Component Reference Guide TP-7824

Truck and Tractor Axle Specifications
Includes Transfer Cases

Revised 08-17
Truck and Tractor Axle, Brake and Transfer Case Applications and Ratings

The permitted use of axles, brakes, transfer cases and other components, including the capacity ratings that are shown, vary with application and service. Applications and installation must be approved by Meritor's engineering departments.

Failure to gain applications approval, or use of componentry in non-approved applications can void Meritor's warranty. Refer to publication TP-9441, Axle Application Guidelines, for vocational guidelines on axle applications. Products not listed are not approvable in rescue applications.

Variations in tire size, transmissions, engine power and torque, duty cycle and route terrain affect application approvals. All ratios are not necessarily approvable for the gross axle weight (GAW) and gross combination weight (GCW) limits listed.

Driveline Application Guidelines

Refer to publication TP-12126, Driveline Application Guidelines, for information on Meritor driveline applications.

How to Obtain Additional Information

Contact your Meritor DriveForce™ representative or call the Meritor OnTrac™ Customer Call Center at 866-OnTrac1 (668-7221). To access the publications specified above, visit the Literature on Demand section of meritor.com.

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Front Non-Drive Axle
Model Nomenclature

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 60 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

KPI in. (mm) Drop in. (mm)
10 = 67.5 (1714.5) 2.8 (71.1)
11 = 68.0 (1727.2) 2.64 (67.1)
13 = 68.0 (1727.2) 3.7 (95.0)
16 = 68.0 (1727.2) 3.6 (91.4)
21 = 69.0 (1752.6) 3.3 (83.8)
22 = 69.0 (1752.6) 3.5 (88.9)
23 = 69.0 (1752.6) 3.5/2.0 (88.9/50.8)
24 = 69.0 (1752.6) 5.0 (127.0)
30 = 70.4 (1788.2) 10.2 (258.1)
32 = 71.0 (1803.4) 3.5 (88.9)
33 = 71.0 (1803.4) 3.7 (95.0)
35 = 71.0 (1803.4) 5.0 (127.0)
40 = 71.5 (1816.1) 4.7 (118.1)
43 = 71.5 (1816.1) 3.7 (95.0)
44 = 71.5 (1816.1) 5.0 (127.0)

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

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 = Quadraulic™ Disc
K = EX+™ Air Disc
L = Q+™ Cam Brake
N = None
P = “P” Series Cam Brake
Q = “Q” Series Cam Brake
R = Cast+™ 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

GAWR xx = Typical GAWR* in 000’s of pounds (dependent on unit identifier)

*For actual GAWR, consult application approval for the axle specification.
**Former Non-Drive Axle Model Nomenclature**

**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)

**FRONT AXLE**
- 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**
- 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

**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)
- RDH = Stopmaster® Wedge Brake (Dual Hydraulic Cylinders)
- RSH = Stopmaster® Wedge Brake (Single Hydraulic Cylinder)
Current Drive Axle Model Nomenclature

**Carrier Type**
- Larger numbers indicate a higher GCW rated carrier; i.e., larger ring gear etc.

**Axle Type**
- 0 = No Carrier
- 1 = Single Speed
- 2 = Two Speed
- 3 = Helical Double Reduction
- 4 = Salisbury
- 5 = Planetary Double Reduction
- 6 = Planetary Hub Reduction
- 7 = Portal
- 8 = Bevel Hub Reduction
- 9 = Single Speed with Torque Output Limited Engine

**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®

**Wheel End/Brake Attachment**
- A = Conventional Spindle/Conventional Brake
- E = Unitized Spindle/Conventional Brake
- J = Conventional Spindle/Integral Brake
- L = Conventional L Spindle/Conventional Brake
- N = Unitized Spindle/Integral Brake
- R = Conventional R Spindle/Conventional Brake
- S = Bolt on Conventional Spindle/Conventional Brake

**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 = EX+ Air Disc
- L = Q+ Cam Brake
- N = None
- P = "P" Series Cam Brake
- Q = "Q" Series Cam Brake
- R = Cast+ 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:** 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.

* For Front Drive Steer Axles, refer to page 6.
Former Drive Axle
Model Nomenclature

GEARING TYPE
1 = Single Speed
2 = Two Speed
3 = Salisbury Double-Reduction
4 = Planetary Double-Reduction
6 = Hub Reduction

NOTE 2, FOR TRIDEM AXLE
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M = Meritor model
forw
RATING (GAWR)
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a

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)

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
axle and Rear axle of the Tandem or Tridem axle set when the Tandem or Tridem axle set
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.

MANUFACTURING LOCATION
A = Australia
B = Brazil
C = India
D = Mexico
E = Europe
N = U.S.A.
T = Telma Retarder
(U.S.A.)

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.

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.)

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 = Tridem Drive Axle Set

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.

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 = Quadraic Disc
K = EX+ Air Disc
L = O+ Cam Brake
N = None
P = “P” Series Cam Brake
Q = “Q” Series Cam Brake
R = Cast+ 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

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4005493b
Planetary Drive Axle
Model Nomenclature

**AXLE MODEL TYPE**
- B = Bogie Tandem
- C = Tandem (FWD)
- D = Tandem (FWD)
- E = Tridem (FWD)
- F = Tridem (FWD)
- G = Trunnion Mount Rigid
- H = Trunnion Mount Steer
- R = Rigid Drive
- S = Tandem Set Steer
- T = Tandem Set
- X = Drive Steer
- Y = Tridem Set Steer
- Z = Tridem Set

**PLANETARY GEARING**

(X₁) Gear size, # planets
- A/B/C = Family 1, 3/4/5 planet
- D/E/F = Family 2, 3/4/5 planet
- G/H/I = Family 3, 3/4/5 planet
- J/K/L = Family 4, 3/4/5 planet
- M/N/O = Family 5, 3/4/5 planet
- P/Q/R = Family 6, 3/4/5 planet
- S/T/U = Family 7, 3/4/5 planet
- V/W/X = Family 8, 3/4/5 planet
- Y = Special size

(X₂) Ratio, Arrangement
- 0 = No planetary
- 1 = 2.5 and up
- 2/3 = 3/3.5 and up
- 4/5 = 4/4.5 and up
- 6/7 = 5/5.5 and up
- 8/9 = 6/6.5 and up
- A-Z = Special, e.g. compound

**BRAKE**
- Z = No brake
- B = Oil bath wet disk
- C = Air disk
- H = Hydraulic disk
- L = P series cam
- P = P series cam
- W = Wedge

**HOUSING CONSTRUCTION**
- C = Cast steel
- D = Cast ductile iron
- F = Forged
- M = Modular
- S = Stamped
- W = Welded fabrication

**CARRIER**

(X₁) Differential
- Z = No carrier
- D = DCDL
- H = Hydraulic LSD
- L = LSD
- N = No-Spin
- S = Standard

(X₂) Ring gear size
- 0 = No carrier
- 1 = 180-300 mm
- 2 = 300-350 mm
- 3 = 350-381 mm
- 4 = 381-410 mm
- 5 = 400-435 mm
- 6 = 435-457 mm
- 7 = 457-500 mm
- 8 = above 500 mm

**Nominal Rating**
(metric ton)

**Specification Number**

**Axle Ratio**
(00.00)

Off Highway (omitted after 2015)
Front Drive Steer Axle
Model Nomenclature

**Axle Model Type**
- X = Front Drive Steer*
- H = High Entry

**Housing Wall**
- 0 = Cast
- 1 = TBD
- 2 = 0.31 in. (8 mm)
- 3 = 0.37/0.39 in. (9.5/10.0 mm)
- 4 = 0.43 in. (11 mm)
- 5 = 0.50/0.51 in. (12.7/13.0 mm)
- 6 = 0.56 in. (14.3 mm)
- 7 = TBD
- 8 = 0.63 in. (16 mm)
- 9 = TBD

**Relative Gearing Size or Series**
- 0 = No Gearing
- 1 = 292/347
- 2 = 337/387
- 3 = TBD
- 4 = 415/432
- 5 = 457
- 6 = 460/498

**Carrier Type**
- 0 = No Carrier
- 1 = Single Speed
- 2 = Two Speed
- 3 = Salisbury
- 4 = Hub Reduction
- 5 = Portal
- 6 = Single Speed With Torque Output
- 7 = Limited Engine

**Optional Features**
1. HR = High Retardation
2. EV = Evolution – Lightweight design ≤ 14,000 GAWR

**Brake Type**
- C = Air Disc Brake
- D = Wedge Brake, Dual Air Chambers
- F = Wedge Brake, Single Hydraulic Cylinder
- G = DuraPark Hydraulic Drum
- H = Qualdraulic Disc
- K = EX+ Air Disc
- L = Q+ Cam Brake
- N = None
- P = P Series Cam Brake
- Q = Q Series Cam Brake
- R = Cast+ Brake
- S = Wedge Brake, Single Air Chamber
- T = T Series Cam Brake
- W = W Series Cam Brake

**Specification Number**
Includes: TRACK, OTHER

**Carrier Variation**
- A = Aluminum
- D = Ductile
- M = Ductile Rear, Amboid
- N = No Carrier
- R = Ductile Front Drive Axle Carrier, Right Hand

**Ratio 1**
1. HR = High Retardation
2. EV = Evolution – Lightweight design ≤ 14,000 GAWR

**M X - xx - 120 - xx - xx - XX XX 123 - xxxx**

**Wheel End/Differential**
- A = Conventional Spindle/Standard Differential
- B = Conventional Spindle/DCDL
- C = Conventional Spindle/NoSPIN*
- D = Conventional Spindle/Other Differential
- E = Unitized Spindle/Standard Differential
- F = Unitized Spindle/DCDL
- G = Unitized Spindle/NoSPIN*
- H = Unitized Spindle/Other Differential
- S = Bolt on Conventional Spindle/No Differential

**GAWR**
xx = GAWR (000) Pounds or Tonnes (dependent on mfg. location)

*Refer to page 5 for planetary hub reduction axles.
**Transfer Case Model Nomenclature**

- **M** = Meritor
- **Number of Speeds**
  - 1 = Single Speed
  - 2 = Two Speed
  - 3 = Three-Shaft Design
  - 4 = Four-Shaft Design
- **Housing Material**
  - G = Grey Iron
  - D = Ductile Iron
  - A = Aluminum
  - X = Increased Sump Capacity
- **EV** = Evolution (Reduced Temperature)
- **Optional Features** Not Included as Standard Equipment (Up to Three Characters)
  - C = Oil Cooler Ready
  - D = Declutch/PTO
  - F = Differential
  - S = Speed Sensor
  - B = Brake
  - L = Rear Mount Pump*
  - P = PTO Equipped*
  - (space) = PTO Ready*
- **High Ratio**
- **Low Ratio**

**M - TC - x - x - xx - x - xxx - xx - 123 - xxxx - xxxx**

*MTC-4208 and MTC-4210 only, not available for MTC-4213*

**M - TC - 4 - 2 - 10 - X - L - EV - 100 - 100 - 205**

1 With electronic controls only
2 MTC-4208 and MTC-4210 only, not available for MTC-4213
### Front Non-Drive Steer Axles

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Beam Drop Inches (mm)</th>
<th>(KPI) King Pin Intersection Inches (mm)</th>
<th>Wheel-End Series</th>
<th>Axle Model</th>
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<tbody>
<tr>
<td>8,000 (3632)</td>
<td>3.74 (95.0)</td>
<td>68.0 (1727.2)</td>
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<td>A</td>
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<td>5.00 (127.0)</td>
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<td>13,200 (5993)</td>
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<td>71.5 (1816.1)</td>
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<td>MFS-13-144A-N</td>
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<tr>
<td>13,200 (5993)</td>
<td>3.50 (88.9)</td>
<td>71.5 (1816.1)</td>
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<td>MFS-13B-122B-N</td>
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<td>13,200 (5993)</td>
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<td>71.0 (1803.4)</td>
<td>C</td>
<td>MFS-13B-122C-N</td>
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<td>13,200 (5993)</td>
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<td>71.5 (1816.1)</td>
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<td>MFS-13B-132B-N</td>
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<td>14,700 (6674)</td>
<td>3.50 (88.9)</td>
<td>69.0 (1752.6)</td>
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<td>14,700 (6674)</td>
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<td>69.0 (1752.6)</td>
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### Wheel-End Series

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<th>Hub</th>
<th>Knuckle</th>
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<tr>
<td>A</td>
<td>Conventional Standard</td>
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<tr>
<td>B</td>
<td>Conventional Integral Tie Rod</td>
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<tr>
<td>C</td>
<td>Conventional Integral Tie Rod and Torque Plate</td>
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Refer to page 21 for footnotes.
# Front Drive Steer Axles

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>Axle Ratios</th>
<th>Ring Gear Size Inches (mm)</th>
<th>Bowl Offset Inches (mm)</th>
<th>Maximum Turn Angle</th>
<th>Joint Type</th>
<th>(KPI) King Pin Intersection Distance Inches (mm)</th>
<th>Options</th>
<th>Wheel End Series</th>
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<tbody>
<tr>
<td>10,000 (4540)</td>
<td>MX-10-120</td>
<td>4.30, 4.56, 4.88, 5.13, 5.29, 5.57, 5.86, 6.14</td>
<td>Standard 120 Carriers</td>
<td>10.0 (254) passenger side standard</td>
<td>42°</td>
<td>Double Cardan</td>
<td>69.0 (1752) Standard Track</td>
<td>70.5 (1790) Wide Track</td>
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<tr>
<td></td>
<td>MX-10-120-XX-EV</td>
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<tr>
<td>12,000 (5448)</td>
<td>MX-12-120</td>
<td>HR 120 Carriers 4.88, 5.57, 6.14</td>
<td>13.25 (336.6)</td>
<td>10.75 (273) passenger side wide track</td>
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<td></td>
<td>MX-12-120-XX-EV</td>
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<tr>
<td>14,000 (6350)</td>
<td>MX-14-120</td>
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<td>15.31 (388.9)</td>
<td>0</td>
<td>35°</td>
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<tr>
<td></td>
<td>MX-14-120-XX-EV</td>
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<td>16,000 (7258)</td>
<td>MX-16-120</td>
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<td>18.00 (457.2)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>66.5 (1689) Standard Track</td>
<td>CTI, diff lock</td>
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<td>18,000 (8165)</td>
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<td>17,000 (7945)</td>
<td>MX-17-140</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, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>18.00 (457.2)</td>
<td>0</td>
<td>35°</td>
<td>Single Cardan</td>
<td>66.5 (1689) Standard Track</td>
<td>68.5 (1740) Wide Track</td>
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<tr>
<td>19,000 (8626)</td>
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<td>35°</td>
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</tr>
<tr>
<td>21,000 (9534)</td>
<td>MX-21-140</td>
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<td>18.00 (457.2)</td>
<td>0</td>
<td>35°</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>23,000 (10 442)</td>
<td>MX-23-160</td>
<td>4.10, 4.56, 4.89, 5.13, 5.29, 5.38, 5.63, 6.14, 6.83, 7.17</td>
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Refer to page 21 for footnotes.
## Single-Rear Axles

### Table of Single-Rear Axles

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches (mm)</th>
<th>Axle Shaft Spline Size</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>DCDL Y/N</th>
<th>No Spin</th>
</tr>
</thead>
<tbody>
<tr>
<td>17,000 (7711)</td>
<td>MS-17-13x</td>
<td>41,000 (18 600)</td>
<td>3.90, 4.11, 4.33, 4.63, 4.88, 5.13, 5.29, 5.57, 5.83, 6.17, 6.50</td>
<td>13.97 (355.0)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
<td></td>
<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<tr>
<td>17,500 (7945)</td>
<td>MS-17-14x</td>
<td>55,000 (24 948)</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>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
<td></td>
<td>0.37 (9.5)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<td></td>
<td>RS-17-144A</td>
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<td>15.31 (388.9)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
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<td>0.37/0.43 (9.5/11.0)</td>
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<td>N/A</td>
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<td>15.31 (388.9)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
<td></td>
<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<tr>
<td>19,000 (8626)</td>
<td>MS-19-13x</td>
<td>41,000 (18 600)</td>
<td>3.90, 4.11, 4.33, 4.63, 4.88, 5.13, 5.29, 5.57, 5.83, 6.17, 6.50</td>
<td>13.97 (355.0)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
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<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<td>MS-19-14x</td>
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<td>15.31 (388.9)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
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<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<td>15.31 (388.9)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
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<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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<td>15.31 (388.9)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.81 (45.97)</td>
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<td>0.37/0.43 (9.5/11.0)</td>
<td>L</td>
<td>N/A</td>
<td>R</td>
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Refer to page 21 for footnotes.
For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
## Single-Restractions

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter Inches)</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>DCDL Y/N No Spin</th>
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<tbody>
<tr>
<td>21,000 (9534)</td>
<td>MS-21-13x</td>
<td>41,000 (18 600)</td>
<td>3.90, 4.11, 4.33, 4.63, 4.88, 5.13, 5.29, 5.57, 5.83, 6.17, 6.50</td>
<td>13.97 (355.0)</td>
<td>2.10 (53.3) 41 Teeth</td>
<td>1.88 (47.8)</td>
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<td>15.31 (388.9)</td>
<td>2.10 (53.3) 41 Teeth</td>
<td>1.88 (47.8)</td>
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<td>0.37/0.43 (9.5/11.0) Standard Track,</td>
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<td>18.00 (457.2)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
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<td>18.00 (457.2)</td>
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<td>2.25 (57.2)</td>
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<td>0.43 (11.0) Standard Track,</td>
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Refer to page 21 for footnotes.
For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
## Single Rear Axles

### Single-Reduction

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<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</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>DCDL Y/N No Spin</th>
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<tbody>
<tr>
<td>23,000 (10 442)</td>
<td>RS-23-160</td>
<td>90,000 (40 823)</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, 5.13, 5.38, 5.63, 6.14, 6.43, 6.83, 7.17</td>
<td>18.00 (457.2)</td>
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<td>0.43 (11.0) Standard Track, 0.63 (16.0) Wide Track</td>
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<td>RS-23-161</td>
<td>127,000 (57 606)</td>
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<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
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<td>RS-23-186</td>
<td>140,000 (63 503)</td>
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<td>25,000 (11 350)</td>
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<td>127,000 (57 606)</td>
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<td>18.00 (457.2)</td>
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<td>0.63 (16.0)</td>
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<td>26,000 (11 804)</td>
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<td>140,000 (63 503)</td>
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<td>19.62 (498.3)</td>
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<tr>
<td>30,000 (13 620)</td>
<td>RS-30-185</td>
<td>125,000 (56 750)</td>
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<td>5.50 x 5.50 (140 x 140)</td>
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<td>0.56 (14.3) Standard Track, 0.63 (16.0) Wide Track</td>
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</table>

Refer to page 21 for footnotes.
For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
### Planetary Two-Speed

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches (mm)</th>
<th>Axle Shaft Spline Size Inches</th>
<th>Body Diameter Inches</th>
<th>Housing Box Size Inches</th>
<th>Wall Thickness at Spring Seat Inches (mm)</th>
<th>Wheel-End Series</th>
<th>DCDL Y/N No Spin</th>
</tr>
</thead>
<tbody>
<tr>
<td>21,000 (9534)</td>
<td>RS-21-230</td>
<td>60,000 (27 240)</td>
<td>4.56/6.36, 4.88/6.80, 5.38/7.50, 5.86/8.17, 7.17/10.0</td>
<td>16.00 (406.4)</td>
<td>2.00 (50.8) 39 Teeth</td>
<td>1.88 (47.8)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.43 (11.0)</td>
<td>R</td>
<td>Y</td>
</tr>
<tr>
<td>23,000 (10 442)</td>
<td>RS-23-240</td>
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<td>17.00 (431.8)</td>
<td>2.10 (53.3) 41 Teeth</td>
<td>2.00 (50.8)</td>
<td>5.50 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>R</td>
<td>Y</td>
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</tbody>
</table>

For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.

### Helical-Hypoid Double-Reduction

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches (mm)</th>
<th>Axle Shaft Spline Size Inches</th>
<th>Body Diameter Inches</th>
<th>Housing Box Size Inches</th>
<th>Wall Thickness at Spring Seat Inches (mm)</th>
<th>Wheel-End Series</th>
<th>DCDL Y/N No Spin</th>
</tr>
</thead>
<tbody>
<tr>
<td>23,000 (10 442)</td>
<td>RS-23-380</td>
<td>145,000 (65 830)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.83, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>R</td>
<td>Y</td>
</tr>
<tr>
<td>26,000 (11 804)</td>
<td>RS-26-380</td>
<td>125,000 (56 750)</td>
<td></td>
<td></td>
<td></td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td></td>
<td></td>
<td>R</td>
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<tr>
<td>30,000 (13 620)</td>
<td>RS-30-380</td>
<td>125,000 (56 750)</td>
<td></td>
<td></td>
<td></td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td>0.63 (16.0) Wide Track</td>
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<td>U</td>
</tr>
<tr>
<td>38,000 (17 252)</td>
<td>RS-38-380</td>
<td>125,000 (56 750)</td>
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<td></td>
<td></td>
<td>6.50 x 5.50 (165 x 140)</td>
<td>0.66 (17)</td>
<td>Cast Housing W</td>
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<td>W</td>
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</tbody>
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Refer to page 21 for footnotes.
For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
## Tag Tandems

### Tag Tandems (6x2 Configurations)

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Linehaul 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)</th>
<th>Housing Box Size Inches (mm)</th>
<th>Wall Thickness at Spring Seat Inches (mm)</th>
<th>Wheel End Series</th>
<th>DCDL Y/N</th>
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<tbody>
<tr>
<td>40,000 (18 160)</td>
<td>MA-40-165</td>
<td>90,000 (40 910)</td>
<td>2.50, 2.67, 2.80, 2.93, 3.07, 3.21, 3.42, 3.58, 3.73, 3.91, 4.10</td>
<td>18.00 (457.2)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>5.25 x 4.62 (134 x 117)</td>
<td>0.50 (12.7)</td>
<td>DualTrac</td>
<td>R</td>
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<tr>
<td>140,000 (63 503)</td>
<td>MA-40-175</td>
<td>140,000 (63 503)</td>
<td>2.31, 2.47, 2.64, 2.85, 3.08, 3.36</td>
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# Tandem Axles

## Single-Reduction

<table>
<thead>
<tr>
<th>Rating 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 (High/Low Range)</th>
<th>Axle 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>DCDL Y/N</th>
<th>No Spin</th>
<th>Pump Y/N</th>
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<tbody>
<tr>
<td>40,000 (18 160)</td>
<td>RT-40-145A (Aluminum Carriers)</td>
<td>145,000 (65 830)</td>
<td>125,000 (56 750)</td>
<td>2.64, 2.79, 2.93, 3.07, 3.21, 3.42, 3.65, 3.73, 3.90, 4.11, 4.33, 4.63, 4.88, 5.29, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>2.28, 2.47, 2.64, 2.79, 2.85, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90, 4.11</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.8) 2.00 (50.8)</td>
<td>4.00 (101.6)</td>
<td>0.37 (9.5), 0.43 (11.0) Standard Track/DualTrac, 0.56 (14.3) Wide Track</td>
<td>N</td>
<td>N</td>
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</tr>
<tr>
<td>40,000 (18 160)</td>
<td>MT-40-14x Amboid</td>
<td>145,000 (65 830)</td>
<td>125,000 (56 750)</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, 5.29, 5.86, 6.14, 6.43, 6.83, 7.17</td>
<td>2.64, 2.79, 2.85, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90, 4.11</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.8) 2.00 (50.8)</td>
<td>4.00 (101.6)</td>
<td>0.37 (9.5), 0.43 (11.0) Standard Track/DualTrac, 0.56 (14.3) Wide Track</td>
<td>Y</td>
<td>9</td>
<td>Y</td>
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<tr>
<td>40,000 (18 160)</td>
<td>MT-40-14x Hypoid</td>
<td>145,000 (65 830)</td>
<td>125,000 (56 750)</td>
<td>2.64, 2.79, 2.85, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90</td>
<td>2.64, 2.79, 2.85, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.8) 2.00 (50.8)</td>
<td>4.00 (101.6)</td>
<td>0.37 (9.5), 0.43 (11.0) Standard Track/DualTrac, 0.56 (14.3) Wide Track</td>
<td>Y</td>
<td>N</td>
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</tr>
<tr>
<td>40,000 (18 160)</td>
<td>MT-40-14XHE</td>
<td>105,000 (47 627)</td>
<td>90,000 (40 823)</td>
<td>2.15, 2.28, 2.47, 2.64, 2.79, 2.85, 2.93, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90</td>
<td>2.15, 2.28, 2.47, 2.64, 2.79, 2.85, 2.93, 3.08, 3.25, 3.36, 3.42, 3.55, 3.70, 3.90</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>1.88 (47.8) 2.00 (50.8)</td>
<td>4.00 (101.6)</td>
<td>0.37 (9.5), 0.43 (11.0) Standard Track/DualTrac</td>
<td>Y</td>
<td>9</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>40,000 (18 160)</td>
<td>RT-40-160</td>
<td>185,000 (83 990)</td>
<td>160,000 (72 640)</td>
<td>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>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>2.35 (59.7)</td>
<td>1.88 (47.8) 2.00 (50.8)</td>
<td>4.00 (101.6)</td>
<td>0.43 (11.0) Standard Track, 0.63 (16.0) Wide Track Only, Available as RT-46-164 Series 0.50 (12.7) DualTrac</td>
<td>Y</td>
<td>Y</td>
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### Tandem Axles

#### Single-Reduction

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW Highway Pounds (kg)</th>
<th>Standard Ratios (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches</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>DCDL Y/N No Spin</th>
<th>Pump Y/N</th>
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</thead>
<tbody>
<tr>
<td>44,000 (19 976)</td>
<td>MT-44-14x</td>
<td>Not Rated 110,000 (49 895)</td>
<td>3.70, 3.90, 4.11, 4.33, 4.63, 4.88, 5.29, 5.86 Available in Hypoid Ratios Only</td>
<td>15.31 (388.9)</td>
<td>2.10 (53.3)</td>
<td>41 Teeth</td>
<td>2.00 (50.8)</td>
<td>0.50 (12.7) Standard Track, 0.56 (14.3) Wide Track</td>
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</tr>
<tr>
<td>46,000 (20 884)</td>
<td>RT-46-160</td>
<td>185,000 (83 990) 160,000 (72 640)</td>
<td>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>2.35 (59.7)</td>
<td>46 Teeth</td>
<td>2.25 (57.2)</td>
<td>0.43 (11.0) Standard Track, 0.50 (12.7) DualTrac Only, 0.63 (16.0) Wide Track Only, Available as RT-46-164 Series</td>
<td>R</td>
<td>Y</td>
<td></td>
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<tr>
<td>46,000 (20 884)</td>
<td>RT-46-164EH</td>
<td>185,000 (83 990) 160,000 (72 640)</td>
<td>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>0.63 (16.0) Standard and Wide Track</td>
<td></td>
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<tr>
<td>50,000 (22 700)</td>
<td>RT-50-160</td>
<td>185,000 (83 990) 160,000 (72 640)</td>
<td>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>2.35 (59.7)</td>
<td>46 Teeth</td>
<td>2.25 (57.2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52,000 (23 608)</td>
<td>RT-52-160</td>
<td>185,000 (83 990) 160,000 (72 640)</td>
<td>3.73, 4.30, 4.56, 4.89, 5.38, 6.14, 6.83, 7.17</td>
<td>19.62 (498.3)</td>
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</tr>
<tr>
<td>58,000 (26 332)</td>
<td>RT-58-165</td>
<td>245,000 (111 230) 215,000 (97 610)</td>
<td>3.73, 4.30, 4.56, 4.89, 5.38, 6.14, 6.83, 7.17</td>
<td>19.62 (498.3)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3) Rear</td>
<td>N/A</td>
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</tbody>
</table>

Refer to page 21 for footnotes.

*Axle model designations will vary according to options (unitized wheel-ends UWE-90) and variations specified on this tandem. Contact Meritor axle application engineering for details.

For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
### Helical-Hypoid Double-Reduction

<table>
<thead>
<tr>
<th>Rating 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 (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches (mm)</th>
<th>Axle Shaft Spline Size Inches</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>
</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, 7.83, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</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>
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<td></td>
</tr>
<tr>
<td>58,000 (26 332)</td>
<td>RT-58-380</td>
<td>225,000 (102 150)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.83, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td>U</td>
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</tr>
<tr>
<td>70,000 (31 780)</td>
<td>RT-70-380</td>
<td>225,000 (102 150)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.83, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.66 (17.0)</td>
<td>W</td>
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For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.

### Single-Reduction

<table>
<thead>
<tr>
<th>Rating 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** (High/Low Range)</th>
<th>Ring Gear Size (Pitch Diameter) Inches (mm)</th>
<th>Axle Shaft Spline Size Inches</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>DCDL Y/N No Spin</th>
<th>Pump Y/N</th>
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<tbody>
<tr>
<td>69,000 (31 326)</td>
<td>RZ-166</td>
<td>255,000 (115 770)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.83, 9.14, 10.12, 10.62</td>
<td>19.62 (498.3)</td>
<td>2.35 (59.7) 46 Teeth</td>
<td>2.25 (57.2)</td>
<td>5.50 x 4.62 (134 x 117)</td>
<td>0.62 (16.0)</td>
<td>R</td>
<td>Y</td>
<td>Y</td>
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<td>78,000 (35 380)</td>
<td>RZ-188</td>
<td>225,000 (102 150)</td>
<td>5.52, 6.07, 6.37, 6.75, 7.24, 7.83, 9.14, 10.12, 10.62</td>
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<td>2.25 (57.2)</td>
<td>5.50 x 5.50 (140 x 140)</td>
<td>0.56 (14.3)</td>
<td>Y Rear Only</td>
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For conditions that apply to specific applications, refer to publication TP-9441, Axle Application Guidelines.
# P600 Planetary Axles

<table>
<thead>
<tr>
<th>Rating Pounds (kg)</th>
<th>Axle Model</th>
<th>GCW 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 Body Diameter Inches (mm)</th>
<th>Housing Wall Thickness at Spring Seat Inches (mm)</th>
<th>Wheel-End Series</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Haul Tandem 84,000 (38 000)</td>
<td>MTH2P038</td>
<td>771,617 (350 000)</td>
<td>3.46, 3.60, 3.77, 4.12, 4.57, 4.67, 5.40, 5.47, 6.19, 7.20</td>
<td>11.03 (280)</td>
<td>1.94 (49.4)</td>
<td>1.77 (45)</td>
<td>H2/I2</td>
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<td>Heavy Haul Tridem 125,000 (57 000)</td>
<td>MZH2P057</td>
<td>1,036,172 (470 000)</td>
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<tr>
<td>Heavy Haul Tandem 84,000 (38 000)</td>
<td>MTH2P038</td>
<td>771,617 (350 000)</td>
<td>8.55, 9.13, 10.66, 11.25, 11.63, 12.28, 12.80, 13.49, 14.22, 14.98, 16.02, 16.88, 18.30, 20.28, 21.24, 22.25, 23.63, 24.81</td>
<td>15.31 (388.9)</td>
<td>2.09 (53.3)</td>
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<td>0.625 (16)</td>
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<td>Front Drive Steer 32,000 (15 000)</td>
<td>MXH2P015</td>
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<td>H2</td>
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<td>Rear Drive 32,000 (15 000)</td>
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<td>H2/I2</td>
</tr>
<tr>
<td>Port/ Terminal (Single) 70,500 (32 000)</td>
<td>MRH2P032</td>
<td>264,554 (120 000)</td>
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<tr>
<td>Port/ Terminal (Single) 77,000 (35 000)</td>
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<td>264,554 (120 000)</td>
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## Single-Speed

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<th>T-2111 3-Shaft</th>
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<td><strong>Transfer Case Model</strong></td>
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<td><strong>Oil Capacity Vertical Position</strong></td>
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<tr>
<td>Pints (liters)</td>
<td>7.00 (3.31) Standard</td>
<td>3.0 (1.42) Standard</td>
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<tr>
<td><strong>Typical Weight</strong></td>
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<tr>
<td>Pounds (kg)</td>
<td>620 (281.5) Basic Unit</td>
<td>305 (138.5) Basic Unit</td>
</tr>
<tr>
<td><strong>Vertical Output Drop</strong></td>
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</tr>
<tr>
<td>Inches (mm)</td>
<td>17.25 (438.15)</td>
<td>16.125 (409.6)</td>
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<tr>
<td><strong>Lateral Output Offset</strong></td>
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<tr>
<td>Inches (mm)</td>
<td>1.31 (33.27)</td>
<td>0 (0.0)</td>
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<td><strong>Ratio(s)</strong></td>
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<td>0.83:1</td>
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</tr>
<tr>
<td><strong>Maximum Torque Rating by Ratio</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>lb-ft (N-m)</td>
<td>20,300 (27 116)</td>
<td>11,000 (14 914) Standard Configuration</td>
</tr>
<tr>
<td></td>
<td>16,500 (22 411)</td>
<td>15,600 (21 150) Thru-Shaft Version</td>
</tr>
<tr>
<td></td>
<td>20,000 (27 116)</td>
<td></td>
</tr>
<tr>
<td><strong>Continuous Speed</strong></td>
<td>2600 rpm</td>
<td>2450 rpm</td>
</tr>
<tr>
<td><strong>Maximum Speed Rating</strong></td>
<td>3200 rpm</td>
<td>2900 rpm</td>
</tr>
<tr>
<td><strong>Park Brake</strong></td>
<td>Not Available</td>
<td>Optional</td>
</tr>
<tr>
<td><strong>Oil Pump</strong></td>
<td>Standard</td>
<td>Optional</td>
</tr>
<tr>
<td><strong>Airshift Front Declutch</strong></td>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td><strong>Front Declutch Indicator Switch(es)</strong></td>
<td>One or Two</td>
<td>Optional</td>
</tr>
<tr>
<td><strong>PTO</strong></td>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td><strong>Integral Mounting Bosses</strong></td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td><strong>Integral Lifting Loops</strong></td>
<td>No</td>
<td>Standard</td>
</tr>
</tbody>
</table>

Refer to page 21 for footnotes.
## Two-Speed

<table>
<thead>
<tr>
<th>Description</th>
<th>MTC-4208/4210 4-Shaft</th>
<th>MTC-4213 4-Shaft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oil Capacity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vertical Position</td>
<td>16 (7.6) With Cooler</td>
<td>16 (7.6) With Cooler</td>
</tr>
<tr>
<td>Pints (liters)</td>
<td>14 (6.7) Without Cooler</td>
<td>14 (6.7) Without Cooler</td>
</tr>
<tr>
<td>EV Model-12 (5.7) With or Without Cooler</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Typical Weight</strong></td>
<td>670 (304)</td>
<td>675 (306)</td>
</tr>
<tr>
<td>Pounds (kg)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Output Location</strong></td>
<td>Front/Rear</td>
<td></td>
</tr>
<tr>
<td><strong>Input to Output Drop</strong></td>
<td>9.0 (228.6)</td>
<td></td>
</tr>
<tr>
<td>Inches (mm)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Torque Rating by Ratio</strong></td>
<td>1.00:1/9,750 (13 260)</td>
<td>1.00:1/13,000 (17 680)</td>
</tr>
<tr>
<td>Ratio/lb-ft (N-m)</td>
<td>2.05:1/5,000 (6800)</td>
<td>2.05:1/6500 (8840)</td>
</tr>
<tr>
<td><strong>Maximum Speed Rating</strong></td>
<td>3515 rpm With Cooler</td>
<td>2850 rpm Without Cooler</td>
</tr>
<tr>
<td><strong>PTO</strong></td>
<td>Optional (Except EV Model)</td>
<td>Not Available</td>
</tr>
<tr>
<td><strong>Park Brake</strong></td>
<td>Not Available</td>
<td></td>
</tr>
<tr>
<td><strong>Oil Pump</strong></td>
<td>Standard / Provision for Oil Cooler Connection Option</td>
<td></td>
</tr>
<tr>
<td><strong>Speedo Gears</strong></td>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td><strong>Front Declutch</strong></td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td><strong>Proportional Differential</strong></td>
<td>Not Available</td>
<td></td>
</tr>
<tr>
<td><strong>Integral Mounting Bosses</strong></td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td><strong>Airshift High/Low</strong></td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td><strong>Airshift Front Declutch</strong></td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td><strong>Synchronized Shift</strong></td>
<td>Not Available</td>
<td></td>
</tr>
</tbody>
</table>

Refer to page 21 for footnotes.
Footnotes

① Transfer case input torque ratings stated are for guide selection only. Application approval is required to conform the torque rating.

② Typical transfer case weights are indicated for basic configurations of MTC4210XL and MTC4213 with common flanges and yokes (less lubricant).

③ 2.00" diameter shafts in axles with driver controlled main differential lock, NoSPIN® differential or wide track.

④ Transfer case oil capacities indicated are for basic units. Additional oil recommendations are available dependent upon features and configurations required. Please contact your Meritor representative for specific lubrication recommendations.

⑤ Available with optional TELMA retarder mounted to the axle for certain approved applications. Refer to Meritor product profile, TP-9482. To obtain this publication, call the Meritor OnTrac™ Customer Call Center at 866-OnTrac1 (668-7221).

⑥ The medium-duty MX Series axle housings are standard. Contact Meritor Engineering to discuss optional bowl offsets and spring mounting options.

⑦ 2.35" (59.7 mm), 46 teeth axle shaft spline size and 2.25" (57.2 mm) body diameter for high entry axles.

⑧ MX120 Series carriers with the following specifications are no longer available: Gear ratios 3.07, 3.31, 3.58, 3.73, 3.91, 4.10, 4.33, 6.43, 6.83, 7.17; without thrust screw; Special options such as differential lock, Limited Slip differential, NoSPIN® differential, parking brake; 1.75x34 spline option; and QuietRide gearing option.

⑨ DCDL available in forward drive axles only.