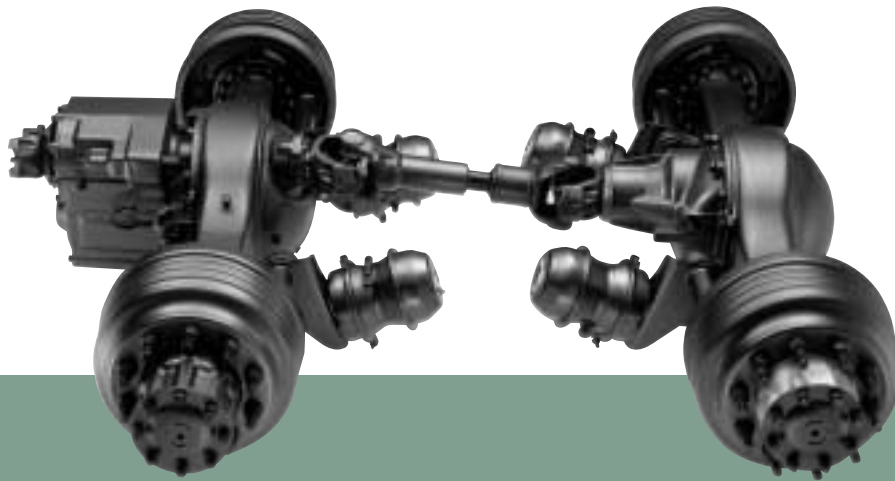


# Tandem Drive Axles

MT-40-143MA-N



## Product Summary

The MT-40-143MA-N is the newest Meritor<sup>®</sup> 40,000 lb. gross axle weight rated (GAWR) tandem. With the new rear axle design, the amboid drive pinion is positioned above the centerline. The resulting interaxle driveline angularity minimizes vibration and damage to drivetrain components, while eliminating all joint angle concerns. Less vibration also results in a smoother ride for both the driver and cargo.

Standard ratios range from 2.64:1 to 4.11:1, covering most popular linehaul applications. Whether a direct drive or overdrive transmission is spec'd, these ratios will mate with the application.

The MT-40-143MA-N utilizes the Meritor<sup>®</sup> unitized pinion seals to help keep lubricant in and eliminate potential handling, installation and contamination damage. Since the forward and rear axle can be set at identical pinion angles, identical suspension seats can now be used for both forward and rear axles. The new

axle has considerable parts commonality with existing Meritor<sup>®</sup> 40,000 lb. tandem axles for reduced parts inventories.

Other options include lightweight aluminum unitized wheel ends that reduce maintenance; driver-controlled differential lock in the forward carrier for maximum traction; a pressurized pump and filter system to reduce spinouts; and aluminum forward carrier to reduce tandem weight by 50 pounds.

## Application Summary

The MT-40-143MA-N provides for compatibility with all linehaul truck and tractor applications in North America, such as general freight vehicles, auto haulers, refrigerated freight haulers, livestock and grain haulers, tankers and turnpike-duty double and triple trailer operations. For operators anticipating severe-duty service or frequent overloads, the RT-44-145 or RT-46-160 are typically specified.

## Features

Amboid gearing (rear axle)

Standard suspension mounting (forward and rear)

Unitized pinion seals

Ratio range from 2.64:1 to 4.11:1

Ductile iron casting

Approved extended drain lubricant

### Options:

Aluminum unitized wheel ends (UWE-90)

Driver-controlled differential lock (DCDL)

Aluminum forward carrier

Pressurized pump and filter system

## Benefits

Minimizes interaxle driveline joint angle concerns

Common axle mounting

Help keep lubricant in and eliminate potential handling, installation and contamination damage

Provides compatibility with most popular linehaul ratios, including drivetrains with direct or overdrive transmissions

Provides strength and increased axle life

Allows up to 500,000 miles between lube changes

Light weight and reduced wheel bearing and seal maintenance

Provides maximum traction

Reduces standard weight by 50 pounds

Reduces spinout damage

## Specifications\*: MT-40-143MA-N

GAWR RATING POUNDS (KG)	GCW POUNDS (KG) HIGHWAY		STANDARD RATIOS	HOUSING SIZE/ WALL THICKNESS AT SPRING SEAT INCHES (MM)	WEIGHT** POUNDS (KG)	BRAKE TYPES AND SIZES INCHES (MM)	HUBS AND DRUMS, BOLT CIRCLE DIAMETER INCHES (MM)
	TURNPIKE	PAVED					
40,000 (18,144)	145,000 (65,772)	125,000 (56,700)	2.64, 2.79, 3.08, 3.36, 3.55, 3.70, 3.90, 4.11	0.37 (9.5), optional 0.43 (11)	1259 (571)	Q Plus™ 16.5 x 7 (419 x 178), and 15 x 7 (381 x 178) Cam Air Disc ADB-1560	10 stud, 11.25 (285.75), 10 stud, 13.19 (335) Cast Spoke Wheels

**\*Permitted use of axles and components, including capacity ratings where stated, vary with application and service. Applications should be approved by ArvinMeritor On-Highway Axle and Brake Engineering Departments. Approved ratings may be higher or lower than indicated above, dependent upon engineering review.**

\*\*Axle weights less oil, brakes, hubs, drums or rotors, bearing cones, seals, wipers, suspension brackets, yokes and options.

\*\*\*Oil capacities for standard track axles measured at the various common drive pinion angles and include quantities for both wheel ends. Capacities will change if track or drive pinion angle is different.

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