

BULLS EYE 2020



AFTERMARKET

JUN 2020

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MERITOR[®]
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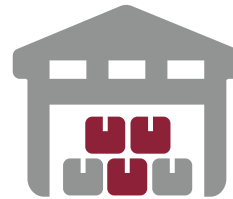
SPECIAL NOTICE

DID YOU KNOW?

MERITOR AUSTRALIA OFFERS...



DEDICATED
FIELD TEAM
SUPPORT



NATIONAL
DISTRIBUTION

OVER 300

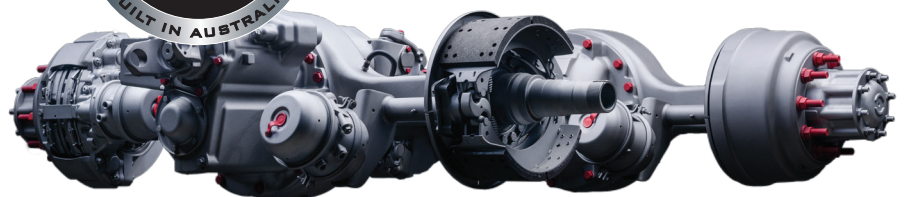
PARTS AND SERVICE OUTLETS

PARTS PROVEN IN
AUSTRALIAN
CONDITIONS



LOCAL
FOOTPRINT

AUSTRALIAN TRUCK
MARKET LEADER
IN HEAVY DUTY AXLES



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PRODUCT IN FOCUS MERITOR OPTI-CAST™

RUN WITH LESS.

A lightweight cast drum designed to save on fuel and improve your bottom line.

- High quality cast iron alloy to enhance heat dissipation equals longer friction life and improved drum durability
- Lightweight (46.9kg) solution means reduced fuel consumption and cost savings
- Premium machine balanced for superior ride and handling
- 10 stud 16.5" x7" 285 mm PCD suits truck and trailer applications



**PART NUMBER
85123788002**

Find out more



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TECH TIPS

AXLE WHEEL BEARING INSTALLATION SPECIFICATIONS

Conventional Wheel-End System					
Axle	Initial Adjusting Nut Torque ①	Final Adjusting Nut Torque ②	Spindle Thread Diameter	Jam Nut Torque Specification	Acceptable End Play Range ③
Drive axles without lock washers	200 lb-ft (272 N•m) Back off 1 turn	50 lb-ft (68 N•m) Back off 1/4 turn	Less Than 2-5/8" (66.67 mm) 2-5/8" (66.67 mm) and over	200-300 lb-ft (272-408 N•m) 300-400 lb-ft (408-544 N•m)	0.001"-0.005" (0.025-0.127 mm)
Drive axles with bendable lock washers	200 lb-ft (272 N•m) Back off 1 turn	50 lb-ft (68 N•m) Back off 1/4 turn	Less Than 2-5/8" (66.67 mm) 2-5/8" (66.67 mm) and over	100-150 lb-ft (136-204 N•m) 100-200 lb-ft (136-272 N•m)	0.001"-0.005" (0.025-0.127 mm)
Front non-drive steer axles	150 lb-ft (203 N•m) Back off 1 turn	50 lb-ft (68 N•m) Back off 1/3 turn for 1-1/8" (28.6 mm), 1-1/2" (38.1 mm)	1-1/8" (28.6 mm) MFS-06, MFS-07, MFS-08 Over 1-1/8" (28.6 mm), Less Than 2-5/8" (66.67 mm)	150-225 lb-ft (203-305 N•m) 200-300 lb-ft (272-408 N•m)	0.001"-0.005" (0.025-0.127 mm)
		Back off 1/4 turn for 1-3/4" (44.45 mm) and over	2-5/8" (6.67 mm) and over	250-400 lb-ft (339-542 N•m)	
Trailer axles	200 lb-ft (272 N•m) Back off 1 turn	50 lb-ft (68 N•m) Back off 1/4 turn	2-5/8" (66.67 mm) and over	200-300 lb-ft (272-408 N•m)	0.001"-0.005" (0.025-0.127 mm)
PRO-TORQ™ front and drive axles	200 lb-ft (272 N•m) Back off 1 turn	100 lb-ft (136 N•m) Back off 1/6 turn	Less than 2-5/8" (66.67 mm)	NA	0.001"-0.005" (0.025-0.127 mm)
		Back off 1/8 turn	2-5/8" (66.67 mm) and over		
Unitized Wheel-End System					
PRO-TORQ™ front and tag axles	600 ±75 lb-ft (813 ±102 N•m)	NA	FH941/946 MC14 and MC16 wheel ends	NA	0-0.002" (0-0.051 mm)
ConMet Wheel-End System					
PRO-TORQ™ drive axles	330 ±30 lb-ft (447 ±41 N•m)	NA	RC23162 wheel end	NA	0-0.006" (0-0.152 mm)



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TECH TIPS

AXLE WHEEL BEARING INSTALLATION SPECIFICATIONS

Long-Life Wheel-End Systems					
	Inner Nut Torque Specification ①		Outer Nut Torque Specification		Out-of-Service End Play Criteria ②
Front non-drive steer (Easy Steer Plus™)	500-700 lb-ft (680-952 N•m)		200-300 lb-ft (272-408 N•m)		0.006" (0.1524 mm) or more
	Inner Nut Torque ①		Outer Nut Torque		Out-of-Service End Play Criteria ②
Trailer (TB Series)	700-750 lb-ft (952-1020 N•m)		250-300 lb-ft (340-408 N•m)		0.006" (0.1524 mm) or more
	Initial Adjusting Nut Torque	Tighten Adjusting Nut	Install Tab Washer and Retainer Nut	Final Adjusting Nut Torque (Counter-clockwise) ④	Acceptable End Play
Trailer (TRIAD™ wheel-end system)	150-200 lb-ft (204-272 N•m) Back off until loose	50-60 lb-ft (68-82 N•m) Back off 1/8 turn	20-25 lb-ft (27-34 N•m)	50 lb-ft (68 N•m)	0.000" to 0.005" (0.000-0.127 mm)
	Adjusting Nut Torque ①③			Out-of-Service End Play Criteria ②	
Trailer (TL Unitized)	825-875 lb-ft (1120-1154 N•m)			Greater than 0.003" (0.08 mm)	
	Inner Spindle Nut Torque ①		Outer Nut Torque		Out-of-Service End Play Criteria
Trailer two-piece nut system (PreSet® by Meritor)	300 lb-ft (408 N•m)		200 lb-ft (272 N•m)		0.006" (0.1524 mm) or more, service the PreSet hub assembly
	Nut Torque			Acceptable End Play Criteria ②	
Trailer single-nut system (PRO-TORQ™)	200 lb-ft (272 N•m) Back off until loose Apply 100 lb-ft (136 N•m) Back off 1/6, 1/8, and 1/4 turn for TN/TQ, TP and TR axle spindle type			0.001" (0.025 mm) to 0.005" (0.127 mm)	
Trailer single-nut system (Temper Loc)	200 lb-ft (272 N•m) Back off until loose Apply 100 lb-ft (136 N•m) Back off 1/6, 1/8, and 1/4 turn for TN/TQ, TP and TR axle spindle type			0.001" (0.025 mm) to 0.005" (0.127 mm)	

NOTE: For disc brake wheel ends, back off the brake caliper until the rotor is clear from the pad linings about 1/16-inch (1.588 mm) gap or more. Refer to Maintenance Manual MM-0467, DiscPlus™ EX225 Air Disc Brake, for more information. To obtain this publication, visit Literature on Demand at meritor.com. **A** Rotate the hub a minimum of five complete turns while tightening the nut. **B** After the retightening procedure is complete. **C** The nut may need to be slightly tightened or loosened to meet the required end play. **D** Rotated counterclockwise against the retainer nut. **E** Use a hammer and staking tool to stake the stake washer to the spindle nut in three positions.



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RUN WITH MERITOR DARREN MICALLEF

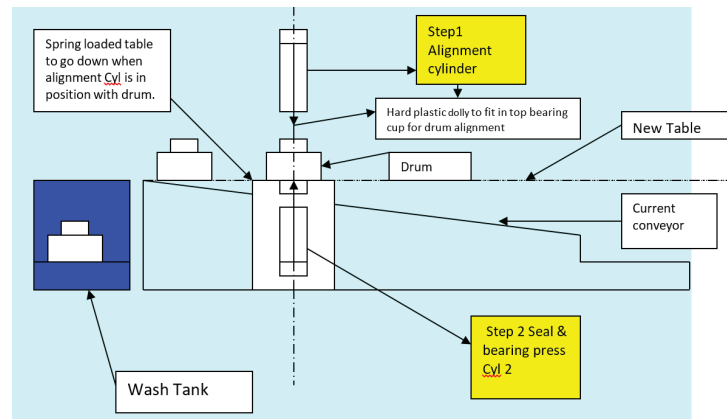
CELEBRATING MERITOR'S 50

My name is Darren Micallef and I have now been with Meritor for 18 years in the role of Plant Maintenance for CVS (Production) & CVA (Aftermarket) as well as customer support for Kenworth & Iveco. Prior to Meritor, back in the early 80s, I worked for Scania painting their chassis in Campbellfield to help pay for my dirt bike needs as a young fella. Following this I started my apprenticeship as a fitter welder and maintenance technician, fabricating conveyors and all types of machinery for customers in the



food, oil and transport industry. I still remember installing conveyors in trailers for Finemore Transport Company so I can say that I've always been involved with trucks from a young age. After this I worked for a large steel manufacturing plant in the Maintenance department which was supposed to be for 2 weeks but only ended after 14 years. I then landed a job at the National Mint and Meritor in the same day. I chose Arvin Meritor, as it was known back then, mainly because of my love for trucks.

In my time working at Meritor's Sunshine production facility we have made some massive improvements such as coming up with the idea for the hub Seal press back in 2003. This was a very labour intensive and time-consuming process, rolling hubs by hand and then using a 4-pound hammer to install the Hub seals, then flipping the hub and drum again by hand for storage onto a pallet. This project, which started off as a sketch (see right), was one of my favourite accomplishments when it was built. There have also been a host of other improvements over the years at both Sunshine and Derrimut plants. I'm always



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CELEBRATING MERITOR'S 50

busy thinking about new innovations and how to improve things for both plants. Most nights I wake up at 3 am with an idea for the current project or next job (yes, I know, get a life!) but that's how I roll. The people at Meritor are all great and I think this is maybe the reason we have such a great product. You couldn't ask for a better bunch of people to work with.

I also work very closely with the Quality team for Customer support, mainly at Kenworth and Iveco.

I have undertaken this role for the past 18 years which is great as I have built great relations



with a lot of people at both plants. I love walking down the Kenworth production line to see so many new chassis being built with our product in them from steer axles, drive axles through to drivelines. The guys on the shop floor often praise our build quality. This always makes me feel proud of the effort we put into the product we supply. Working for the customer can be very challenging, you have to think quickly and

improvise to find a solution or outcome as often the truck is at final test set to go out for delivery. Outside of work I follow the Melbourne Storm but my main interest is Formula 1, Moto GP, and American Super Cross. My passion for dirt bikes is still as strong as ever as I am currently restoring a 1986 Honda CR250.





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