

BULLS EYE 2021



AFTERMARKET

SEP 2021

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RUN WITH SUPPORT



ACTIVITIES

LRTAQ 2021 ANNUAL CONFERENCE

We would like to thank Livestock and Rural Transporters Association of Queensland (LRTAQ) for involving Meritor Australia in their annual conference. We are honoured to have been the proud sponsor for the Young Person in Transport award 2021, with a line-up of deserving nominees. Due to travel restrictions we were unable to attend the event. However, despite the circumstances, we created a short video with our Managing Director, David Cole which was shared during the announcement of the award emphasising our support for the industry and its youngest members.





RUN WITH SUPPORT



ACTIVITIES

RUN WITH THE BULL

Congratulations to Iveco Trucks Brisbane who participated in our latest promotion for Meritor MAX Pads and has taken out the prize for the Meritor branded Bar Fridge. Featured below from left to right is John Howard (Parts Manager, Iveco Trucks Brisbane) and Wayne Pulford (Aftermarket Sales Engineer, Meritor Australia) photographed at the new branch.

Iveco Trucks Brisbane has done a great job utilising their signage to promote products through indirect and direct reinforcement with their customers to Run with the Bull.













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PRODUCT IN FOCUS

PADS & ROTORS TO SUIT FREIGHTLINER

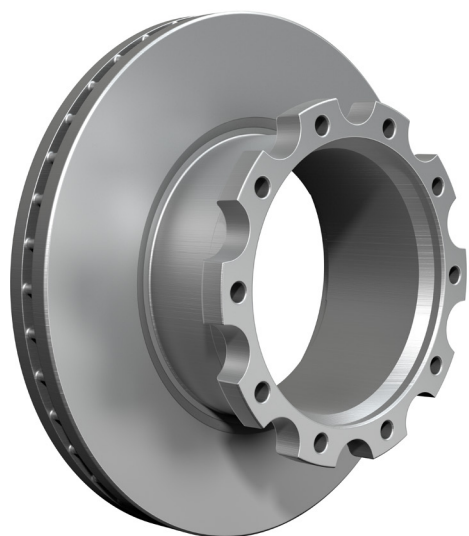
   MAKE & MODEL DESCRIPTION	 23	 	ROTOR 					PAD 			
			Part #	Dia	W	Ht	H	Part #	L	H	W
FREIGHTLINER											
Argosy / Columbia / Coronado											
For Bendix ADB225 / Knorr Bremse		Front	M44D802081	430	45	138.3	10	MDP3171K MAX171K	211	108	30
SB4309 Calipers		Rear	M44D802082	430	45	150	10	MDP3171K MAX171K	211	108	30
Bendix ESD225		Front						MDP3087K MAX087K	248	108	30
		Rear						MDP3087K MAX087K	248	108	30

Click to view

[Pad & Rotor catalogue](#)

[MAX Pad Premium flyer](#)

[All Makes & Rotor flyer](#)





RUN WITH SUPPORT



NEW PRODUCTS RED DRUM FAMILY

ARE YOU RED-DY?

- Lightweight construction with 20% weight reduction compared to cast drums for increased payload capacity and improved fuel consumption
- Single piece steel shell, machine balanced with no weld seams and balance weights delivers superior concentricity and better road handling
- Meritor tested, validated and quality approved with 1 year unlimited kilometre warranty for added peace of mind

*Stock arriving in October



5" STEER*



7" DRIVE & GP TRAILER



8.62" TRAILER*

Part No.	Brake Size	PCD (Bolt Circle)	Bolt Holes	Bolt Hole Size	Overall Depth	Brake Surface Width	Pilot Diameter	Weight	Type	GAWR
MBD136L	16.5" x 5"	11.25" (285mm)	10	1" (25.4mm)	9.23" (234mm)	5.83" (148mm)	8.78" (223mm)	77lb (35kg)	Balanced	14,600
MBD190L	16.5" x 7"	11.25" (285mm)	10	1" (25.4mm)	10.38" (264mm)	7.6" (194mm)	8.78" (223mm)	88lb (40kg)	Balanced	23,000
MBD282L	16.5" x 8.62"	11.25" (285mm)	10	1" (25.4mm)	11.04" (280mm)	9.15" (232mm)	8.78" (223mm)	100lb (45kg)	Balanced	23,000

Find out more





RUN WITH SUPPORT



TECH TIPS RED DRUMS

What makes a good brake drum?

The best brake drum for overall performance:

- Is made from temperature and wear-resistant high-tensile iron.
- Is precisely machined.
- Is balanced by machining rather than adding weights.

MAXIMUM BRAKE-FACE DIAMETERS

Maximum brake-face diameters are indicated on Meritor brake drums (i.e. the word 'Max. Dia. 15.120 inches 384.05mm' will be found with a 15-inch, 381mm nominal brake-face diameter). This means that for safe operation the brake face diameter should never exceed 15.120 inches, 384.05mm from machining or wear.

WHEN SHOULD A BRAKE DRUM BE REPLACED?

The ability of a brake drum to perform safely is affected by a variety of factors. These are some of the conditions that affect the life of brake drums and a brake drum should be replaced when any of these conditions appear:

1. Brake-face diameter reaches maximum limit.
2. Excessive heat checks.
3. Cracks.
4. Martensite-spotted drums (i.e. hotspots).
5. Worn or elongated bolt holes.
6. Galling of brake surface.
7. Brake drum is known to have been overheated (e.g. dragging brakes).
8. Brake drum is warped (i.e. out of round).

It may be necessary to replace brake drums in pairs in order to maintain proper brake balance and efficiency.

RECOMMENDATIONS FOR LONGER BRAKE DRUM AND ROTOR LIFE

When drums are forced to fit onto a hub, there is an improper match of parts for installation. The cause must be determined and corrected.

Wheel bearings should be properly adjusted to prevent the drum from picking up the load created by the braking action. Drums and linings should be checked at periodic intervals to detect operational patterns. The use of non-asbestos organic linings can cause linings to swell and drag, resulting in hotspots and lower fuel economy.

Clearance between non-applied brake linings and the drum varies slightly. See the brake system manufacturer's recommendations for this adjustment. Proper clearance prevents excessively hot linings and drums plus - double up on and improves fuel economy.

Parking brakes should not be set while the drums are hot. Allow them to cool, otherwise drum cracking and failure can result. Proper clearance prevents excessively hot linings and drums plus - double up on and improves fuel economy.



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TECH TIPS (CONT'D)

RED DRUMS

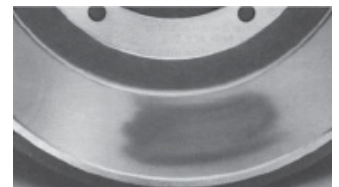
DRUM-FAILURE ANALYSIS

Regular and thorough inspection of the brake system is the best investment that can be made for low-cost per-kilometre brake operation. Ensure you have a standard inspection timetable and follow it.

COMMON PROBLEMS WITH BRAKE DRUMS

Grease-stained drums

Brake drums with discoloured spots on the braking surface, and oil or grease splattered on the brake assembly, indicate over-lubrication of the cam or camshaft, or an oil-seal failure. Correct this problem. After repairing the source of the oil or grease leak, clean the drum and replace soaked linings.



Cracked drums

A drum that has cracked completely through a section of the braking surface must be replaced immediately. A cracked drum is not repairable. Cracked drums are caused by one or more of the following:

1. Excessive heating and cooling.
2. Excessive shoe pressure.



Repeated cracking of this type may indicate one or more of the following:

1. Dragging brakes.
2. Inadequately designed drums for the application.
3. Inadequately designed braking system for the application.
4. Incorrect brake balance of the vehicle.
5. Driver abuse.

The total braking system of the vehicle should be checked thoroughly, paying attention to the following:

1. Proper friction ratings.
2. Proper valving and plumbing.
3. Proper brake balance.
4. Missing linings and/or brake-system components.

Heat checking

A broken network of fine hairline cracks on the braking surface of the drum is a normal phenomenon of braking surfaces. It is caused by regular heating and cooling of the surface. Heat checking does not impair brake performance but heat checks should be examined frequently to make sure they have not grown deep enough to weaken the drum.



Oversized drums

If the brake-surface diameter is in excess of its specified maximum diameter, replace the drum immediately. It may be necessary to replace drums in pairs to assure proper brake drum balance and braking efficiency. If the linings show irregular wear, replace them.





MERITOR
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