

Protokollsutdrag från HTWG nedan, beslutat 2024-03-27 och fastställt 2024-06-27

4. TECHNICAL CASES / QUERIES TO BE DISCUSSED

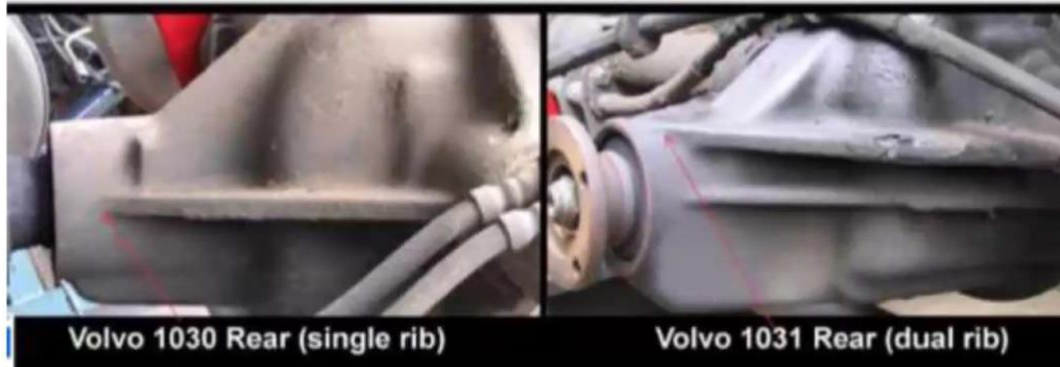
► Mr. QUINIOU

4.1. 1976 Volvo 242 Differential and LSD

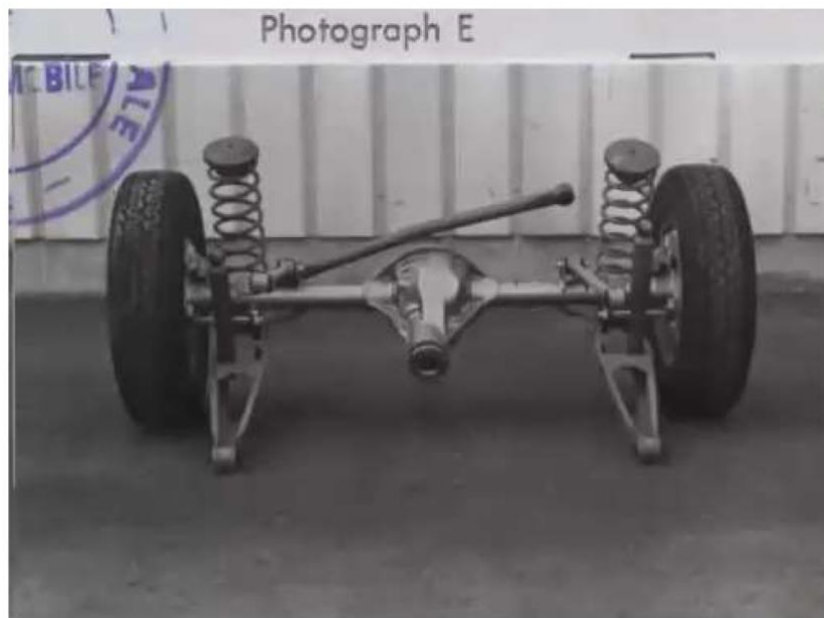
Mr. JOHANSSON presented both cases, Differential and Limited Slip Differential

Case 1: Rear axle differential housing

Mr. JOHANSSON explained that within the homologation of the Volvo 242 there is an ongoing debate as to know if the differential housing 1031 is acceptable to fit on 1976 Volvo 242, initially fit with Design 1030. Unfortunately, the homologation does not specify which of the two was homologated, mentioning only gear ratios differences. However, the design of housing 1030 shows only a single rib casting, whilst Design 1031 shows a dual rib casting.



Mr. QUINIOU showed an image from Homologation 5626 where the axle shows is unequivocally design 1030 as demonstrated by the location of the rib reinforcement which is aligned with the pinion input shaft. Design 1031 would have a reinforcement on top of the pinion input shaft. (photo E below)



► The Members concluded that Design 1030 is the one pictured above and is therefore the correct differential housing for 1976 Volvo 242

Case 1: Rear axle limited slip differential

Mr. JOHANSSON asked the working group whether the replacement part of the Dana LSD by another similar but not identical LSD was acceptable.

▶ **Mr. HOPWOOD** concluded that as long as the replacement part can be proven to have been produced in 1976, as per Appendix J and Group 2 regulations, then it is acceptable