

Aftermarket Product Bulletin



MERITOR

October 2014

NEW PRODUCTS

Part Number	Description	List Price **
FS9554	Air Spring	\$685.75
17N48531X	End Yoke	\$732.35
MR2014X355	Rear Carrier for 14X 3.55 ratio Amboid	NO LIST
MR2014X370	Rear Carrier for 14X 3.70 ratio Amboid	NO LIST
MR2014X390	Rear Carrier for 14X 3.90 ratio Amboid	NO LIST
MR2014X411	Rear Carrier for 14X 4.11 ratio Amboid	NO LIST

All parts displayed above will be available for immediate ordering. **Lead times may apply for some of the listed items.**
Please contact Meritor Customer Service on (03) 8353 6050 for further information.
Not all parts are available to Independent Customers. Please contact Meritor Customer Service for availability.

SUPERSESSIONS

Old Part Number	Description	New Part Number	List Price **
S110321	Bolt 5/8X4x18 GRD8/8.2	S1103222	\$6.23
A11228A1535	Bearing Outer Pinion	A1228T2230.M	\$458.22
E381	Kit Diff Gear & Washer	E381.M	\$951.83
B412841	Gearset RD/RP140 529	B412841F529	\$2823.79

Please visit http://meritorpartsonline.com.au/Documents/PartsBulletins/Supersessions/supersessions_october2014.pdf

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Aftermarket Getting Technical



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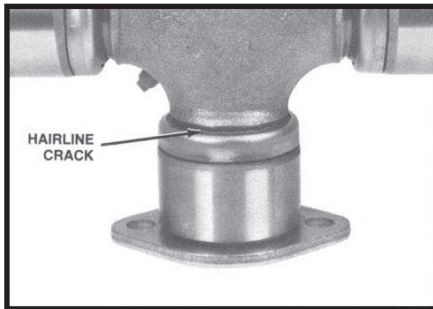
Universal Joints - Part 2

Structural Fatigue Failures: Where to Look for Damage and How to Identify Wear

Fatigue Failure: begins as tiny cracks that develop on metal surfaces over a long period of time or several kilometres driven.

Cracks: Start out as almost invisible to the naked eye. This surface condition can be difficult to identify. Close inspection of the welds should also be part of the overall check when looking for cracks or fractures. Cracks often develop in the **internal** structure of the metal **before** they appear on the **outer** metal surfaces. This can be almost impossible to detect during a visual inspection.

But gradually, such hidden cracks weaken the part until it finally gives up and breaks.



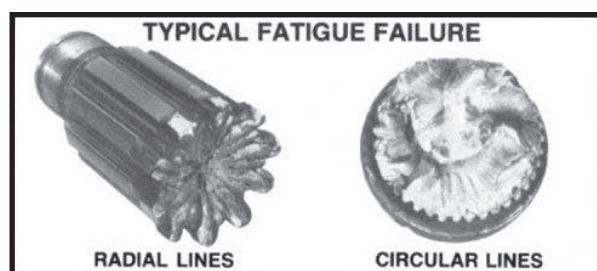
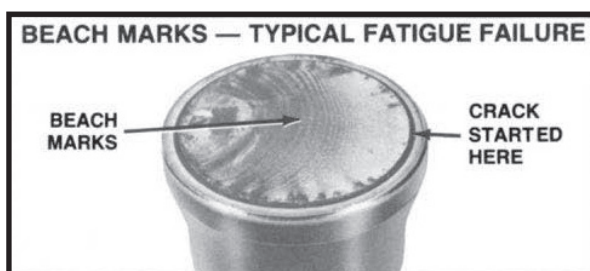
So how do you determine whether you have a case of shock failure (as discussed in September's edition) or fatigue failure, especially since in both cases the part breaks?

The following marks will indicate the failure was caused by **fatigue**:

Beach Marks: This is simply a term used to describe a failure that leaves a smooth metal surface with the appearance of contoured lines - much like the lines left on a sandy beach by wave action. When you identify this condition it means the failure began as a small initial crack then continued on to fatigue failure and breakage.

Radial or Circular Lines: When these appear throughout the failure surface along with a 'cone' shaped fracture, this indicates it is a result of fatigue failure rather than shock failure.

Surface Wear: The easiest of all part failures to detect. It results from the constant friction of two surfaces rubbing together until the part simply wears out (normal) or fails from excessive wear. There are a number of causes that can contribute to surface wear.



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Causes of Surface Wear

Premature Surface Wear:

This is usually caused by one or more of the following conditions:

- Lack of lubricant
- Wrong lubricant
- Contaminated lubricants
- Inadequate or infrequent lube intervals
- Improper parts installation
- Constant high load operating conditions

Normal Wear: Even properly lubricated operating parts and assemblies of the driveline will not last forever. Eventually, all mechanically operated parts and devices that transmit power simply wear out in time.

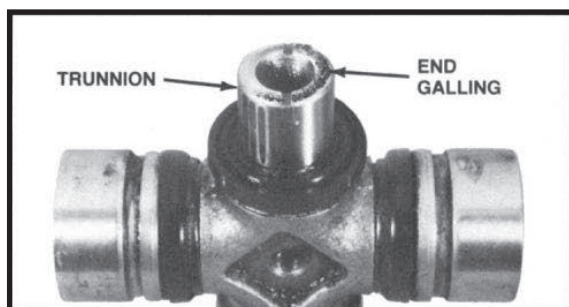
normal wear and comparing it to **premature wear**, there's a comparable situation surface wear of brake linings. Even properly maintained and properly applied brakes gradually wear out over a period of time. That is considered normal. However, riding the brakes or making repeat high speed panic stops will wear out the linings much more rapidly. That is considered premature.

Brinelling: This is a condition in which the needle rollers wear grooves into the surface of the trunnion or needle cup. Replacement is the only option.



False Brinelling: Considered not to be a case of brinelling at all. Needle rollers sometimes polish the trunnion or needle cups so that they appear to have brinelling. Even during low kilometers. To determine false brinelling, rub your thumbnail across the surfaces. If you do not feel any roughness or indentations, then the condition is false brinelling. False brinelling does no damage to the metal surfaces and the part is still okay for continued service.

End Galling U-Joint Trunnion: Often appears on U-joint trunnion ends and is the 'scraping off' or displacement of metal. High levels of friction between two surfaces are the real cause. Replacement is the only option.



Aftermarket Getting Technical

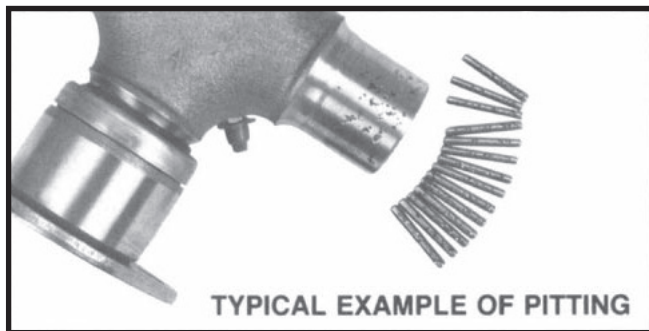


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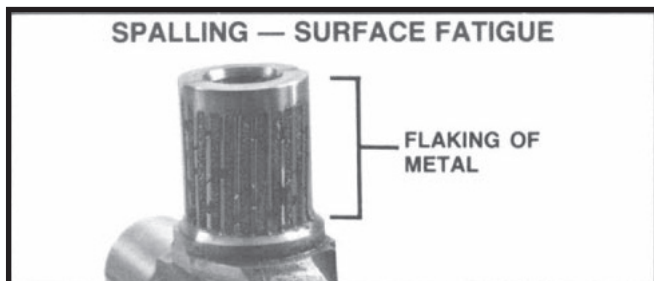
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Causes of Surface Wear (Cont;)

Pitting: Corrosion is the major cause of pits or craters that develop on polished metal surfaces. Excessive pitting causes an increase in friction which often results in rapid surface wear. Replacement is the only option.



Spalling: This is used to describe metal that flakes off the surface of a part. Spalling is caused by **metal fatigue** not friction. It develops after the bearings have placed high loads on the universal joint cross or cups millions of times. This physical breakdown of the part's metal structure takes place below the metal surface and causes the metal to flake. Replacement is the only option.



NEXT EDITION: Working Conditions and Driveline Vibration

Aftermarket Product in Focus



MERITOR

October 2014

MERITOR BRAKE ROTORS - MBR 5000 SERIES



PART NUMBER	APPLICATION	LIST PRICE**
MBR5801	SUITS OE # 98815016 / 98815011 OR WDR700	\$372.58



PART NUMBER	APPLICATION	LIST PRICE**
MBR5802	SUITS OE # 98815018 OR WDR701	\$312.58



PART NUMBER	APPLICATION	LIST PRICE**
MBR5803	SUITS OE # 0308835060 OR WDR703	\$321.77



PART NUMBER	APPLICATION	LIST PRICE**
MBR5804	SUITS OE # 4079001201 / 4079001204 / 4079001200 OR WDR704	\$296.13



PART NUMBER	APPLICATION	LIST PRICE**
MBR5805	SUITS OE # 7978731901 / 820105 / BC8433 OR WDR705	\$256.64



PART NUMBER	APPLICATION	LIST PRICE**
MBR5807	SUITS OE PRT # 4079001400 (NEW ZEALAND MARKET)	\$312.58

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Aftermarket Special Notices



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October 2014

MERITOR SUPPORTS

REMEMBRANCE PROJECT'S 9/11 RESCUE TRUCKS

Meritor has helped preserve two pieces of history with a contribution to the Remembrance Rescue Project, which is focused on restoring and preserving former FDNY Rescue 4 and Rescue 5 from 9/11—two of the first responder vehicles on the scene of the World Trade Center attacks almost 13 years ago.

Both rescue trucks now tour the country as a traveling memorial and educational effort designed to keep the memory alive of firefighters who died in the line of duty during the events of Sept. 11, 2001.

"We've been longtime suppliers of axles and brakes to fire engines in the United States and manufactured the original axles for Rescue 4 and Rescue 5, at our Newark, Ohio facility," said Krista Sohm, vice president, Communications. "We are proud to be one of Remembrance Rescue Project's Preservation Partners."

Employees from Meritor's Specialty and Aftermarket businesses and Engineering spent days securing parts as well as inspecting and performing maintenance on the 21,500-pound front steer axle and the 46,000-pound rear tandem axle.

"Our maintenance efforts focused on using more fuel-efficient components to better serve Rescue 4 during its long-distance journey," said Tim Burns, vice president, Defense & Specialty, North America. "We hope our contribution will help keep Rescue 4 and Rescue 5 on the road for many years to come."

Meritor presented the Remembrance Rescue Project with the refurbished Rescue 4, replacement parts for both vehicles and a financial contribution during its Family Day event at its corporate headquarters in Troy, Michigan on Thursday, Aug. 14.

Rescue 4 will participate in the Woodward Dream Cruise before beginning a tour of the eastern United States. Rescue 5 is currently touring the West Coast. 🇺🇸



'Educate. Honour. Remember.'



Aftermarket Promotion

October 2014



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YOU CAN COUNT ON US

You need a reliable partner you can count on to help keep your business running, and for 75 years, Euclid has provided truck parts that have earned your trust. And we'll be right here with you for the next 75 years too because we're doing everything possible to provide our customers with the best truck parts, when and where they're needed.

Products available under the Euclid program include Air Brake Parts, Air Systems, Air Valves, Clutch Servos, Compressors, Hydraulic Brake Parts, Power Steering Pumps, Steer Axles Components, Suspension Parts and Wheel-End Components.

A RELIABLE PARTNER YOU CAN COUNT ON

Proudly celebrating 75 years of the Euclid® brand.

You need a reliable partner you can count on to help keep your business running, and for 75 years, Euclid® has provided truck parts that have earned your trust. And we'll be right here with you for the next 75 years, too.

Simply purchase **ANY** Euclid® Brake Shoe Kit between 1st October and 31st December 2014 and receive a **FREE COMMEMORATIVE 75TH ANNIVERSARY EUCLID® CAP**. Needing replacement parts? Ask your local parts distributor for Euclid parts by name.

a **MERITOR** brand

Don't miss out on helping us celebrate a piece of Meritor history.

Order your Euclid brake shoe kits today!

Aftermarket Behind the Scenes



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STAFF THAT MAKE MERITOR A SUCCESS

Employee Profile: Paul Gauci

Meritor CVA - Derrimut, Victoria

Role at Meritor: Parts Interpreter

Year Joined: 2003



What is your background in the Automotive Industry?

I started as a teenager, assisting dad and some uncles with various truck repairs. During 1990 I started my Heavy Vehicle Diesel Mechanic apprenticeship, completed in 1993. Until 2002, I did all sorts of minor and major repairs plus servicing diverse brands of trucks, trailers and earthmoving equipment. As well as mechanical repairs I also carried out trailer body repairs, welding and auto air conditioning repairs and servicing. During my time as a mechanic I completed various night school courses on fuel injection and arc/mig welding.

What are your main responsibilities?

To interpret part numbers, using different resources, from various information given by customers via e-mail or phone conversations ending with a full quote. I also process and co-ordinate urgent orders in vehicle down situations.

How do you stay up to date with the latest in technical information?

Large amounts of reading/studying/researching information on the internet. I read certain heavy vehicle magazines, visit manufacturing plants and truck shows. I like to keep watch for new innovations in the Diesel Mechanic trade.

What do you like most about your role as Parts Interpreter?

No two days are alike. When a customer/dealer contacts me with an enquiry that is extra challenging, it gives me the opportunity to go beyond my scope, to finding the answers to technical questions. Then a feeling of satisfaction that the customer's experience with Meritor was way above exceptional.

How does your work enhance customer service?

I like to be able to use my technical knowledge and extensive experience at Meritor to guide work colleagues with any decision making. Any new knowledge I acquire is filed for future access by any employee.

What are your interests and hobbies outside work?

I love being involved in my family's activities, be it their interests or schooling. I personally enjoy working on and operating motorcycles and classic cars. Other interests are gardening, cycling and I am a keen fish and bird keeper. I am heavily involved in raising money towards breast cancer foundations through my motorcycle club - Point Cook MC.