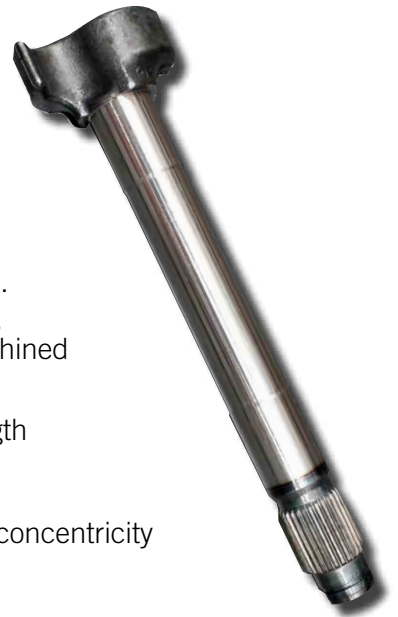


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Bullseye October 2016

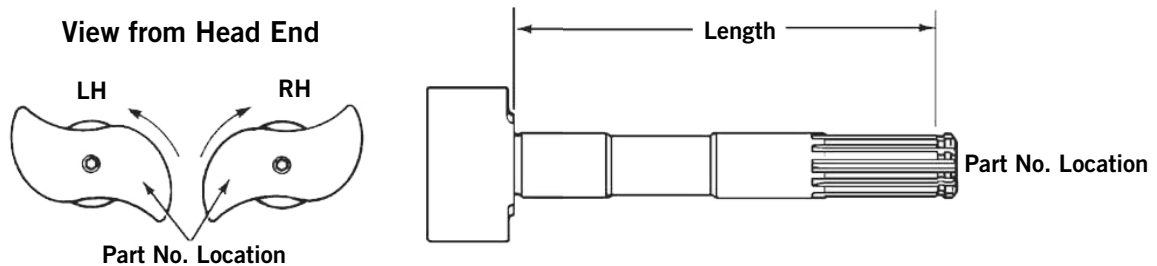
Product In Focus - Camshafts



Features

- A premium quality range of Camshafts produced exclusively for Meritor and covering all major Q and Q Plus truck and trailer brake applications.
- Manufactured to meet Meritor's high quality and engineering standards, each camshaft is produced from premium grade material and fully machined to include:
 - The shaft splines are machine rolled, not broached, for greater strength and dimensional integrity
 - Fully machined shafts for complete balance
 - Fully machined and hardened head to reduce wear and give perfect concentricity

Basic Diagram of a Camshaft



LH and RH indicates only the direction of cam rotation; NOT which side of the vehicle the cam is used on.
 LH = (Counterclockwise) RH = (Clockwise)

NOTE: Not all camshaft lengths are measured to the beginning of the snap ring groove.

Meritor's Top Movers - Camshafts

Part Number	Description
2210V7536 FW	Q-PLUS Drive RH 1.5"X28 SPLINE 11.59" Long
2210W7537 FW	Q-PLUS Drive LH 1.5"X28 SPLINE 11.59" Long
2210Q7453	Q-PLUS Steer LH 1.5"X28 SPLINE 9.32" Long
2210P7452	Q-PLUS Steer RH 1.5"X28 SPLINE 9.32" Long



New Products & Supersessions

Supersessions

Old Part Number	Description	New Part Number
MLF7115	Air Spring suits Hendrickson/Neway	FS9101
A23200W2129	Carrier Assy DT100 W/O	A23200S2411
E804M	Gearset RS1228B	E805.M

All parts displayed in New Products & Supersessions will be available for immediate ordering. Lead times apply for the listed items.
 Not all parts are available to Independent Customers.
 Please contact Meritor Customer Service on (03) 8353 6050 for further information.
 For full list of supersessions, [CLICK HERE](#)



Getting Technical - Meritor Experts Offer Eight Tips to Improve Brake Performance

1) Automatic Slack Adjusters (ASA):

Always troubleshoot brakes when the air chamber stroke exceeds the allowable limits. When you need to replace one automatic slack adjuster, replace all the ASAs on the same axle with components that meet the original specifications. Mismatched brands can result in uneven brake wear, unbalanced braking and poor brake performance. Meritor automatic slack adjusters should not need to be manually adjusted in service to correct excessive push rod stroke. Excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components. Meritor recommends that you troubleshoot the problem, replace suspect components, and confirm correct brake operation before returning the vehicle to service. Always use lubricants specified for brakes and ASA.

2) Cam Brakes:

When you service cam brakes, take time to replace all the springs, anchor pins, bushings and rollers. This includes replacing the cam brake return springs each time cam brakes are relined. The return springs are critical to the alignment, the accurate return of the brake away from the drum, and brake adjustment with the ASA. Inspect the entire brake structure for wear, cracks or other damage. Replace damaged parts with new rather than welding or repairing. Lubricate the cam brake assembly as required.

3) Valves:

When you replace the valves in your air brake system, the new valves should have the same crack pressure as those you're replacing. Why? Because replacing a valve with one that has a higher or lower crack pressure than the original valve can result in an unbalanced brake system and unacceptable lining and drum life.

4) Replacement Linings:

Replace the linings on all four brakes of a tandem axle or at minimum both brakes of a single axle at the same time. Otherwise, you may experience brake balance problems. Plus, not replacing a unit's brake linings at the same time may contribute to uneven wear, reduced lining life, maintenance problems or drum-cracking. Recommendation: replace brakes as an axle set, and do check the lining condition of the other axles.





Getting Technical -

Meritor Experts Offer Eight Tips to Improve Brake Performance

5) Drums:

In the brake drum market, there are two basic types: cast and composite, like the Meritor SteelLite X30. They differ in their abilities to absorb and dissipate heat. Using different weight, sizes or types of drums on the same axle could result in unbalanced braking and improper functioning of the automatic slack adjuster. The result will be poor brake performance due to uneven lining and drum wear.

6) Cam Heads:

All may look the same, but cam heads vary from one manufacturer to another. Some are engineered to provide constant lift while others promise constant torque. As with any brake component, use the proper replacement cam. Failure to do so can result in an unbalanced brake system and unacceptable lining and drum life.

7) Cam Rollers:

Are they properly lubricated? The way to lubricate a cam roller is directly in the web roller pocket and not at the cam to roller contact area. If you do this correctly you'll avoid creating flat spots. These flat spots adversely affect the brake adjustment which may result in premature brake wear or reduced braking performance. The best time to change your cam rollers is when you reline. That will save you both time and money.

8) Air Management System:

Maintaining dry and clean air supply is important to year-round performance of the air brake system. Regular inspection and check for water and contamination in the system reservoirs is a simple and effective way to keep an eye on the condition. In other words, if oil is observed, identify the source and make repairs as necessary. Check air compressor operation and governor settings by observing system pressure gauges while the air compressor is in operation and when the governor unloads. Replace air dryer desiccant cartridges and filters on a regular basis and use only OEM-approved service parts. For extra protection, consider converting to a dryer cartridge that incorporates a coalescing filter to capture smaller contamination particles.

Remember, brakes work as a system. When an original part is replaced by a "will-fit" part, performance of the entire system may be compromised. A will-fitter's parts may offer a lower price initially, but they could cost you more down the road in downtime or reduced performance. So, don't take a chance with a component system as important as your brakes. Replace brake and brake system parts with OEM quality standard parts.



Employee Profile - Customer Service - CVA

We introduce the Customer Service Team. We also have a new member, Natasha. Profiles are below.



TANIA

Job Title: Customer Service Team Leader

Job Description: Managing the Customer Service team, approving credits & RMAs, answering phone calls.

Outside of Work: Time with family, friends, gardening, and cooking/eating out.



TEJ

Job Title: Customer Service Officer

Job Description: Enter stock orders, maintain pricing by liaising with the sales team and summarize daily order report.

Outside of Work: Spending time with my family.



DIANE

Job Title: Customer Service Officer

Job Description: Liaise with customers, processing orders and assisting them with their needs.

Outside of Work: Love going to the movies, especially at Imax and watching the tennis.



PETA

Job Title: Customer Service Officer - Exports

Job Description: Liaise with customers and processing orders both local and overseas.

Outside of Work: Cooking and spending time with the family.



NATASHA

Job Title: Customer Service Officer

Job Description: Liaise with customers and perform admin duties associated with customer orders.

Outside of Work: Travelling, charity work and spending time with family and friends.

These are our technical experts!



PAUL

Job Title: Snr Parts Interpreter

Job Description: Assist dealers with technical queries. Process VOR's.

Outside of Work: Motor bike riding, movies, fishing and spending time with the family.



CRAIG

Job Title: Parts Interpreter

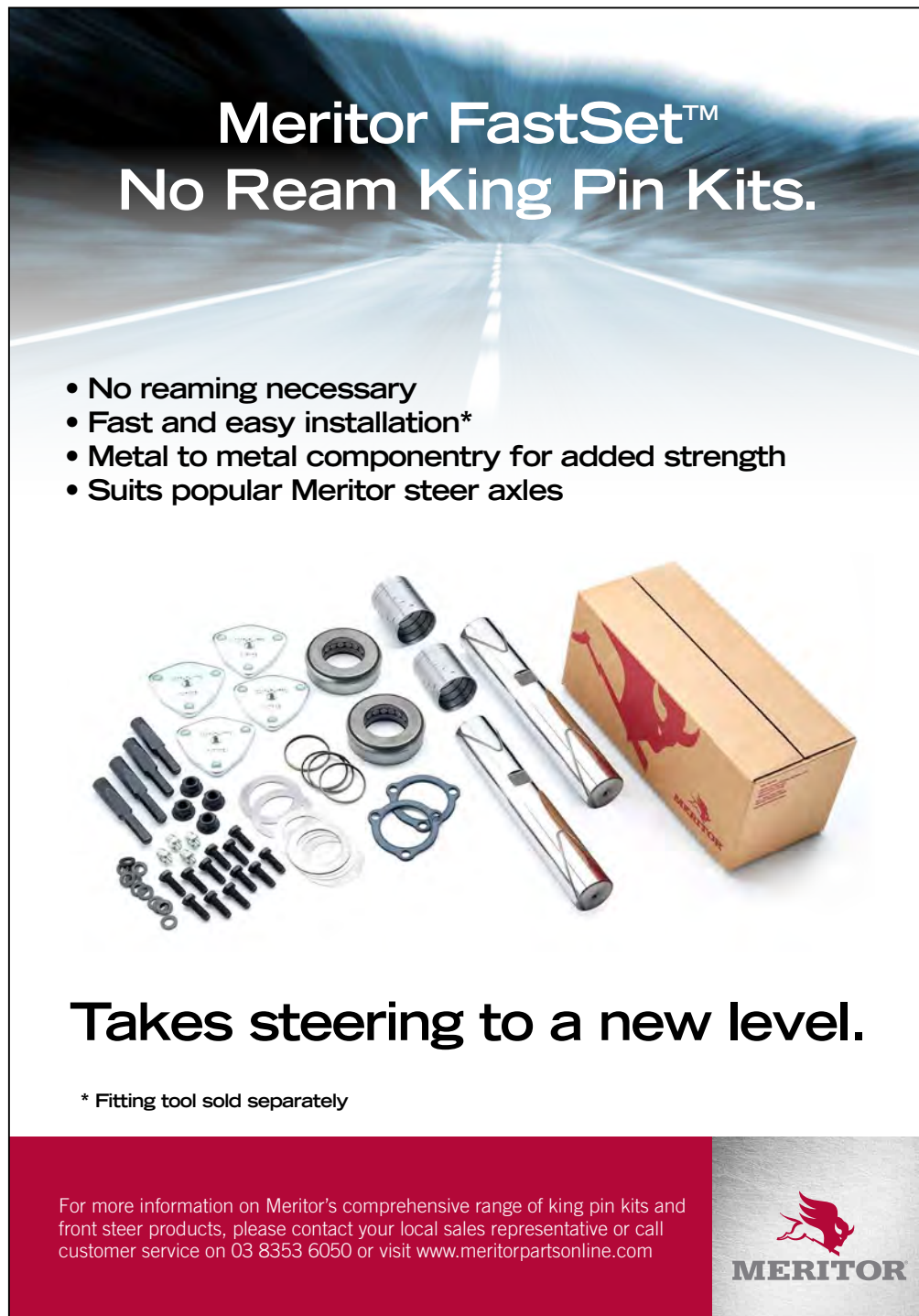
Job Description: Assist dealers with technical queries. Process VOR's.

Outside of Work: Motor bike riding, fishing and spending time with my family.



Advertising

Don't forget to check out our latest ad on Meritor No Ream FastSet King Pin Kits in the next edition of Big Rigs and Australian Diesel Mechanic Magazine!



Meritor FastSet™ No Ream King Pin Kits.

- No reaming necessary
- Fast and easy installation*
- Metal to metal componentry for added strength
- Suits popular Meritor steer axles

Takes steering to a new level.

* Fitting tool sold separately

For more information on Meritor's comprehensive range of king pin kits and front steer products, please contact your local sales representative or call customer service on 03 8353 6050 or visit www.meritorpartsonline.com

