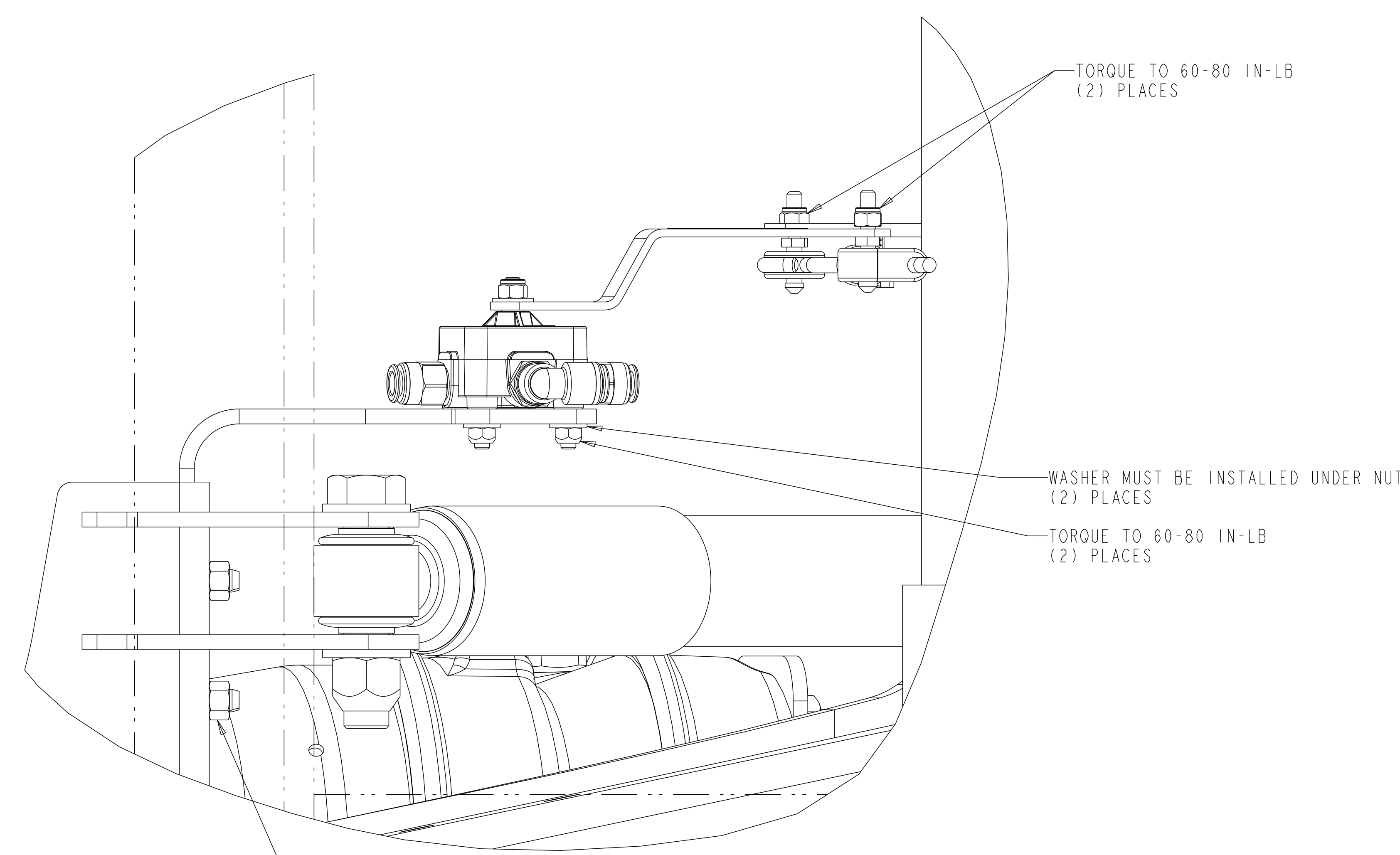
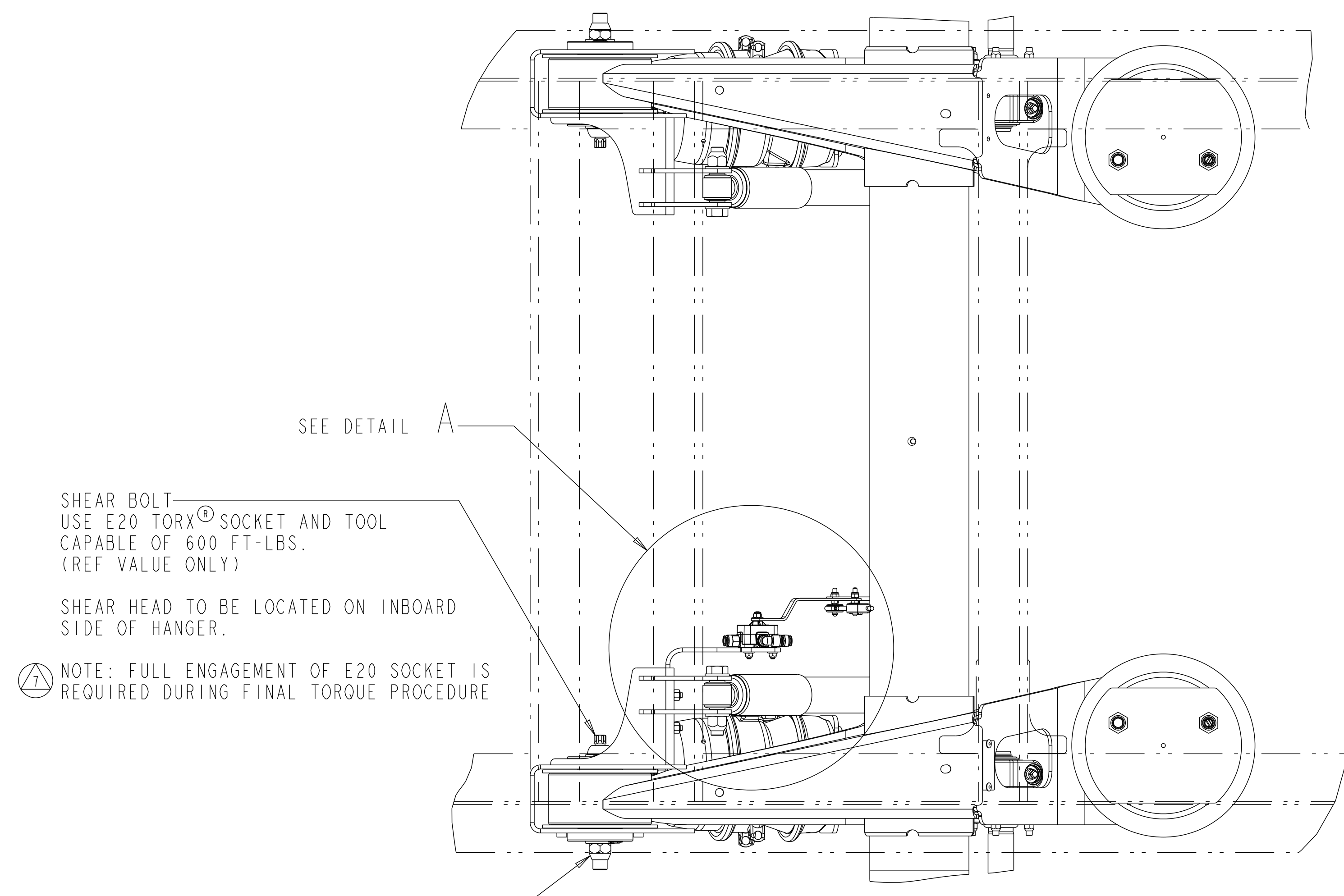


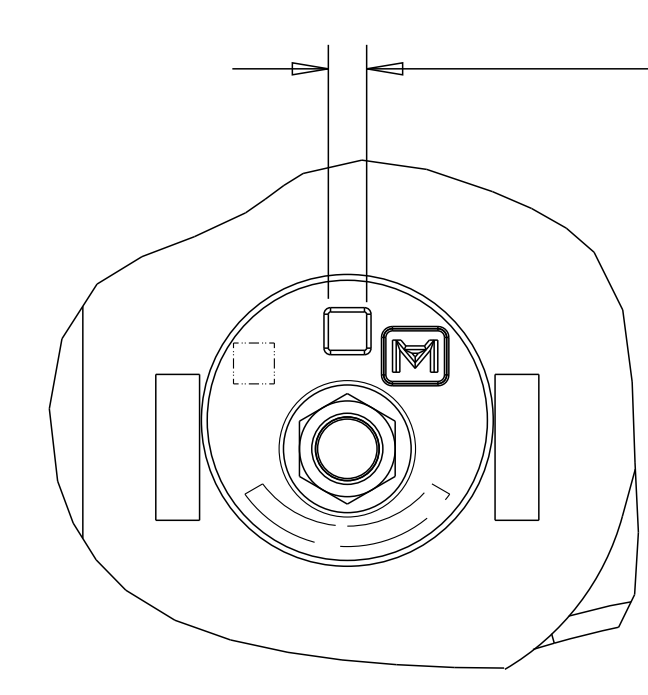
Revision: C.2
 STATE: Engineering Released
 EXPORT_CONTROL: HARD_WARE=EAR - EAR99, EXPORT_CONTROL=EAR - EAR99

SIM. PARTS		REVISONS	
A	RELEASE FOR PROTOTYPE	ECN-139563	MDM 06/15/17 LS
B	1-TORQUE WAS INCH LBS. RELEASE FOR PRODUCTION	ECN-166379	MDM 17-JUN-20 SS
C	ADDED N-36Z	ECN-172650	CH 20-OCT-20 SS



FOR SHIPPING:
 WITH ECCENTRIC WASHER IN VERTICAL POSITION, TORQUE NUT TO 100-150 FT-LB (2) PLACES. SEE DETAIL "B" FOR PROPER WASHER POSITION.

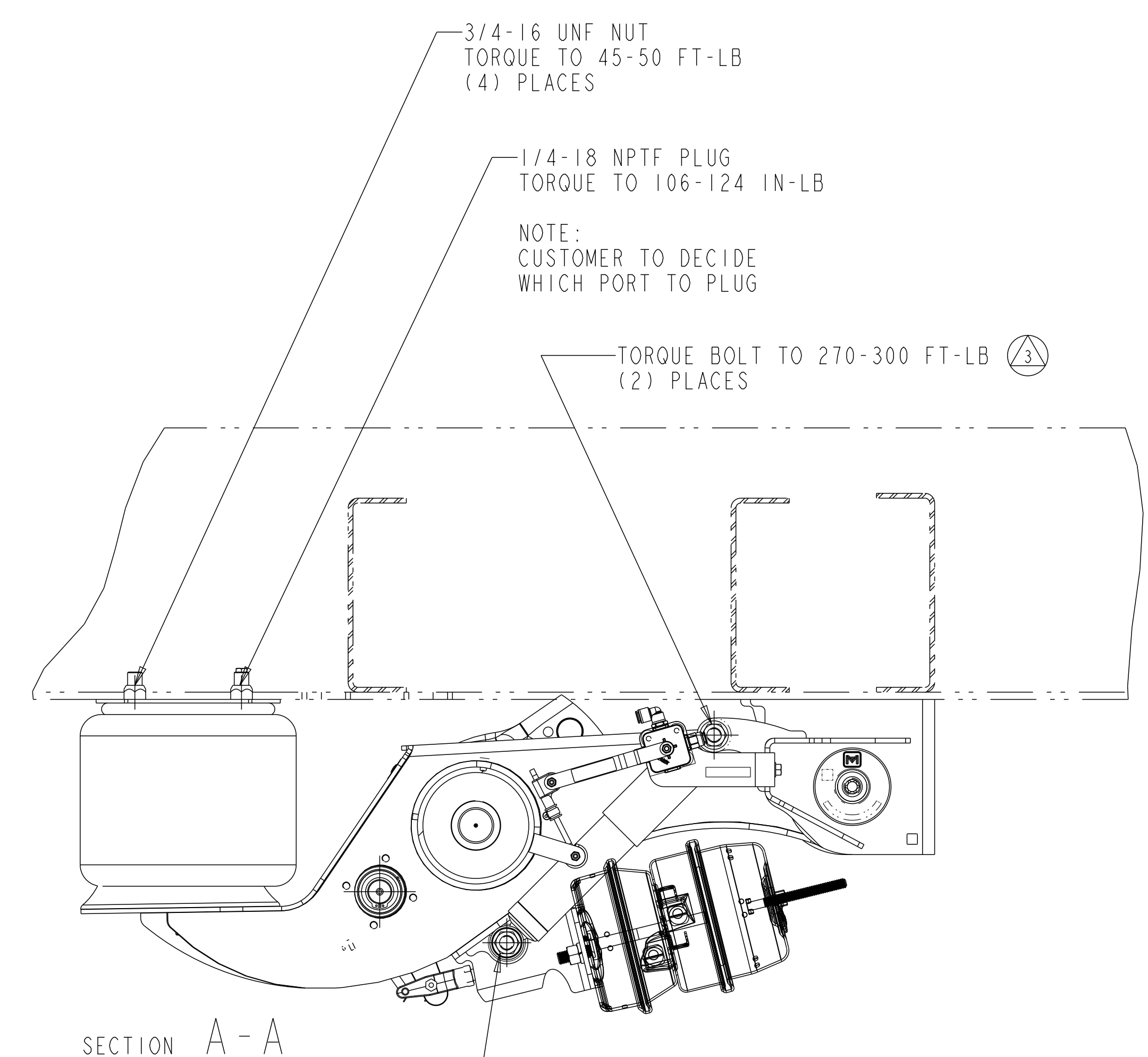
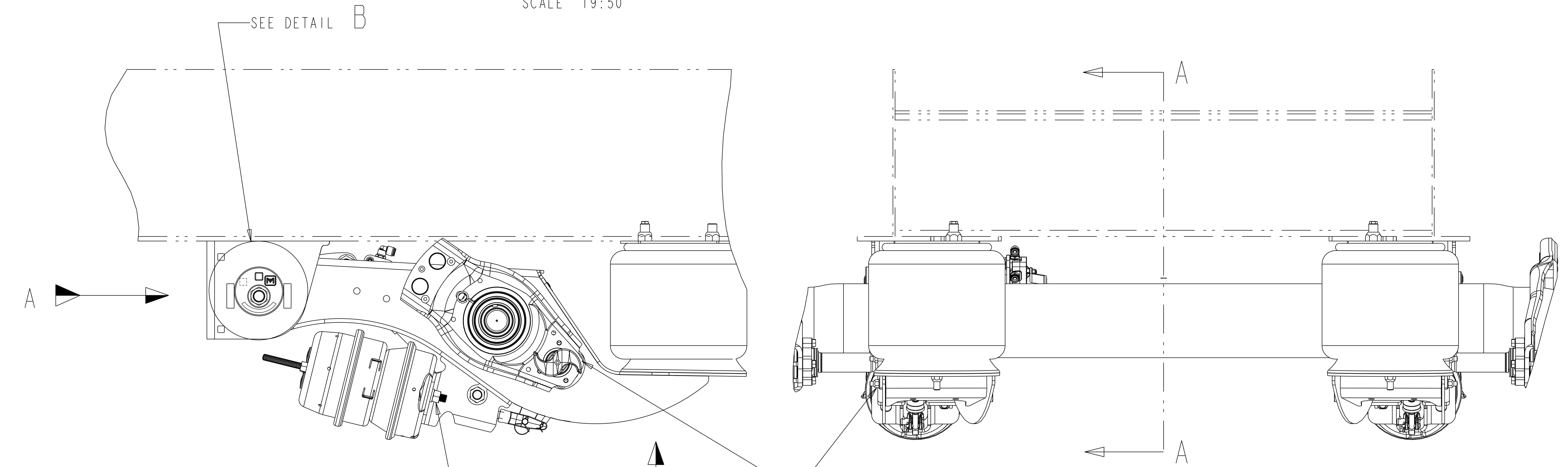
FOR FINAL INSTALLATION:
 TORQUE CURBSIDE PIVOT NUT TO 200 +/-50 FT-LBS. LOOSEN ROADSIDE PIVOT NUT ENOUGH TO ADJUST FOR ALIGNMENT. PERFORM ALIGNMENT PER MAINTENANCE MANUAL USING 1/2" DRIVE SOCKET EXTENSION (OR EQUIVALENT) IN SQUARE HOLE. AFTER ALIGNMENT, TIGHTEN ROADSIDE NUT TO 200 +/-50 FT-LBS. PERFORM FINAL CHECK TO CONFIRM ALIGNMENT BEFORE TIGHTENING SHEAR BOLT UNTIL SHEAR HEAD SEPERATES (2) PLACES.



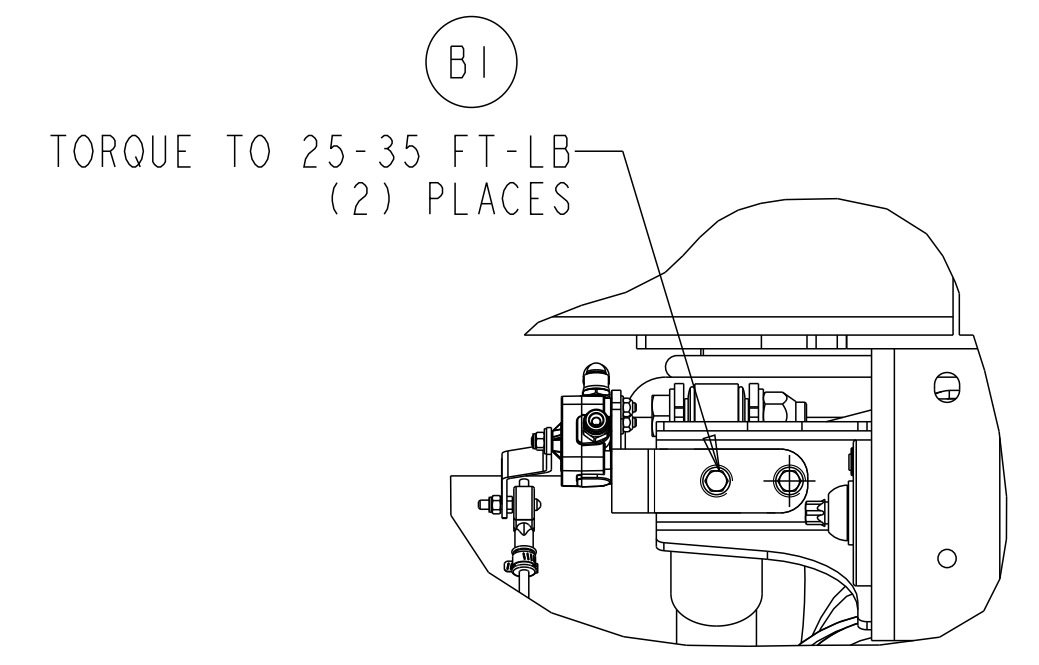
DETAIL B
 SCALE 19:50

FOR SHIPPING:
 ADJUSTING WASHER MUST BE IN THE VERTICAL POSITION (SQUARE HOLE UP) PRIOR TO TIGHTENING OF FASTENER FOR SHIPPING

DETAIL A
 SCALE 3:4

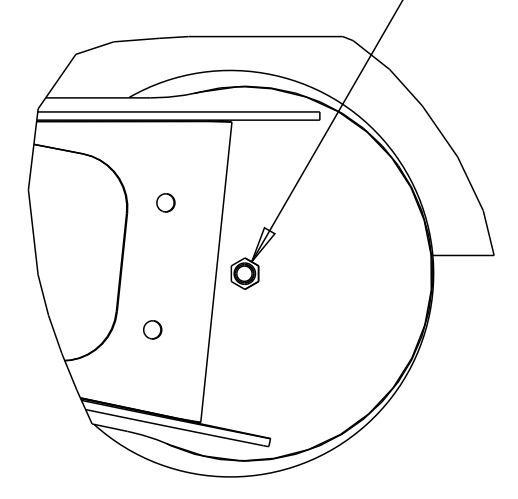


SECTION A-A

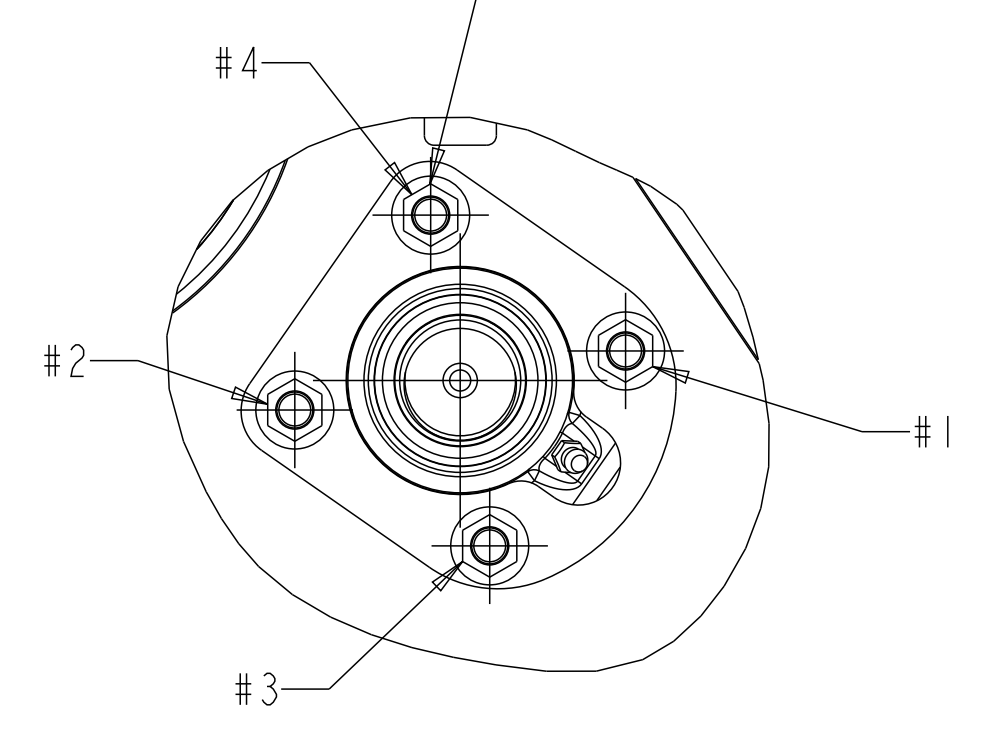


VIEW IN DIRECTION OF ARROW "A"

1/2-13 UNC NUT
 TORQUE TO 30-35 FT-LB
 (2) PLACES



VIEW IN DIRECTION OF ARROW "B"



TORQUE SEQUENCE
 (2) PLACES

- CAM INSTALLATION PROCEDURE:
- CAM BUSHING AND RETAINER RING TO BE INSTALLED LOOSE ON TRAILING ARM PRIOR TO CAM INSTALLATION. (BUSHING LOCATED INBOARD, RETAINER RING LOCATED OUTBOARD)
 - INSTALL CAM THROUGH SPIDER AND CAM BUSHING. ROTATE CAM TO CENTER CAM BUSHING ON TRAILING ARM. CAM HEAD MUST BE AGAINST SPIDER AFTER INSTALLATION.
- TORQUE TO 30-40 FT-LBS (4) NUTS (2) PLACES PER TORQUE SEQUENCE
 - AFTER FINAL TORQUE OF CAM BUSHING, CAMS MUST ROTATE FREELY

NOTES:
 SOME COMPONENTS REMOVED FOR CLARITY
 TORQUE ALL FASTENERS WITH SUSPENSION AT RIDE HEIGHT
 REFER TO APPROPRIATE 4-60559 LAYOUTS TO OBTAIN AXLE COMPONENT TORQUE VALUES

TORQUE BOLT TO 270-300 FT-LB (2) PLACES

- QUALITY CONTROL CHARACTERISTICS
- DENOTES SAFETY RELATED CHARACTERISTIC
 - DENOTES MAJOR CHARACTERISTIC
 - PIVOT NUT SHIPPING TORQUE
 - SHEAR BOLT FINAL TORQUE
 - UPPER SHOCK BOLT TORQUE
 - LOWER SHOCK BOLT TORQUE
 - CAM BUSHING ASSY TORQUE
 - CAMS ROTATE FREELY AFTER CAM BUSHING ASSY TORQUED
 - SOCKET ENGAGEMENT

SHOWN	RIDE HEIGHT	HEIGHT CONTROL LINKAGE LENGTH
	6.5	4.00
	7.5	4.75
	8.0	5.125
	9.0	5.875
	12.0	5.50
	14.0	5.50
	15.0	6.25
	16.0	5.50
	17.0	6.25

LINKAGE LENGTHS SHOWN ARE FOR INITIAL SET-UP ONLY. FINE TUNING SHOULD BE DONE USING SLOT FEATURE ON VALVE MOUNTING BRACKET TO ADJUST VALVE ANGLE OR BY ADJUSTING LINKAGE LENGTH AS NEEDED.

NOTE: FINAL RIDE HEIGHT SHOULD BE SET AFTER COMPLETING SUSPENSION ALIGNMENT PROCEDURE.

SUSPENSION SERIES: MTA-TEC6-23L

APPLY SPECIFIED MERITOR MARKINGS PER DRAFTING ENGINEERING STANDARDS D-604		THIS PRINT IS LOANED ON A CONFIDENTIAL BASIS SUBJECT TO RETURN UPON DEMAND BY MERITOR AND NOTHING HEREON MAY BE REPRODUCED, USED OR DISCLOSED IN WHOLE OR IN PART WITHOUT THE PRIOR WRITTEN PERMISSION OF MERITOR.		MATERIAL		PROCESS		PROJECT ENGINEER SCHUCK		3RD ANGLE PROJECTION		DRAWING SIZE E		DRAWING 4-60559_43 C.2	
4 IN. 10THS. 1:100MM		WEIGHT RGR./FIN.		ORIGINAL FOR LBS MTA-TEC6-23L		DESIGN CONTROL GROUP TRAILERS N/A		DRAWN BY MARCETTI		CHECKED BY SCHUCK		CHANGE REQUEST #		SHEET 1 OF 1	
RELEASE NAME TORQUE VALUES ENG. DESG. CODE												PART/DWG NO. 4-60559_43 00909			
MERITOR												INCH			

DO NOT CHANGE MANUALLY