

BULLS EYE 2020



AFTERMARKET

MAY 2020

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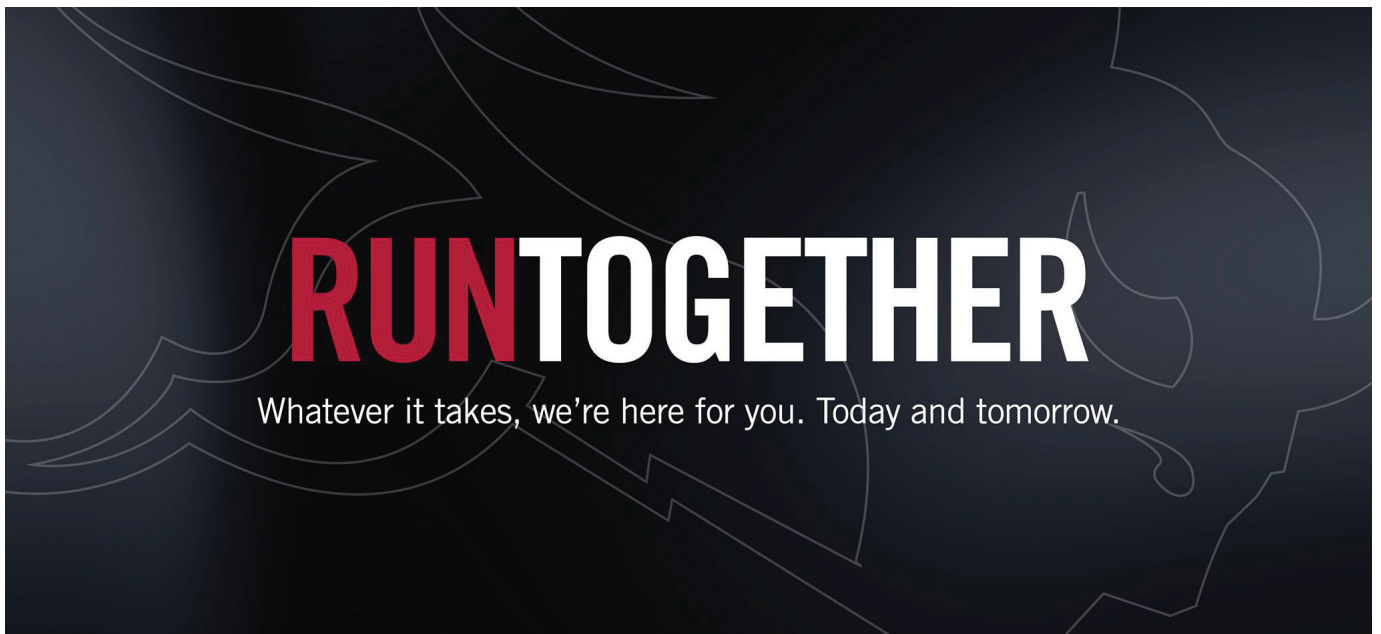
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SPECIAL NOTICE

#RUNTOGETHER

In times of crisis, we rely on the power of storytelling to bring us closer together. MERITOR globally had launched the **#RunTogether** campaign: our response to the coronavirus crisis, our ongoing commitment to our employees, community and industry, and our promise that we will continue to run together as we navigate the uncharted roads ahead.



#RunTogether is our response to the coronavirus crisis and an illustration of the ongoing commitment to our employees, community and industry. We are right by your side. You can find out more at our global Facebook page, [click here](#).

 Also, check out the LETTER FROM THE CEO & PRESIDENT www.meritor.com/about/runtogether

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PRODUCT IN FOCUS MERITOR'S TOP 5 NEWAY AIR SPRINGS

Choose the Right Air Springs for Better Road Handling and More Driver Comfort.

Designed and engineered for high efficiency, Meritor aftermarket air springs minimise vibrations reducing downtime and maintenance, as well as potential damage to ancillary components. Less vibration also translates to more control for the driver, and a smoother more comfortable ride. Plus, cargo stays protected. For more productivity and an improved ride, count on Meritor aftermarket air springs.



Meritor	Application	OE	Firestone	Goodyear
MAF9144	Holland Neway	90557155	W01-358-9144	1R13-047
MAF9471	Holland Neway	90557146	W01-358-9471	1R12-372
MAF9101	Holland Neway	90557008	W01-358-9101	1R12-076
MAF9039	Holland Neway	90557001	W01-358-9039	1R12-095
MAF9921	Holland Neway	90557117	W01-358-9921	1R12-502

Find out more



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TECH TIPS

APPROVED REAR DRIVE AXLE LUBRICANTS

You must fill Meritor axles with Meritor-specified lubricants only. Do not fill an axle with non-approved lubricants, which will void Meritor's warranty. Damage to axle components also can result.

Table A: Oil Change Intervals and Specifications for All Rear Drive Axles

Vocation or Vehicle Operation	Linehaul	Intercity Coach	City Delivery, School Bus, Fire Truck, Motorhome	Construction, Transit Bus, Refuse, Yard Tractor, Logging, Heavy Haul, Mining, Oil Field, Rescue
Initial Oil Change	Not required			
Check Oil Level Add the correct type and amount of oil as required.	Every 25,000 miles (40 000 km), or the fleet maintenance interval, whichever comes first		Every 10,000 miles (16 000 km), once a month, or the fleet maintenance interval, whichever comes first	Every 5,000 miles (8000 km), once a month, or the fleet maintenance interval, whichever comes first ①
Petroleum-Based Oil Change on Axle with or without Pump and Filter System ②	Every 100,000 miles (160 000 km), or annually, whichever comes first		Every 50,000 miles (80 000 km), or annually, whichever comes first	Every 25,000 miles (40 000 km), or annually, whichever comes first
Synthetic Oil Change on Axle with or without Pump and Filter System ③	Every 500,000 miles (800 000 km), or every 4 years, whichever comes first	Every 250,000 miles (400 000 km), or every 4 years, whichever comes first	Every 250,000 miles (400 000 km), or every 3 years, whichever comes first	Every 100,000 miles (160 000 km), or every 2 years, whichever comes first ④
Filter Change on Axle with Pump and Filter System	Every 100,000 miles (160 000 km)			

① For continuous heavy-duty operation, check the oil level every 1,000 miles (1600 km).

② All Meritor GL5 approved gear lubricants have been SAE J2360 tested and approved. Access the current approved gear oil list at p-i.org. Go to the Qualified Products pulldown menu. Click Lubricant Review Institute/Current QPL Listing. Then choose the SAE J2360 tab at the bottom of the file.

③ These intervals apply to approved semi-synthetic and full synthetic oils only. For a list of approved extended-drain axle oils, refer to **Table C** or **Table D**.

④ The change interval for transit buses can be increased to **150,000 miles** or **3 years**, whichever comes first, contingent upon:
 1) documented 10% fleet oil sampling with results below Meritor guidelines per Maintenance Manual 1,
 2) minimum of six magnets in housing (61163/ 71163 drive axles come standard with six magnets in housing), and
 3) use of approved extended-drain interval lubricants per **Table B**. (Drive axles excluded are: RC-26-633/634 and RC-26/27-720.)



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TECH TIPS APPROVED REAR DRIVE AXLE LUBRICANTS

Table B: Axle Oil Specifications

	Gear Oil Type	A.P.I. Specification	SAE Viscosity Grade	Meritor Specification	SAE Specification	Outside Temperature
Standard Drain Lubricants	Petroleum with EP additives	GL-5	85W/140	O76-A	SAE J2360 Tested and Approved	Above +10°F (-12°C)
			80W/140	O76-B	SAE J2360 Tested and Approved	Above -15°F (-26°C)
			80W/90	O76-D	SAE J2360 Tested and Approved	Above -15°F (-26°C)
			75W/90	O76-E	SAE J2360 Tested and Approved	Above -40°F (-40°C)
			75W	O76-J	SAE J2360 Tested and Approved	From -40°F (-40°C) to +35°F (+2°C)
			75W/140	O76-L	SAE J2360 Tested and Approved	Above -40°F (-40°C)
Extended-Drain Lubricants	Petroleum with Extended-Drain Base Oils and EP additives	GL-5	75W/90, 80W/90, 80W/140 or 75W/140	O76-Q, O76-R	SAE J2360 Tested and Approved	Depends on viscosity. Refer to the viscosity grades listed above.
	Petroleum with Semi-Synthetic Base Oils and EP additives		80W/90	O76-P	SAE J2360 Tested and Approved	Above -15°F (-26°C)
	Fully Synthetic Base Oil and EP additives		75W/140	O76-M	SAE J2360 Tested and Approved	Above -40°F (-40°C)
	Fully Synthetic Base Oil and EP additives		75W/90	O76-N	SAE J2360 Tested and Approved	Above -40°F (-40°C)
	Fully Synthetic Base Oil and EP additives		75W/85	O76-S	SAE J2360 Tested and Approved	Above -40°F (-40°C)



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APPROVED REAR DRIVE AXLE LUBRICANTS

Table C: Extended-Drain-Approved Synthetic Axle Oil Suppliers — U.S. Distributors

Name of Lubricant	Viscosity	Manufacturer
Chevron Delo Gear EP-5 SAE 80W/90 (Old Name: Chevron RPM 80W/90)	80W/90	Chevron Corporation
Emgard® EP EP 75W-90 (Emgard® 2984)	75W/90	BASF Corporation
Emgard® FE 75W-90 (Emgard® 2986)	75W/90	BASF Corporation
Emgard® FE 80W/140 (Emgard® 2831)	80W/140	BASF Corporation
Emgard® XFE 75W/85 (Emgard® 7103)	75W/85	BASF Corporation
Hi-Tec Syngear 75W-90 V Extra	75W/90	Hi-Tec Oil Traders Pty Ltd.
Lubemaster Syn EP	75W/90, 80W/140	Lubemaster (A Division of Certified Labs)
Lubrizol FS2203B	75W/85	Lubrizol Corporation
Mobil Delvac 1 Gear Oil 75W-90 (Old Name: Mobil Delvac Synthetic 75W/90)	75W/90	ExxonMobil
Mobil Delvac 1 Gear Oil 80W-90	80W/90	ExxonMobil
Mobil Delvac 1 Gear Oil 80W-140 (Old Name: Mobil Delvac Synthetic 80W/140)	80W/140	ExxonMobil
Shell Spirax S6 AXRME	75W/90	Shell Lubricants
Shell Spirax S6 AXME	75W/90	Shell Lubricants
Shell Spirax S6 AXME	80W/140	Shell Lubricants
Shell Spirax S6 ADME	75W/90	Shell Lubricants
Syngear 75W-90/Syntrax E 75W-90	75W/90	BP Lubricants USA Inc.
Traxon™ Synthetic 75W90	75W/90	Petro-Canada



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TECH TIPS APPROVED REAR DRIVE AXLE LUBRICANTS

Table D: Additional Extended-Drain-Approved Axle Oil Suppliers

AUSTRALIA/NEW ZEALAND:

Name of Lubricant	Viscosity	Manufacturer
Shell Spirax S6 AXRME 75W/90	75W/90	Shell Lubricants
Shell Spirax S6 AXME 75W/90	75W/90	Shell Lubricants
Shell Spirax S6 AXME 80W/140	80W/140	Shell Lubricants
Shell Spirax S6 ADME 75W/90	75W/90	Shell Lubricants
Synstar GL	75W/90, 80W/140	Caltex Oil Pty. Limited
Syntrax E	75W/90, 80W/140	Castrol Australia PTY Limited
TransGear S	80W/140	BP Oil Company
Traxon™ Synthetic 75W90	75W/90	Petro-Canada
Tutela Truck FE Axle	80W/140	Fiat Lubrificanti

Other Approved Extended-Drain Gear Oils

Name of Lubricant	Viscosity	Manufacturer
Delo Gear Lubricant ESI	80W/90, 85W/140	Chevron Global Lubricants
PED 6449	75W/90	Chevron Global Lubricants
SAF-AM	80W/90	Castrol Heavy Duty Lubricants
Super Three Star	75W/90, 80W/140	Kendall
Synergyn Blended Synthetic	80W/90	Synergyn Racing Products
Texaco Star Gear Lubricant	80W/90, 85W/140	Chevron Global Lubricants
Triton Syn Lube LDO	75W/90, 80W/140	76 Lubricants

Download the full document by clicking [here](#).



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RUN WITH MERITOR

RYAN DAVIES

CELEBRATING MERITOR'S 50

I recall that my first interview with Meritor was late in 2000, in a hotel in Dandenong. I had recently emigrated from the UK, and after a couple of months doing the tourist thing, I was applying for jobs.

Back in the UK, I had worked in project engineering roles for companies that supplied passenger car oil and power steering pumps, diesel injection pumps, and then 10 years for Eaton on their medium duty transmissions. During my time with Eaton I was fortunate enough to visit several different countries, including Australia, which reinforced my desire to move here.

I joined Meritor as a Product Engineer, starting in January 2001, and after 4 years took on the role of Engineering Manager. During these early years we had a small team of three people looking after the current engineering activities. This included customisation of overseas products to suit the local market. One of the team, Bogdan "Bob" Kupisz, had started with Rockwell Australia from almost the beginning in the early '70's. He was an invaluable asset to me, as I worked to understand the Meritor product range and our complex drawing and numbering systems. One



of the things that continues to amaze me is the number of variations in part number we have for the same axle model. There are different ratios, brakes, suspensions, wheel ends, drivelines etc that go in to making up the myriad options available to the customers. We have certainly faced some challenges delivering axles on time and to the correct specification as the different customers have ordered their axles in different ways over the years. It takes a complete Meritor team approach, not just Engineering, to make this happen.



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RYAN DAVIES

CELEBRATING MERITOR'S 50

Bob was a big loss when he retired after close to 40 years with Meritor back in 2012. The fact that we have had, and continue to have, a number of employees who, like Bob, have spent a large part of their working life at Meritor, is a testament to Meritor as a great place to work and the core values we live by day-to-day. It is these people and our core values, along with a robust product line-up, that has helped shape the customer relationships we have today.

In the early days, we were very much localised and separated from the global business we have today, with our own part numbering, drawing release and change management systems. There were challenges in those days of knowing who to talk to, to get support on design and product related issues, never mind the challenges of communicating by fax and having a paper filing system! We periodically received batches of micro-fiche cards from head office, detailing the latest global part releases and Engineering Changes. Again, all filed in cabinets in the office. A far cry from the 24 hour system access we have today.

The changes in technology over time have been a great help. Even though we still have some legacy hand-drawn blue prints, the computer systems have developed exponentially to go from simple 2D drawings to full 3D moving models that can be analysed to minimise weight and cost, yet maintain the same product reliability. We have 24 hour access to drawings and models created anywhere in the world, so we no longer have to wait for overseas to wake up. We now also have a small team of dedicated engineers based in our Bangalore Technical Centre supporting the Australian business and effectively doubling the engineering resource we had when I started. It amuses me that even with all these changes of globalisation, we still call the current computer based system the green sheet, a legacy from the days when it literally was a green sheet of paper in people's in trays.



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While our core products are largely based on North American platforms, there have been a number of local feature and design modifications to enhance the products for the local conditions. These have included housing reinforcements, improved lubrication systems and localised welding processes. Many of them have also helped us to address our changing market. Trends we have seen include increases in engine torque and power, increased gross combination masses through Performance Based Standards (PBS) and higher utilisation rates such as in 24/7 operations where the vehicles only stop for loading and unloading. All of which directly impact upon the performance of our axles and brakes.

We have also introduced a number of new products to help address the changing demands. These include: the MFS73 front non-drive steer axle, now available with disc brakes; disc brakes themselves; the MT-32-610 hub reduction axle for export to Hyundai in Korea which has developed into the well received P610 hub reduction axle here in Australia; the MT-18-14X and MT-20-14X; and the RPL and MXL drivelines that we are now producing locally with our newly installed driveline manufacturing cell.

Over the years there have been changes in the company name and product portfolio. I started after the company name was changed from Rockwell to Meritor, but even today, people still recognise and respect the Rockwell heritage. The merger with Arvin Industries back in 2007, to become ArvinMeritor, gave us an insight into light vehicle and exhaust system products. We later sold off this and our off-highway business, which left a bit of a gap in our product line-up. It is great to see that with the purchase of Axletech off highway products have just recently come back under the Meritor brand. Looking at our strategic initiatives up to 2022 we have these potential new products in the industrial and off-highway segments as well as the development of the popular RT-160 series axle to be a more fuel efficient specification for linehaul operation. More axle developments are in the pipeline and when you consider the rapid development of electric drivetrain products under the Meritor Blue Horizon brand there are some exciting engineering opportunities for the future.

On a personal level, Australia has provided me with the opportunity to enjoy my favourite pastimes of bush walking, cycling (both MTB and road), 4 wheel driving and camping. I have also had the opportunity, through Meritor, to see some interesting places in Australia such as Port Hedland, along with overseas trip to America, Korea, Japan, China and India. It has been a great experience being able to sample these different cultures and cuisines, and to meet some of the people that we have worked with over the years. It is always good to put a face to a name.



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As we develop and release new products in partnership with our local customers, and with the support of a great local team providing the customer service that has stood us in great stead for the last 50 years, I am hopeful that we will be here for the next 50.



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