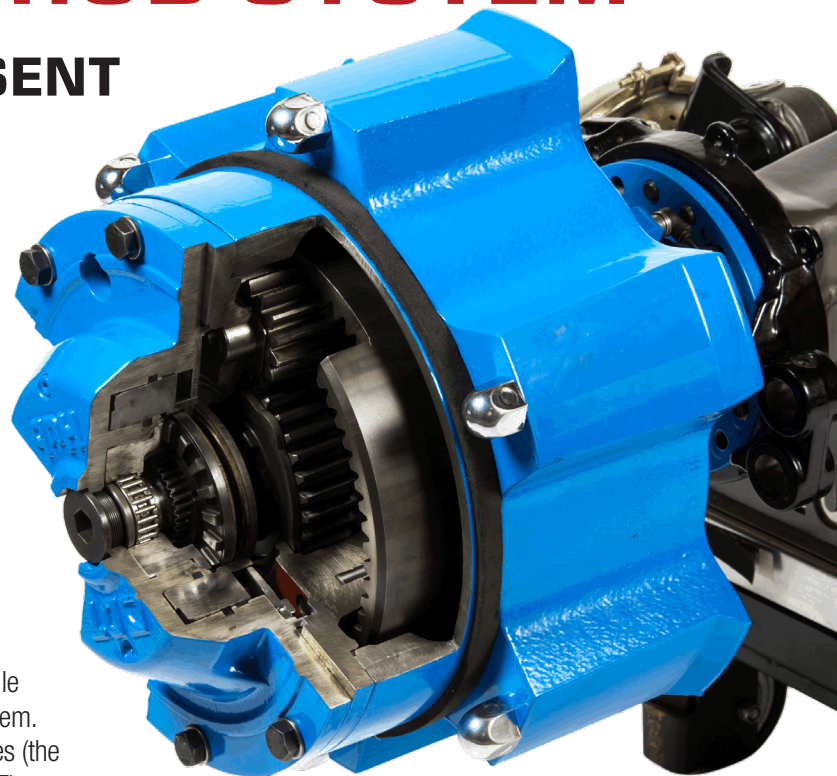
Transform your regular stock, new or used single, tandem or tridem class 8 tractors into an on-demand prime mover or heavy hauler with a flick of the switch, simply by changing the hubs.

The DT Planetary Hub System can convert the most common Dana (Eaton) and Meritor axles into planetary axles with an on-demand 3:1 gear reduction. The reduction is activated and controlled with an in-cab switch using existing truck air.

### HOW TO CONVERT

Any 46 or 52 thousand pound Meritor (Rockwell) or Dana (Eaton) single tandem or tridem axle can be converted to the DT Planetary Hub System. Simply remove the old axle shafts, hubs, brake drums and brake shoes (the drums and brake shoes can be reused if they are deemed reusable). The new spindle slides over the existing spindle and bolts up directly to the existing spider. From there the loaded DT Planetary Hub System slides over the new spindle.

The DT Planetary Hub System runs off existing truck air and is engaged by a dashboard switch. (All air controls and hardware are provided). The conversion is made to be simple. Whether you are converting a single, tandem or tridem axle there is a complete kit provided that includes everything required to install the DT Planetary Hub System.



#### Kit Includes:

- DT Hubs
- Axle Shafts
- Air Control System
- Install Hardware Nuts, Bolts, Clamps, etc.

#### Options (if required):

- Wheel Spacers
- Rims
- Brake Drums
- Brake Shoes

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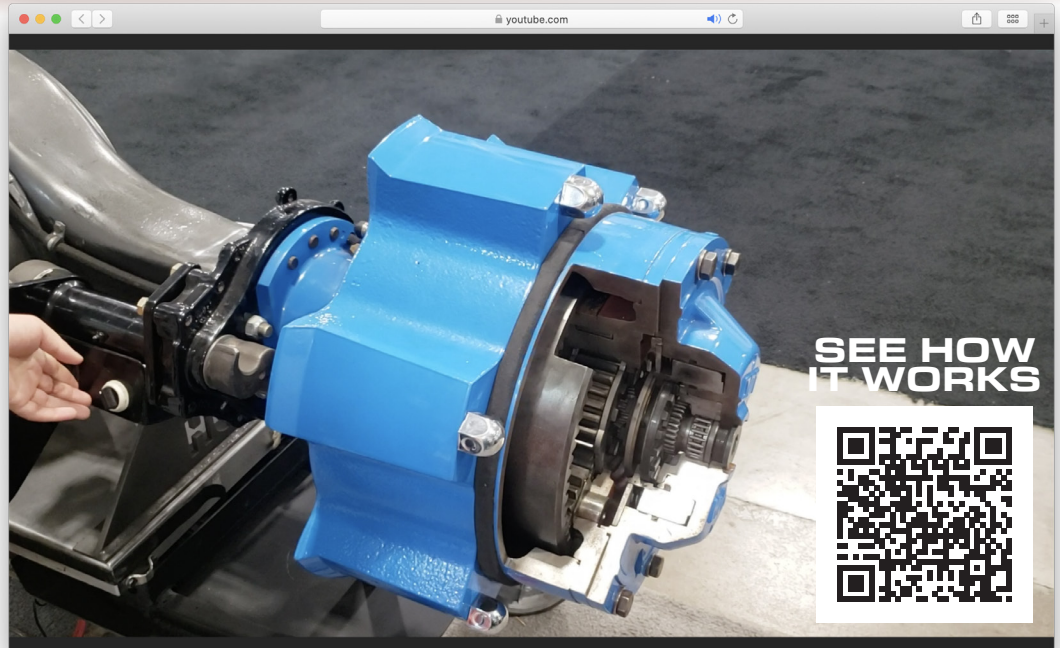
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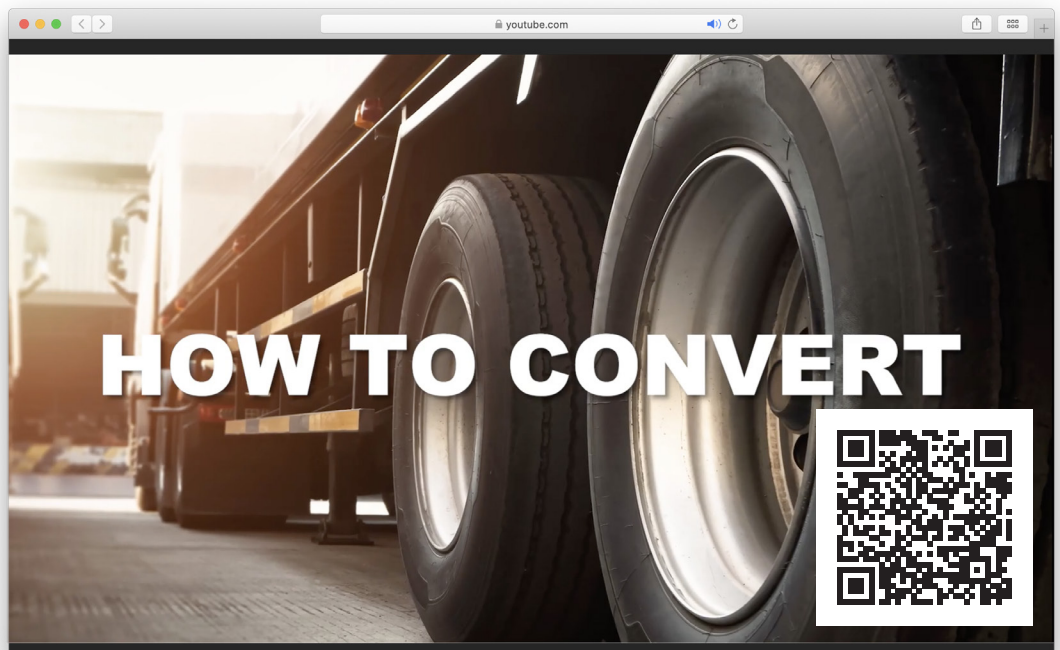
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## Key Advantages:

- Convert any on-highway truck to off-highway via a switch on the dash to an **on-demand** 3:1 ratio
- Provides torque and speed control on-demand
- Increases a vehicle's efficiency & reliability in adverse conditions - Enlarged operational area
- Activated and controlled by air pressure @ 52psi using the standard brake pressure installation
- No lubrication system required
- Track width remains the same
- Prolongs lifespan of the vehicle
- Reduces operating costs
- Maintains fuel efficiency at high speeds
- Increases engine braking efficiency - Less wear on brakes and differential gears
- Operator friendly - Controlled from the driver's cab
- Increased driver confidence
- Fewer driveline, transmission or differential related failures, as workload is distributed to the wheels ends
- Transferable from vehicle to vehicle as needed - The power unit can be converted back to a stock unit if so desired by removing the hubs and re-installing the stock hardware



## CONVERT YOUR CLASS 8 TRUCK TO HEAVY HAULER WITH A FLIP OF THE SWITCH



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