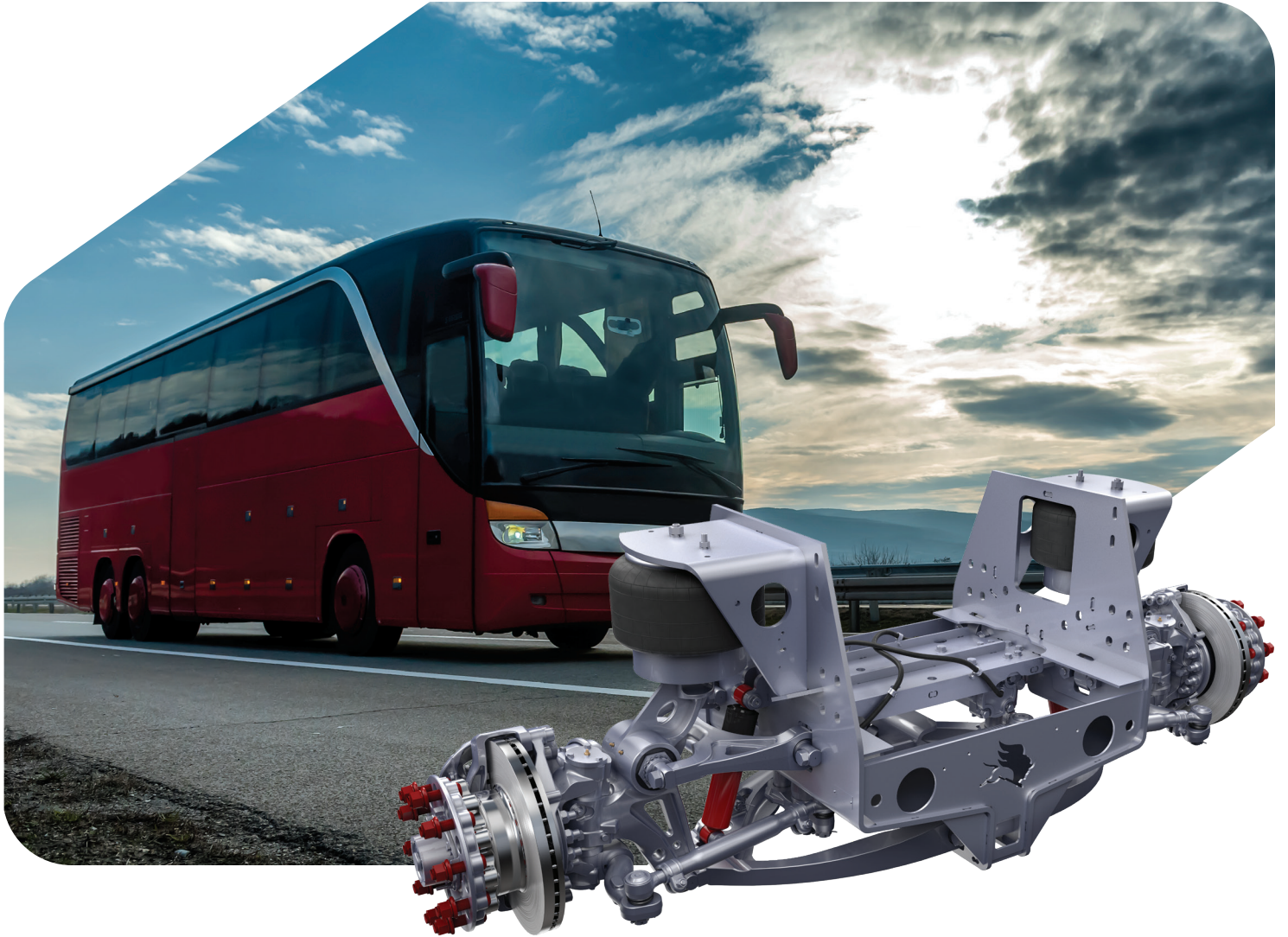


MIS-20E

ProTec™ Independent Front Suspension

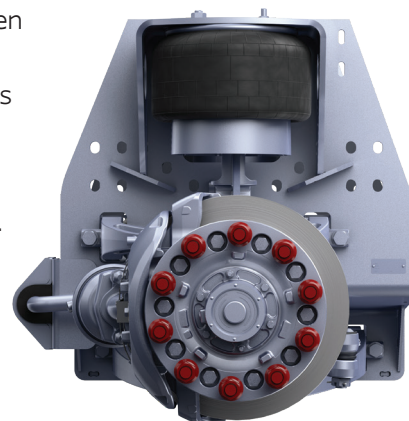


The Meritor® ProTec Independent Front Suspension (IFS) is based on the field-proven technology in our industry-leading independent suspensions and beam axles. Purpose-built for the most demanding applications and backed by our extensive heritage of delivering innovative on-highway, off-highway and specialty vehicle solutions for more than a century, the ProTec IFS is our answer to the suspension requirements of the motorcoach industry.



Meritor® ProTec™ IFS features and benefits

- **Proven independent suspension technology** – The ProTec brand has been synonymous with quality and durability for high-mobility vehicles for over 20 years and the ProTec Independent Front Suspension (IFS) leverages this expertise in design and performance.
- **Built for compatibility** – The fully integrated suspension and steering system is designed to be a “drop-in” replacement for existing suspensions.
- **Application specific tuning** – The high performance dampers from our commercial suppliers provide various tuning methods for steering, springs, anti-roll bars and dampers per the application demands.
- **Modern steering geometry** – Our stiff, low compliance suspension and steering pivots improve driver control and stability for safe and confident handling.
- **Extensive testing and validation** – We complete simulation and optimization through finite element analysis (FEA) and kinematic analysis, including full- and sub-system durability and reliability testing, in our test labs.
- **Manufacturing excellence** – The cast suspension components and precision-fabricated subframe provide durability, while enhanced suspension kinematics improve ride and handling.
- **Ease of use and service** – The ProTec IFS includes maintenance-free suspension pivots.
- **Unmatched technical support** – Our products are backed by OnTrac™ – our award-winning service team – available to assist customers before, during and after the sale.



MIS-20E technical specifications

Configuration	Double wishbone with non-compliant control arm bushings and inverted dual steering box layout
Gross axle weight rating (GAWR)	20,000 lbs (9,072 kg)
Axle system weight	2,000 lbs (907 kg)
Wheel mount	Hub-piloted 10-stud 11.25 in (285.75 mm) BC
Brakes	EX+™ L
Springs	Air springs with integrated bump aid
Shocks	High capacity twin-tube shocks
Total vertical wheel travel	6.5 in (165 mm)
Minimum rim size	20 in (508 mm)
Hub flange to flange	96.6 in (2,454 mm)
Track width	85.6 in (2,174 mm)
Steering joint type	Universal
Max steering angle	55°
Camber	0°
King pin inclination	8.5°
ABS hub compatibility	Standard

NOTE: Options may not be available on every configuration. Rating, ratios and main dimensions are subject to approval by the Cummins Drivetrain and Braking Systems engineering team.



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