



H17	BT00.00-X-1000Z	Technical modifications	9.12.98
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BT35.31-P-0011-01B	Gear sets ground		J17
BT35.31-P-9402-01A	Integrated thrust washer on tapered roller bearing inner race		K17
BT35.31-P-0012-01A	Radial seal ring and joint flange on drive pinion modified		L17
BT35.31-P-0007-01A	Imbalance on joint flange drive pinion reduced		P17
BT35.31-P-0009-01A	Connecting flange with centering		A18
BT35.31-P-0004-01A	Tapped hole of speed sensor on rear axle housing moved		B18
BT35.31-P-0006-01C	Balancing of differential housing		C18
BT35.31-P-0006-01B	Balancing of differential housing		D18
BT35.41-P-0001-01A	Modified ASD hydraulic unit		E18
BT35.41-P-0001-01B	Modified ASD hydraulic unit		F18



J17	BT35.31-P-0011-01B	Gear sets ground		
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Rear axle center assembly dia. 168

Rear axle center assembly dia. 185

Rear axle center assembly dia. 198


Rear axle center assembly dia. 210

Ground gear sets are phased in as of 06/95.



The matching number is not used on the drive pinion and ring gear.



K17	BT35.31-P-9402-01A	Integrated thrust washer on tapered roller bearing inner race		 BT
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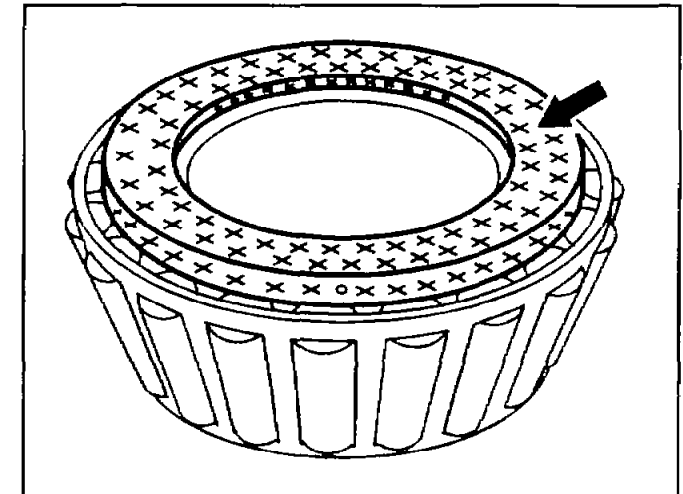
Production breakpoint data/modifications/new features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for modification</i>	<i>Reference/comments</i>
185		01.03.94			
210		14.02.94			


The thrust washer is permanently integrated on the small tapered roller bearing inner race of the drive pinion to facilitate assembly.



The thrust washer was clipped onto the tapered roller bearing inner race with 3 retaining lugs on the previous version.



P35.31-0275-01

L17	BT35.31-P-0012-01A	Radial seal ring and joint flange on drive pinion modified		 BT
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Rear axle center assembly dia. 185

in MODEL 124.003 /004 /007 /019 /022 /023 /026 /027 /030 /040 /042 /043 /050 /060 /062 /079 /082 /083 /090,

124.104 /107 as of 1.5.94,

124.127 /128 /129 /130 /131 /133 /188 /190 /191 /193 /226 /230 /290 /330 /333 /393, 129.060, 170.445 /447,

201.028 /029 /035 /036 /128, 202.020 /022 /023 /024 /025 /026 /028 /029 /080 /082 /083 /086 /089 /128 /188,

208.335 /345 /347 /435 /445 /447, 210.007 /010 /020 /035 /037 /061 /210 /235 /237 /261 /610

Rear axle center assembly dia. 185

in MODEL 124.020 /021 /080 /081 /120 /125 /126 /180 /185 /186, 201.018 /023 /024 /122 /126 as of 1.11.88,

202.018 /078 /120 /121 /122 /125 /182, 210.003 /004 with CODE (450) taxi version

Rear axle center assembly dia. 185

in MODEL 124.186 as of 1.3.94,

202.134 /194 except CODE (450) taxi version

Rear axle center assembly dia. 185 in MODEL 202.018 /120 /121 /125 with CODE (211a) rear axle with automatic locking differential (ASD)

Rear axle center assembly dia. 210

in MODEL 124.008 /028 /029 /031 /032 /034 /036 /051 /052 /061 /066 /088 /091 /092,

129.058 up to 31.5.94,

129.061,

129.063 up to 31.5.94,

129.066,

140.028 /032 /033 up to 31.5.94,

140.042 /043 /063 /1,

210.070 up to 31.1.98,

210.072,

210.074 /270 up to 31.1.98,

210.272,

210.274 up to 31.1.98,

210.617

Rear axle center assembly dia. 185 in MODEL 202.085 with TRANSMISSION 722



A new radial seal ring and new joint flange with protective ring has been fitted, phased in as of 01.04.98.

This improves the sealing on the drive pinion against dirt from outside.

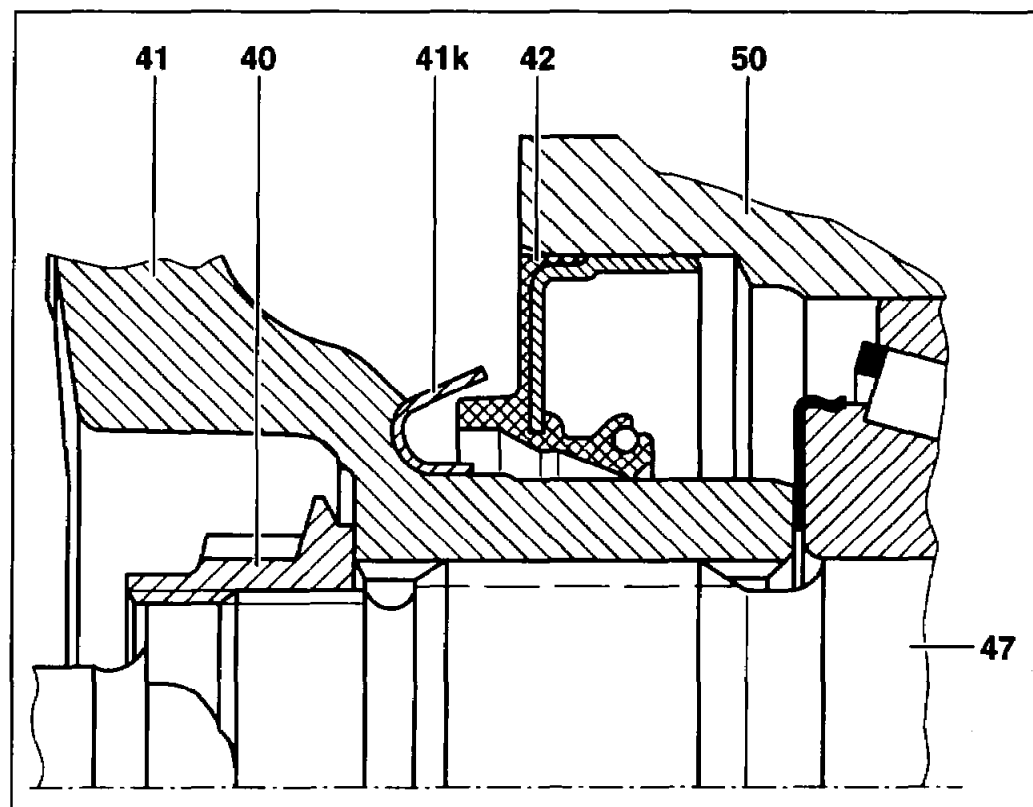


When installing the **new joint flange**, it is essential to install the **new radial seal ring** as well. This is the only way to ensure correct sealing

When the new radial seal ring is installed, the previous joint flange can continue to be installed.

**Version up to 31.03.98**

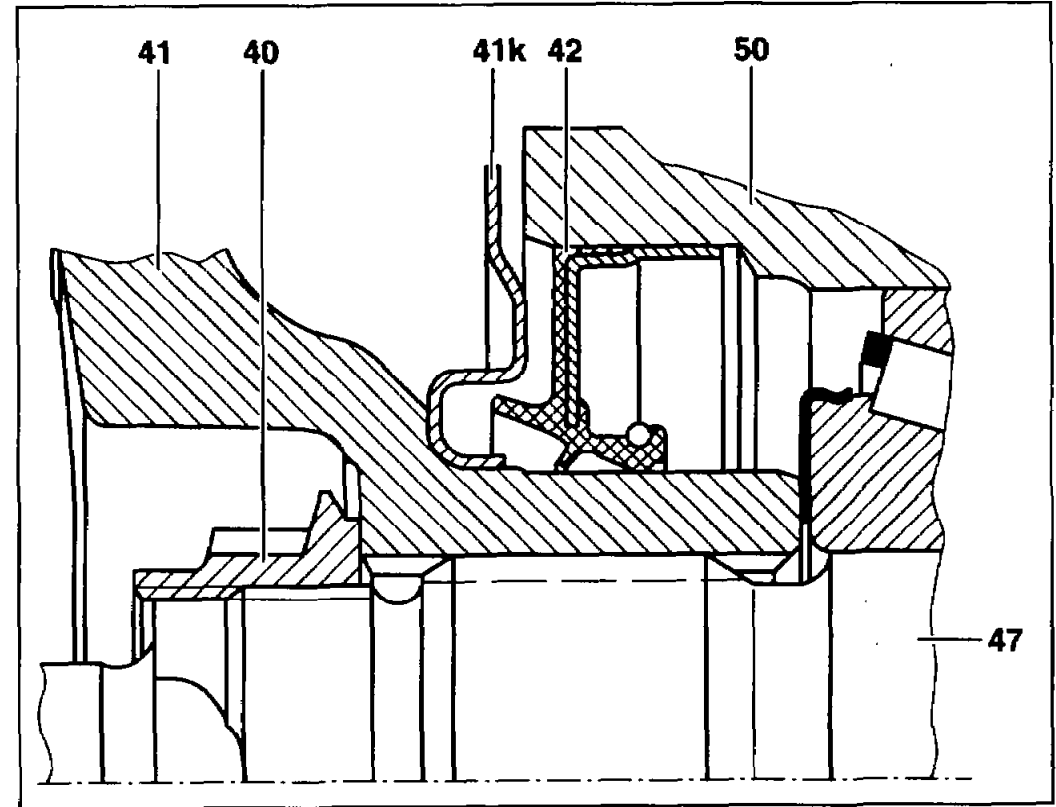
- 40 Twelve-point collared nut
- 41 Joint flange
- 41k Joint flange protective ring
- 42 Radial seal ring
- 50 Rear axle housing
- 47 Drive pinion



P35.31-2014-11


**Version as of 01.04.98**

- 40 Twelve-point collared nut
- 41 Joint flange
- 41k Joint flange protective ring
- 42 Radial seal ring
- 50 Rear axle housing
- 47 Drive pinion



P35.31-2015-11



P17	BT35.31-P-0007-01A	Imbalance on joint flange drive pinion reduced		 BT
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Production breakpoint data/Modifications/New features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for change</i>	<i>Comment/reference</i>
168		01.11.89			
185		01.11.89			
210		01.11.89			

Reduction of imbalance by balancing.



A18	BT35.31-P-0009-01A	Connecting flange with centering		BT
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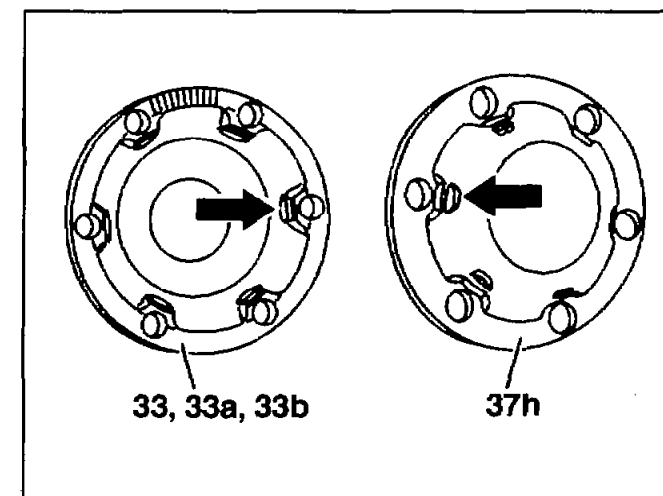
Production breakpoint data/Modifications/New features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for change</i>	<i>Comment/reference</i>
168		01.04.91			
185		01.04.91			
210		01.04.91			


Connecting flange with centering.



The connection between the flange (33, 33a, 33b) and rear axle shaft has been made more accurate and the concentricity has been improved. The connecting flange (33, 33a, 33b) has turned surfaces and the end cover (37h) of the rear axle shaft has impressions (arrows).





B18 BT35.31-P-0004-01A	Tapped hole of speed sensor on rear axle housing moved		 BT
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Production breakpoint data/Modifications/New features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for change</i>	<i>Comment/reference</i>
168		01.03.86			
185		01.03.86			
210		01.03.86			

The M6 tapped hole for fastening the speed sensor has been moved 2.7 mm



Introduction of speed sensors in module technology



C18	BT35.31-P-0006-01C	Balancing of differential housing		
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Production breakpoint data/modifications/new features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for modification</i>	<i>Reference/comments</i>
185		01.02.90			

Two-plane balancing (dynamic) of differential housing to prevent vibrations.



D18	BT35.31-P-0006-01B	Balancing of differential housing		
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Production breakpoint data/modifications/new features

<i>Rear axle center assembly dia.</i>	<i>Ratio i</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of and reason for modification Reference/comments</i>	<i>Verweis/Bemerkung</i>
210		01.01.90			

Two-plane balancing (dynamic) of differential housing to prevent vibrations.



E18	BT35.41-P-0001-01A	Modified ASD hydraulic unit	BT
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Production breakpoint data/Modifications/New features

<i>World manufacturer code</i>	<i>Model</i>	<i>LHS RHS</i>	<i>Prod. plant</i>	<i>Vehicle ident end no as of</i>	<i>Vehicle ident end no up to</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of modification and reason</i>	<i>Reference/remarks</i>
	129.060					01.04.91			
	129.061					01.04.91			
	140.02					01.04.91			
	140.03					01.04.91			
	140.1					01.04.91			

The measuring connection on the housing has been dispensed with as it is integrated in the pressure limiting valve.



F18	BT35.41-P-0001-01B	Modified ASD hydraulic unit	BT
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Production breakpoint data/Modifications/New features

<i>World manufacturer code</i>	<i>Model</i>	<i>LHS RHS</i>	<i>Prod. plant</i>	<i>Vehicle ident end no as of</i>	<i>Vehicle ident end no up to</i>	<i>Production period as of</i>	<i>Production period up to</i>	<i>Type of modification and reason</i>	<i>Reference/remarks</i>
	129.060					01.06.92			
	129.061					01.06.92			
	140.02					01.06.92			
	140.03					01.06.92			
	140.1					01.06.92			

As of production breakpoint the ASD hydraulic unit without accumulator has an operating pressure of 60 to 63 bar.