An Axle Solution for Every Vocation
Construction. Municipal. Refuse. Sewer. Heavy Haul. These are just some of the most demanding vocations out there. Fortunately, Meritor axles are more than up to the challenge.

We're the world's largest independent manufacturer of truck axles for a broad range of vehicle applications. So we know how to build axles that perform not only in the toughest conditions, but also with outstanding reliability, unmatched durability and low cost of operation.

Built on a Legacy of Forward Thinking
Our heritage of over 100 years of “forward thinking” has produced unsurpassed leadership in the design, engineering and manufacturing of axles for the global transportation industry.

Today we are recognized as the global axle leader across heavy and severe duty applications for your front and rear axle solutions. We offer the broadest range of axles that provide our customers with proven axle technology innovations.

Axle Technology Heritage
Our longevity is based on a rich heritage of product performance, customer service and engineering expertise in axle and gearing technology. Nobody does it better. We’ve mastered the combination of leading-edge engineering, advanced gear-cutting, component durability and lightweight materials to support virtually every vocational application.
Axle Manufacturing Processes and Global Locations
Our engineering capabilities and manufacturing facilities reach from Asia and the Pacific Rim to Australia to Europe to North America and South America. We are proud of our proven success in global platform design. Our manufacturing capabilities are supported by six Global Engineering Centers of Excellence, with an electronically linked infrastructure for knowledge sharing and process collaboration.

Our Axle and Braking System Families Are World Leaders
Meritor is recognized throughout the industry for being a world leader in both the axle and braking system categories. Our company has provided many game-changing axle and braking technology innovations, and we continue to lead the way in product performance, customer service and engineering expertise.

Everything You Need To Stay Ahead
Our full line of front, single rear, tandem and tridem vocational axles feature forward-thinking innovations designed to give you a true competitive edge. And all are backed by industry-leading service and support and comprehensive warranty coverage. No other axle supplier delivers such a complete solution to keep your operation moving forward.

All The Details You Need
Following are complete specifications and benefits for all of our vocational axle models.
Proven Meritor axle leadership has resulted in a broad range of front non-drive steer axles and front drive steer axles that combine unsurpassed steering control, durability and low maintenance. From Easy Steer™ bushings that reduce steering effort to the off-road mobility of the Meritor MX Series single-reduction front drive steer axles, Meritor front axles deliver.

<table>
<thead>
<tr>
<th>Features/Options</th>
<th>Performance Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimized turning radius (up to a 55°) on axle configurations</td>
<td>Sharper wheel cut and increased maneuverability</td>
</tr>
<tr>
<td>Robust Meritor Easy Steer™ king pin, bushings, and optimized I-beam construction</td>
<td>Delivers longer life for axles and tires, proven durability, and superior vehicle control</td>
</tr>
<tr>
<td>Special low friction bushings, double draw keys, and integral thrust bearing and seal designs</td>
<td>Ease of serviceability, protective covering for the reduction of possible contamination, and lower operating costs</td>
</tr>
<tr>
<td>Wide range of lightweight, full-strength steer axle assemblies for a variety of wheel base lengths, front axle tracks and turn angles</td>
<td>Allows customization for specific applications and superior OEM packaging flexibility</td>
</tr>
<tr>
<td>Meritor double drop axles feature a large-diameter, heat-treated king pin</td>
<td>Providing solutions for the unique needs of our OEM and fleet users and still providing the expected durability and longer life</td>
</tr>
<tr>
<td>Wide ratio of front drive axle gear selection</td>
<td>Allows for use in a wide range of heavy-duty on- and off-highway applications</td>
</tr>
</tbody>
</table>
## Front Non-Drive Steer Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>AXLE BEAM DROP inches (mm)</th>
<th>KPI KING PIN INTERSECTION inches (mm)</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>12,000 (5,448)</td>
<td>MFS-12-143A-N</td>
<td>3.74 (95.0)</td>
<td>71.5 (1,816.1)</td>
<td>GS, HS</td>
<td>GS, HS, RS, RS</td>
</tr>
<tr>
<td></td>
<td>FT-941</td>
<td>5.00 (127.0)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FT-943</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>FT-961</td>
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</tr>
<tr>
<td></td>
<td>FT-966</td>
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<tr>
<td>12,500 (5,669)</td>
<td>32.5A</td>
<td>3.74 (95.0)</td>
<td>71.5 (1,816.1)</td>
<td>FF/FG</td>
<td>GS, HS, RS, RS</td>
</tr>
<tr>
<td></td>
<td>FT-967</td>
<td>3.50 (88.9)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FT-942</td>
<td>3.50 (88.9)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FT-944</td>
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<tr>
<td></td>
<td>WFS-11-143-A-N</td>
<td>5.00 (127.0)</td>
<td>69.0 (1,752.6)</td>
<td>GS, HS</td>
<td>GS, HS, RS, RS</td>
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<tr>
<td></td>
<td>WFS-13-144-A-N</td>
<td>5.00 (127.0)</td>
<td>71.5 (1,816.1)</td>
<td>GS, HS</td>
<td>GS, HS, RS, RS</td>
</tr>
<tr>
<td>14,600 (6,628)</td>
<td>FG-941</td>
<td>3.50 (88.9)</td>
<td>69.0 (1,752.6)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FG-943</td>
<td>5.00 (127.0)</td>
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<td></td>
<td></td>
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<tr>
<td>14,700 (6,674)</td>
<td>MFS-14-143A-N</td>
<td>3.74 (95.0)</td>
<td>71.5 (1,816.1)</td>
<td>GS, HS, LG, RS</td>
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<tr>
<td></td>
<td>MFS-14-144A-N</td>
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<td></td>
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<tr>
<td>16,000 (7,264)</td>
<td>MFS-16-143A-N</td>
<td>3.74 (95.0)</td>
<td>71.5 (1,816.1)</td>
<td>GS, HS, LG, RS</td>
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</tr>
<tr>
<td></td>
<td>MFS-16-144A-N</td>
<td>3.50 (88.9)</td>
<td>69.0 (1,752.6)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FL-941</td>
<td>5.00 (127.0)</td>
<td>68.83 (1,748.3)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FL-943</td>
<td>3.50 (88.9)</td>
<td>68.83 (1,748.3)</td>
<td>GS, HS, RS, RS</td>
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<tr>
<td>18,000 (8,172)</td>
<td>WFS-18-133A-N</td>
<td>3.74 (95.0)</td>
<td>68.5 (1,719.3)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FL-941</td>
<td>5.00 (127.0)</td>
<td>68.5 (1,719.3)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FL-943</td>
<td>3.50 (88.9)</td>
<td>71.0 (1,803.4)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td>20,000 (9,080)</td>
<td>FL-941</td>
<td>3.50 (88.9)</td>
<td>68.5 (1,719.3)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FL-943</td>
<td>5.00 (127.0)</td>
<td>68.5 (1,719.3)</td>
<td>GS, HS, RS, RS</td>
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</tr>
<tr>
<td></td>
<td>MFS-20-133A-N*</td>
<td>3.74 (95.0)</td>
<td>71.0 (1,803.4)</td>
<td>GS, HS, RS, RS</td>
<td></td>
</tr>
</tbody>
</table>

* Check with your DriveForce sales/service representative for actual weight rating.

## Front Drive Steer Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>STANDARD RATIOS</th>
<th>RING GEAR SIZE inches (mm)</th>
<th>BOWL OFFSET inches (mm)</th>
<th>MAX. TURN ANGLE</th>
<th>JOINT TYPE</th>
<th>KPI KING PIN INTERSECTION DISTANCE inches (mm) OPTIONS</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000 (4,540)</td>
<td>MX-10-120</td>
<td>3.11, 3.58, 3.73, 3.91, 4.10, 4.30, 4.56, 4.88, 5.13, 5.29, 5.57, 5.86, 6.14, 6.43, 6.81, 7.17</td>
<td>13.25 (336.6)</td>
<td>10.0 (254) Passenger Side Standard 10.75 (273) Passenger Side Wide Track</td>
<td>42°</td>
<td>Double Cardan</td>
<td>69.0 (1,752) Standard</td>
<td>70.5 (1,790) Wide Track</td>
<td>CTI, Limited Slip Diff</td>
</tr>
<tr>
<td>12,000 (5,448)</td>
<td>MX-12-120</td>
<td></td>
<td></td>
<td>13.25 (336.6)</td>
<td>10.0 (254) Passenger Side Standard 10.75 (273) Passenger Side Wide Track</td>
<td>42°</td>
<td>Double Cardan</td>
<td>69.0 (1,752) Standard</td>
<td>70.5 (1,790) Wide Track</td>
</tr>
<tr>
<td>14,000 (6,350)</td>
<td>MX-14-120</td>
<td></td>
<td></td>
<td>13.25 (336.6)</td>
<td>10.0 (254) Passenger Side Standard 10.75 (273) Passenger Side Wide Track</td>
<td>42°</td>
<td>Double Cardan</td>
<td>69.0 (1,752) Standard</td>
<td>70.5 (1,790) Wide Track</td>
</tr>
<tr>
<td>16,000 (7,258)</td>
<td>MX-16-120</td>
<td></td>
<td></td>
<td>13.25 (336.6)</td>
<td>10.0 (254) Passenger Side Standard 10.75 (273) Passenger Side Wide Track</td>
<td>42°</td>
<td>Double Cardan</td>
<td>69.0 (1,752) Standard</td>
<td>70.5 (1,790) Wide Track</td>
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<tr>
<td>17,000 (7,745)</td>
<td>MX-17-140</td>
<td>2.79, 3.09, 3.21, 3.42, 3.58, 3.73, 3.93, 4.10, 4.30, 4.56, 4.88, 5.13, 5.29</td>
<td>15.31 (388.9)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>64.5 (1,639) Standard</td>
<td>68.5 (1,740) Wide Track</td>
<td>CTI, Limited Slip Diff, Diff Lock</td>
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<tr>
<td>19,000 (8,626)</td>
<td>MX-19-140</td>
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<td></td>
<td>15.31 (388.9)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>64.5 (1,639) Standard</td>
<td>68.5 (1,740) Wide Track</td>
</tr>
<tr>
<td>21,000 (9,534)</td>
<td>MX-21-140</td>
<td></td>
<td></td>
<td>18.00 (457.2)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>64.5 (1,639) Standard</td>
<td>68.5 (1,740) Wide Track</td>
</tr>
<tr>
<td>23,000 (10,442)</td>
<td>MX-23-160</td>
<td></td>
<td></td>
<td>18.00 (457.2)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>64.5 (1,639) Standard</td>
<td>68.5 (1,740) Wide Track</td>
</tr>
</tbody>
</table>

Applications Key: GS – General Service • HS – Heavy Service • RS – Restricted Service

See Applications section for specific vehicle references. Refer to publication TP7824 for complete axle specification details.
At Meritor, we’re dedicated to rear axle solutions that enhance mobility to give our customers the leading edge. Our wide range of offerings include hypoid single-reduction and helical-hypoid double-reduction axles. All deliver a unique combination of precision engineering, component durability and lightweight options to meet the demands of diverse customer applications.

<table>
<thead>
<tr>
<th>Features/Options</th>
<th>Performance Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proven, robust designs combined with high-strength engineered materials</td>
<td>Provide superior performance and proven durability across many different applications</td>
</tr>
<tr>
<td>Matched gearing and axle shaft design</td>
<td>Delivers cost-effective, dependable operation</td>
</tr>
<tr>
<td>Precision-forged differential gears</td>
<td>Provide maximum strength and shock resistance</td>
</tr>
<tr>
<td>Wide range of axle configurations and various housing bowl positions</td>
<td>Allows customization to applications and superior OEM packaging flexibility</td>
</tr>
<tr>
<td>Widest range of gear ratios available</td>
<td>Enables users to choose axles suited to their needs for fuel economy, greater torque or maximum traction</td>
</tr>
<tr>
<td>High-quality, versatile components</td>
<td>Ensure quiet operation and ease of serviceability</td>
</tr>
<tr>
<td>Rigid differential cases</td>
<td>Support precise gear alignment and durability</td>
</tr>
<tr>
<td>Hypoid-Generoid™ gearing options</td>
<td>Provide long life and increased durability</td>
</tr>
<tr>
<td>Optional Driver-Controlled Differential Lock (DCDL)</td>
<td>Provide maximum traction and spinout protection under slippery conditions</td>
</tr>
</tbody>
</table>
## Hypoid Single-Reduction Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>GCW HIGHWAY pounds (kg)</th>
<th>Max. 3% Grade (Turnpike)</th>
<th>Max. 8% Grade (Paved)</th>
<th>STANDARD RATIOS</th>
<th>RING GEAR SIZE (PITCH DIAMETER) inches (mm)</th>
<th>AXLE SHAFT SPLINE SIZE inches (mm)</th>
<th>AXLE SHAFT DIAMETER inches (mm)</th>
<th>HOUSING BOX SIZE inches (mm)</th>
<th>WALL THICKNESS AT SPRING SEAT inches (mm)</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>21,000 (9,534)</td>
<td>MS-21-14X</td>
<td>60,000</td>
<td>60,000</td>
<td>2.64, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90, 4.11, 4.33, 4.63, 4.88, 5.13, 5.29, 5.57, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.8)</td>
<td>2.00 (50.8)</td>
<td>0.43 (11.0)</td>
<td>0.56 (14.3)</td>
<td>High Track</td>
<td>GS, HS</td>
</tr>
<tr>
<td></td>
<td>RS-21-160</td>
<td>127,000 (57,658)</td>
<td>100,000 (45,400)</td>
<td>2.50, 2.67, 2.80, 2.93, 3.07, 3.21, 3.42, 3.58, 3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.38, 5.63, 6.14, 6.43, 6.83, 7.17</td>
<td>18.00 (457.2)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>GS, HS, RS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25,000 (11,350)</td>
<td>RS-25-160</td>
<td>127,000 (57,658)</td>
<td>100,000 (45,400)</td>
<td>2.50, 2.67, 2.80, 2.93, 3.07, 3.21, 3.42, 3.58, 3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.38, 5.63, 6.14, 6.43, 6.83, 7.17</td>
<td>18.00 (457.2)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>GS, HS, RS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26,000 (11,804)</td>
<td>RS-26-185</td>
<td>140,000 (63,560)</td>
<td>125,000 (56,750)</td>
<td>3.42, 5.54, 3.80, 4.56, 4.89, 5.13, 5.38, 5.63, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>19.62 (498.3)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.50 (12.7)</td>
<td>GS, HS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30,000 (13,620)</td>
<td>RS-30-185</td>
<td>140,000 (63,560)</td>
<td>125,000 (56,750)</td>
<td>3.42, 3.54, 3.80, 4.56, 4.89, 5.13, 5.38, 6.36, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>19.62 (498.3)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.50 (12.7)</td>
<td>GS, HS</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Applications Key:** GS – General Service • HS – Heavy Service • RS – Restricted Service

See Applications section for specific vehicle references. Refer to publication TP7824 for complete axle specification details.

## Helical-Hypoid Double-Reduction Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>GCW HIGHWAY pounds (kg)</th>
<th>Max. 3% Grade (Turnpike)</th>
<th>Max. 8% Grade (Paved)</th>
<th>STANDARD RATIOS</th>
<th>RING GEAR SIZE (PITCH DIAMETER) inches (mm)</th>
<th>AXLE SHAFT SPLINE SIZE inches (mm)</th>
<th>AXLE SHAFT DIAMETER inches (mm)</th>
<th>HOUSING BOX SIZE inches (mm)</th>
<th>WALL THICKNESS AT SPRING SEAT inches (mm)</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>23,000 (10,4334)</td>
<td>RS-23-380</td>
<td>145,000 (65,830)</td>
<td>125,000 (56,750)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.81, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7)</td>
<td>1.25 (37.2)</td>
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<td>0.50 (12.7)</td>
<td>HS, RS</td>
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</tr>
<tr>
<td>26,000 (11,804)</td>
<td>RS-26-380</td>
<td>145,000 (65,830)</td>
<td>125,000 (56,750)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.81, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.56 (14.3)</td>
<td>U</td>
<td></td>
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</tr>
<tr>
<td>30,000 (13,620)</td>
<td>RS-30-380</td>
<td>145,000 (65,830)</td>
<td>125,000 (56,750)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.81, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.56 (14.3)</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>38,000 (17,252)</td>
<td>RS-38-380</td>
<td>145,000 (65,830)</td>
<td>125,000 (56,750)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.81, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.56 (14.3)</td>
<td>U</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Applications Key:** GS – General Service • HS – Heavy Service • RS – Restricted Service

See Applications section for specific vehicle references. Refer to publication TP7824 for complete axle specification details.
For many applications, nothing less than a tandem axle will survive. And Meritor tandems not only survive, but thrive on the toughest, meanest, most demanding jobs. Year after year, Meritor tandems keep delivering the performance. And the goods. With legendary durability. Plus reduced maintenance and operating costs.

<table>
<thead>
<tr>
<th>Features/Options</th>
<th>Performance Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>More robust Inter-Axle Differential (IAD)</td>
<td>20% larger than the competition’s and with fewer parts; torque capacity up to 2050 lb. ft. in certain applications; improved pinion, differential and needle bearing design provides longer life and increased reliability</td>
</tr>
<tr>
<td>2.64-7.17 vocation ratio range</td>
<td>Widest ratio range to match your application and specific engine manufacturer’s recommendations</td>
</tr>
<tr>
<td>DualTrac™ housing option</td>
<td>Effectively respositions the loading on wheel bearings similar to dual tire configurations when used with 0.0”-0.56” outset wheels</td>
</tr>
<tr>
<td>High-torque gear design</td>
<td>Provides smoother and quieter operation, greater torque capacity and longer component life</td>
</tr>
<tr>
<td>Rugged, single-piece carrier design</td>
<td>Supports precise gear alignment</td>
</tr>
<tr>
<td>Meritor spindle design</td>
<td>Central Tire Inflation (CTI) system-ready</td>
</tr>
<tr>
<td>Optional aluminum rear carrier and is available for RT-40-145A family only</td>
<td>Reduces weight to deliver additional payload capacity and greater fuel economy</td>
</tr>
<tr>
<td>Broad range of gear ratios available</td>
<td>Enables end users to choose axles tailored to their needs, whether it be improved fuel economy, greater torque or maximum traction</td>
</tr>
<tr>
<td>Lowest-maintenance tandem design available</td>
<td>Extends range up to 500,000 miles between lube changes</td>
</tr>
<tr>
<td>Anti-lock braking system (ABS) and Automatic Traction Control (ATC) options</td>
<td>Provides greater braking control, shorter stopping distances and improved traction for both starting and higher-speed driveability</td>
</tr>
<tr>
<td>Optional Driver-Controlled Differential Lock (DCDL)</td>
<td>Provides maximum traction and spinout protection under slippery conditions</td>
</tr>
</tbody>
</table>
## Hypoid Single-Reduction Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>SCW HIGHWAY pounds (kg)</th>
<th>STANDARD RATIOS</th>
<th>RING GEAR SIZE (PITCH DIAMETER) inches (mm)</th>
<th>AXLE SHAFT SPLINE SIZE inches (mm)</th>
<th>AXLE SHAFT DIAMETER inches (mm)</th>
<th>HOUSING BOX SIZE inches (mm)</th>
<th>WALL THICKNESS AT SPRING SEAT inches (mm)</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>40,000 (18,160)</td>
<td>MT-40-145A</td>
<td>145,000 (65,830)</td>
<td>3.64, 3.88, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90, 4.11, 4.33, 4.63, 4.88, 5.29, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>15.51 (398.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.9)</td>
<td>2.00 (50.8)</td>
<td>0.37 (9.5)</td>
<td>Std/DualTrac™</td>
<td>GS, HS</td>
</tr>
<tr>
<td>RT-40-145A</td>
<td></td>
<td>125,000 (56,750)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52,000 (23,608)</td>
<td>MT-44-145K</td>
<td>Net Rated</td>
<td>3.70, 3.90, 4.11, 4.33, 4.63, 4.88, 5.29, 5.86 Available on Hypoid Ratios Only</td>
<td>15.51 (398.9)</td>
<td>2.10 (53.3)</td>
<td>2.00 (50.8)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>Standard Track</td>
<td>GS, HS</td>
</tr>
<tr>
<td>RT-46-160</td>
<td>RT-46-164P</td>
<td>185,000 (83,990)</td>
<td>3.42, 3.58, 3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.38, 5.63, 6.14, 6.43, 6.83, 7.17</td>
<td>18.0 (457.2)</td>
<td>2.35 (59.7)</td>
<td>2.25 (57.2)</td>
<td>0.63 (16.0)</td>
<td>Wide Track Only Available as RT-46-164 Series</td>
<td>GS, HS, RS</td>
<td></td>
</tr>
<tr>
<td>50,000 (22,700)</td>
<td>RT-50-160</td>
<td>160,000 (72,640)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.56 (14.3)</td>
<td>Wide Track</td>
</tr>
<tr>
<td>RT-50-160P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52,000 (23,608)</td>
<td>RT-52-185</td>
<td>245,000 (111,210)</td>
<td>4.30, 4.56, 4.89, 5.38, 6.14, 6.83, 7.17</td>
<td>19.62 (498.3)</td>
<td>18.0 (457.2)</td>
<td>2.35 (59.7)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td>Wide Track</td>
<td>GS, HS</td>
</tr>
<tr>
<td>RT-58-185</td>
<td>RT-58-380</td>
<td>215,000 (97,610)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.63 (16.0)</td>
<td>Wide Track</td>
</tr>
<tr>
<td>RT-58-380P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Helical-Hypoid Double-Reduction Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>SCW HIGHWAY pounds (kg)</th>
<th>STANDARD RATIOS</th>
<th>RING GEAR SIZE (PITCH DIAMETER) inches (mm)</th>
<th>AXLE SHAFT SPLINE SIZE inches (mm)</th>
<th>BODY DIAMETER inches (mm)</th>
<th>HOUSING BOX SIZE inches (mm)</th>
<th>WALL THICKNESS AT SPRING SEAT inches (mm)</th>
<th>WHEEL-END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>52,000 (23,608)</td>
<td>RT-52-380</td>
<td>255,000 (115,770)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.63, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7)</td>
<td>2.25 (57.2)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td>R</td>
<td>HS</td>
</tr>
<tr>
<td>RT-58-380</td>
<td>RT-58-380</td>
<td>225,000 (102,150)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.56 (14.3)</td>
<td>U</td>
</tr>
<tr>
<td>70,000 (31,760)</td>
<td>RT-70-380</td>
<td>225,000 (102,150)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.56 (14.3)</td>
<td>U</td>
</tr>
</tbody>
</table>

Applications Key: GS – General Service • HS – Heavy Service • RS – Restricted Service
See Applications section for specific vehicle references. Refer to publication TP7824 for complete axle specification details.
Meritor tridem axles are designed for the harshest environments. They are ideal for applications requiring more tractive effort than can be provided by a conventional tandem axle—applications like construction, logging, heavy haul and mining.

### Features/Options

<table>
<thead>
<tr>
<th>Features/Options</th>
<th>Performance Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three driving axles versus two axles in a normal tandem set</td>
<td>More even distribution of the available tractive effort to the ground; all three axles are assumed equally loaded at all times</td>
</tr>
<tr>
<td>Utilizes Meritor production tandem axles</td>
<td>Parts commonality</td>
</tr>
<tr>
<td>Hypoid-Generoid gearing (18&quot; or 19.6&quot;)</td>
<td>Longer life, greater strength and quieter operation</td>
</tr>
<tr>
<td>Precision-forged differential gears</td>
<td>Durable, greater strength</td>
</tr>
<tr>
<td>Optional Driver-Controlled Differential Lock (DCDL)</td>
<td>Provides maximum traction and spinout protection under slippery conditions</td>
</tr>
<tr>
<td>Optional pressurized filtered tube system</td>
<td>Virtually eliminates the potential for spinout damage</td>
</tr>
</tbody>
</table>

### Meritor Tridem Axle Specifications

<table>
<thead>
<tr>
<th>RATINGS pounds (kg)</th>
<th>AXLE MODEL</th>
<th>GCW HIGHWAY pounds (kg)</th>
<th>Max. 3% Grade (Tasphalt)</th>
<th>Max. 8% Grade (Paved)</th>
<th>STANDARD RATIO</th>
<th>RING GEAR SIZE (PITCH DIAMETER) inches (mm)</th>
<th>AXLE SHAFT SPLINE SIZE inches (mm)</th>
<th>BODY DIAMETER inches (mm)</th>
<th>HOUSING BOX SIZE inches (mm)</th>
<th>WALL THICKNESS AT SPRING SEAT inches (mm)</th>
<th>WHEEL- END SERIES</th>
<th>APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>69,000 (31,326)</td>
<td>RZ-166</td>
<td>Consult Meritor Axle Representatives</td>
<td>3.40, 3.58, 3.75, 3.91, 4.10, 4.16, 4.56, 4.69, 5.18, 5.63, 6.14, 6.43, 6.83, 7.17</td>
<td>Axle 1 &amp; 2 &amp; 3: 18.0 (457.2)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>Axle 1, 2 &amp; 3: 5.25 x 4.62 (134 x 117)</td>
<td>Axle 1, 2 &amp; 3: 5.50 x 5.50 (140 x 140)</td>
<td>RZ-166</td>
<td>HS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>77,000 (34,958)</td>
<td>RZ-188</td>
<td>Consult Meritor Axle Representatives</td>
<td>3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.38, 6.14, 6.83, 7.17</td>
<td>Axle 1, 2 &amp; 3: 19.6 (498.3)</td>
<td>2.25 (57.2)</td>
<td>Axle 1, 2 &amp; 3: 5.50 x 5.50 (140 x 140)</td>
<td>RZ-188</td>
<td>HS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Applications Key:** GS – General Service • HS – Heavy Service • RS – Restricted Service

See Applications section for specific vehicle references. Refer to publication TP7824 for complete axle specification details.
Meritor Axle Warranty Coverage
All Meritor axles are backed by Meritor’s industry-competitive warranty. And every claim is fully supported by our industry-leading online warranty claims system. For complete details, see meritor.com and download a copy of our current warranty brochure (SP-95155).

Advantage Plans
The ideal complement to our warranty, the Advantage Plans offer a simple and economical way to get the long-term axle coverage you need. With our Advantage Plans, you can get extended service coverage up to five years for general service and heavy service applications.

Global Customer Support
Our representatives have the experience, the expertise and the global support network needed to provide you with unsurpassed assistance when specifying axle systems and components.

With unmatched consultation and follow-through, we can provide you with the guidance needed to optimize your spec based on your equipment, duty cycle, operating environment and operational goals.

Every Meritor axle receives unsurpassed global service and support, with distribution centers strategically located to reduce downtime and provide timely and complete aftermarket support.

Total Axle Solutions From the Worldwide Axle Leader
Meritor is the name that end users trust more than any other for comprehensive heavy-duty vocational axle solutions. And for good reason. Through continuous innovation and forward thinking, Meritor axles lead the way in reliability, durability and operating efficiency – giving you the performance edge you need to stay ahead. If your operation requires the need for long-haul axle solutions, see the Meritor On-Highway Axles brochure (SP-09149).

For more information, call 866-668-7221 or visit meritor.com today.
## General Service Vehicles

- Aerial Ladder Truck
- Aerial Platform
- Ambulance
- Auto Hauler
- Beverage Truck
- Chip Hauler
- Cross-Country Coach
- Flatbed
- Front-Engine Commercial Chassis
- Front-Engine Integral Coach
- General Freight
- Intercity Coach
- Intermodal Chassis
- Livestock Hauler
- Meat Packer
- Moving Van
- Municipal Truck
- Newspaper Delivery
- Pick Up and Delivery
- Pipe Hauler
- Platform Auto Hauler
- Pumper
- Rear Engine Integral Coach
- Recreational Vehicles
- Refrigerated Truck
- School Bus
- Stake Truck
- Tanker
- Tanker Truck
- Tour Bus
- Wrecker

## Heavy Service Vehicles

- Airport Rescue Fire (ARF)
- Airport Shuttle
- Asphalt Truck
- Block Truck
- Bottom Dump Trailer Combination
- Cementing Vehicle
- City Bus
- Commercial Pickup
- Concrete Pumper
- Construction Material Hauler
- Crash Fire Rescue (CFR)
- Demolition
- Drill Rig
- Dump
- Emergency Service
- Equipment Hauling
- Flatbed Trailer Hauler
- Flatbed Truck
- Fracturing Truck
- Front Loader
- Geophysical Exploration
- Hopper Trailer Combinations
- Landscaping Truck
- Liquid Waste Hauler
- Log Hauling
- Lowboy
- Michigan Special Gravel Trains
- Michigan Special Log Hauler
- Michigan Special Steel Hauler
- Michigan Special Waste Vehicle
- Mixer
- Municipal Dump
- Rapid Intervention Vehicle (RIV)
- Rear Loader
- Recycling Truck
- Residential Pickup
- Rigging Truck
- Roll-Off
- Scrap Truck
- Semi-End Dump
- Sewer/Septic Vacuum
- Shuttle Bus
- Side Loader
- Snowplow/Snowblower
- Steel Hauling
- Tanker
- Tank Truck
- Tractors with Pole Trailers
- Tractor/Trailer with Jeeps
- Transfer Dump
- Transfer Vehicle
- Transit Bus
- Trolley
- Utility Truck
- Winch Truck

## Restricted Service Vehicles

- Load-On/Load-Off
- Port Tractor
- Rail Yard Spotter
- Roll-On/Roll-Off
- Stevedoring Tractor
- Trailer Spotter
- Yard Jockey
NEW FRONT NON-DRIVE AXLE
MODEL NOMENCLATURE

<table>
<thead>
<tr>
<th>KPI = in.</th>
<th>Drop in.</th>
<th>KPI = in.</th>
<th>Drop in.</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 = 67.5</td>
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<td>11 = 68.0</td>
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<td>55 = 75.0</td>
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<td>61 = 60.0</td>
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<td>30 = 70.4</td>
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<td>33 = 71.0</td>
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<td>40 = 71.5</td>
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<td>43 = 71.5</td>
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<td>44 = 71.5</td>
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<td>94 = 68.5</td>
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</tr>
<tr>
<td>51 = 72.0</td>
<td>3.3</td>
<td>1735.9</td>
<td>8.0</td>
</tr>
</tbody>
</table>

Hub, Tie Rod Arm, Brake Attachment Variation
- A = Conventional, Non-Integral Tie Rod Arm, Non-Integral Brake
- B = Conventional, Integral Tie Rod Arm, Non-Integral Brake
- C = Conventional, Integral Tie Rod Arm, Integral Disc Brake
- D = Unitized 65 mm, Integral Tie Rod Arm, Integral Drum Brake
- E = Conventional, Integral Tie Rod Arm, Integral Drum Brake
- F = Unitized 65 mm, Non-Integral Tie Rod Arm, Non-Integral Brake
- G = Unitized 60 mm, Integral Tie Rod Arm, Integral Drum Brake
- H = Unitized 60 mm, Integral Tie Rod Arm, Integral Disc Brake
- J = Unitized 70 mm, Integral Tie Rod Arm, Non-Integral Brake

Manufacturing Location
- N = North America
- S = South America
- E = Europe
- A = Australia/Asia
- M = Mysore, India–J.V.

Axle Spec. Number
- F = Front
- M = Meritor
- S = Non-Drive Steer Axle

GAWR
- xx = Typical GAWR in 000s of kilograms or pounds (dependent on unit identifier)

Unit Identifier
- K = Kilograms
- P = Pounds
- X = 00s of Pounds

Bean, King Pin, Bushing Variation
- 1 = Forged I-Beam, Straight King Pins — Non-Metallic Bushings
- 2 = Forged I-Beam, Tapered King Pins — Needle Bearings
- 3 = Forged I-Beam, Straight King Pins — Bronze Bushings
- 4 = Forged I-Beam, Straight King Pins — Needle Bearings
- 5 = Formed Beam, Straight King Pins — Non-Metallic Bushings

Brake Type
- B = “B” Frame Brake
- C = Air Disc Brake
- D = Wedge Brake (Dual Air Chambers)
- E = Wedge Brake (Dual Hydraulic Cylinders)
- F = Wedge Brake (Single Hydraulic Cylinder)
- G = DuraPark® Hydraulic Drum
- H = Quadraclic™ Disc
- K = DiscPlus™ Air Disc
- L = Q+™ Cam Brake
- N = None
- P = “P” Series Cam Brake
- Q = “Q” Series Cam Brake
- R = Cast Plus™ Brake
- S = Wedge Brake (Single Air Chamber)
- T = “T” Series Cam Brake
- V = Simplex Air Cam Brake
- W = “W” Series Cam Brake
- Z = Non-Meritor Brake

NOTE 1: For actual GAWR, consult application approval for the axle specification.
CURRENT NON-DRIVE AXLE MODEL NOMENCLATURE

**Brake Type**

- CA = Dura-Master® Air Disc Brake
- L = Q™ Cam Brake
- N = None
- P = Cam-Master® “P” Series Cam Brake
- Q = Cam-Master® “Q” Series Cam Brake
- T = Cam-Master® “T” Series Cam Brake
- W = Cam-Master® “W” Series Cam Brake
- Z = Non-Meritor Brake
- RDA = Stopmaster® Wedge Brake (Dual Air Chambers)
- RSA = Stopmaster® Wedge Brake (Single Air Chamber)
- RH = Stopmaster® Wedge Brake (Dual Hydraulic Cylinders)
- RSH = Stopmaster® Wedge Brake (Single Hydraulic Cylinder)

**Basic Capacity**

- C = 7,000-8,000 lbs (3175-3629 kg)
- D = 10,000 lbs (4536 kg)
- F = 12,000-13,200 lbs (5443-5987 kg)
- G = 14,600 lbs (6623 kg)
- L = 16,000-20,000 lbs (7258-9072 kg)

**Number Design Variation**

- 0 = Tapered King Pin
- 1 = Straight King Pin
- 2 = Special Tie Rods
- 3 = 5-Inch Drop from Center of Spindle to Pad
- 4 = 5-Inch Drop from Center of Spindle to Pad and Special Tie Rods
- 5 = Special Wheel Ends
- 6 = Double Drop Beam – 12,000 lbs GAW
- 7 = Double Drop Beam – 13,200 lbs GAW

**Major Variation**

- 0 = Pre-FMVSS-121 Design
- 1 = Straight Sealed King Pin and New Tie Rod Assembly
- 2 = Sealed King Pin Construction
- 3 = Larger Axle Beam and Knuckles
- 4 = Easy Steer® Design
- 5 = Tubular Axle Beam
- 6 = Lightweight Axle Beam
- 7 = Center-Point™ Design
- 8 = Easy Steer Plus™ Unitized Axle Design
- 9 = Needle Bearings

**Specification Number**

F x-xxx-xx-xxxx

FF - 961 - LX - 221
NEW DRIVE AXLE MODEL NOMENCLATURE

NOTE: The term “Tandem Split” refers to when there is a difference between the Forward axle and Rear axle of the Tandem or Tridem axle set when the Tandem or Tridem axle set part number is used. The value to the left of the “/” references the Forward axle, and the number to the right of the “/” references the Rear axle. For information related to the Middle axle of a Tridem axle set part number, refer to the Bills of Material.
NEW DRIVE AXLE
MODEL NOMENCLATURE

NOTE 1: For actual GAWR, consult application approval for the axle specification.

NOTE 2: The term “Tandem Split” refers to when there is a difference between the Forward axle and Rear axle of the Tandem or Tridem axle set when the Tandem or Tridem axle set part number is used. The value to the left of the “/” references the Forward axle, and the number to the right of the “/” references the Rear axle. For information related to the Middle axle of a Tridem axle set part number, refer to the Bills of Material.
CURRENT DRIVE AXLE MODEL NOMENCLATURE

Gearing Type
1 = Single Speed
2 = Two Speed
3 = Helical Double-Reduction
4 = Salisbury Single Speed
5 = Planetary Double-Reduction
6 = Hub Reduction

Main Differential Nest Type
A = DCDL/Standard (Tandem Split)
B = Special Differential
C = Driver Controlled Differential Lock–DCDL
D = DCDL/NoSPIN® (Tandem Split)
E = Standard/DCDL (Tandem Split)
F = Standard Differential
G = Standard/NoSPIN® (Tandem Split)
H = High Traction Differential
J = NoSPIN®/DCDL (Tandem Split)
K = NoSPIN®/Standard (Tandem Split)
L = No Differential
N = NoSPIN®

Hub Type
A = Aluminum
C = Cast Spoke Wheel
F = Ferrous
N = None

NOTE: This position will be used to designate hub only until more than three digits are required to designate axle specification.

Nominal Axle Load Rating (GAWR)
In thousands of pounds. Individual forward and rear axles of a tandem set (D, N, P, R) are rated as single axles. A tandem set (T) is rated as the combination of the two axles and a tridem set (Z) as the combination of the three axles.

Meritor

Axle Type
C = Single Rear Drive Axle, Coach
D = Forward-Rear Axle of a Drive Tandem with Inter-Axle Differential
F = Front Drive Axle
H = High Entry
N = Forward-Rear Axle of a Drive Tandem or Tridem without Inter-Axle Differential
P = Forward-Rear Axle of a Drive Tandem with Inter-Axle Differential and Pump
R = Rear-Rear Axle of a Drive Tandem
S = Single Rear Drive Axle
T = Tandem Drive Axle Set
Z = Tridem Drive Axle Set

Carrier Type
Carrier size. Larger numbers indicate a higher GCW rated carrier; i.e., larger ring gear, etc. (Also refer to Tridem Axle Note 2 below.)

Axle Specification Number
Identifies specific customer axle configurations (variations from the original axle design). For information about the variation, refer to the Bill of Materials for that specific axle model.

Axle Design Variation
Indicates axle design level or variation, (e.g., RS 23 161 has a thicker wall housing than the RS 23 160). For information, refer to the Bill of Materials for that specific axle model. (Also refer to Tridem Axle Note 2 below.)

Brake Type
B = “B” Frame Brake
C = Air Disc Brake
D = Wedge Brake, Dual Air Chambers
E = Wedge Brake, Dual Hydraulic Cylinders
F = Wedge Brake, Single Hydraulic Cylinder
G = DuraPark® Hydraulic Drum
H = Quadratic™ Disc
K = DiscPlus™ Air Disc
L = Q+™ Cam Brake
N = None
P = “P” Series Cam Brake
Q = “Q” Series Cam Brake
R = Cast Plus™ Brake
S = Wedge Brake, Single Air Chamber
I = “I” Series Cam Brake
V = Simplex Air Cam Brake
W = “W” Series Cam Brake
Z = Non-Meritor Brake

NOTE 1: If a complete axle designation is not required, use the first seven positions of the model designation to identify the basic axle model.
RS 17 145 = Single Rear Drive, 17,000 lbs, Single Speed, 15” Ring Gear, 145 Carrier Model
RT 52 380 = Tandem Drive Axle Set, 52,000 lbs, Helical Double-Reduction, 19.62” Ring Rear, 380 Carrier Model
RZ 60 164 = Tridem Drive Axle Set, 60,000 lbs, Single Speed, Includes a 160 Series Forward Rear or First Axle and a 145 Series Tandem Axle Set as the Second and Third Axles

NOTE 2: For Tridem Axles Only: For a Tridem Drive Axle Set (RZ), the number in the sixth position designates the carrier in the first axle. The number in the seventh position designates the carriers in the second and third axles.

NOTE 3: The term “Tandem Split” refers to when there is a difference between the Forward and Rear axle of the Tandem or Tridem axle set when the Tandem or Tridem axle set part number is used. The value to the left of the “/” references the Forward axle, and the number to the right of the “/” references the Rear axle. For information related to the Middle axle of a Tridem axle set part number, refer to the Bills of Material.

NOTE 4: Manufacturing Location
A = Australia
B = Brazil
C = India
D = Mexico
E = Europe
F = USA
T = Telma Retarder (USA)