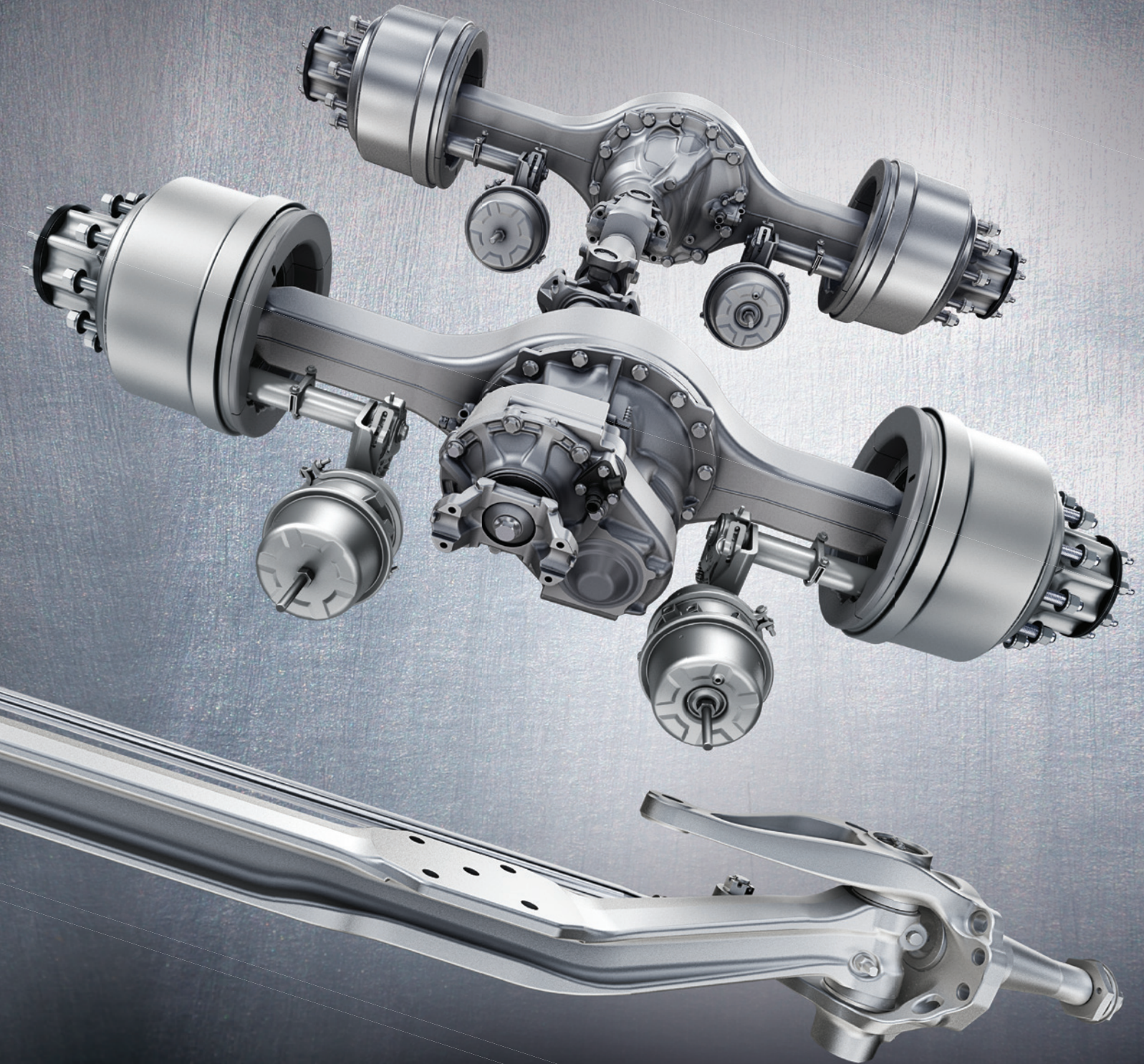


# DETROIT™ AXLES

STEER

SINGLE REAR

TANDEM REAR



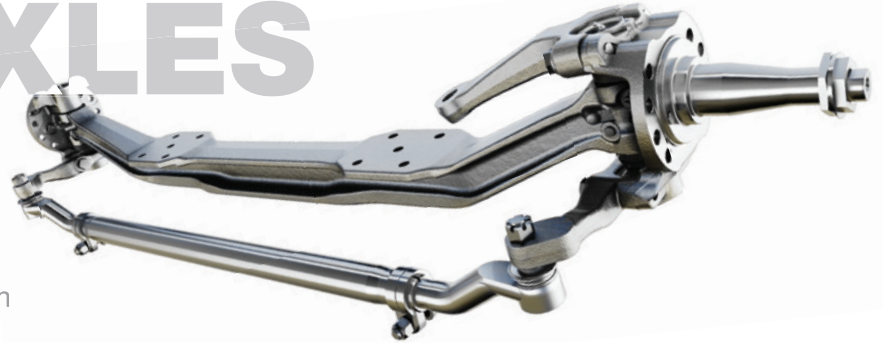
**DETROIT™**  
DEMAND PERFORMANCE™



# SPEC DETROIT AXLES. YOUR BUSINESS IS RIDING ON IT.

DETROIT™ AXLES ARE THE RESULT OF AN INTERNATIONAL, CROSS-FUNCTIONAL ENGINEERING AND PRODUCT DEVELOPMENT EFFORT. OUR PRODUCT LINE IS A PROVEN PLATFORM, FOUND IN MILLIONS OF COMMERCIAL VEHICLES WORLDWIDE.

## STEER AXLES



Offering steer axle weight ratings from 6000 to 23,000 pounds, and rear axle weight ratings from 13,000 to 46,000 pounds, Detroit axles cover every trucking segment — from on-highway and regional delivery to construction and municipal applications. A wide range of configuration options and precise compatibility with all braking systems offered by Freightliner Trucks and Western Star Trucks enable you to spec the axle that is perfect for your exact application.

### Engineered, Built and Tested for the Bottom Line

Every Detroit axle provides these money-saving benefits:

- Reduced axle weight gives you higher payload, increased fuel economy and enhanced freight efficiency
- Lower maintenance costs throughout unit life cycle for an improved Real Cost of Ownership<sup>SM</sup>

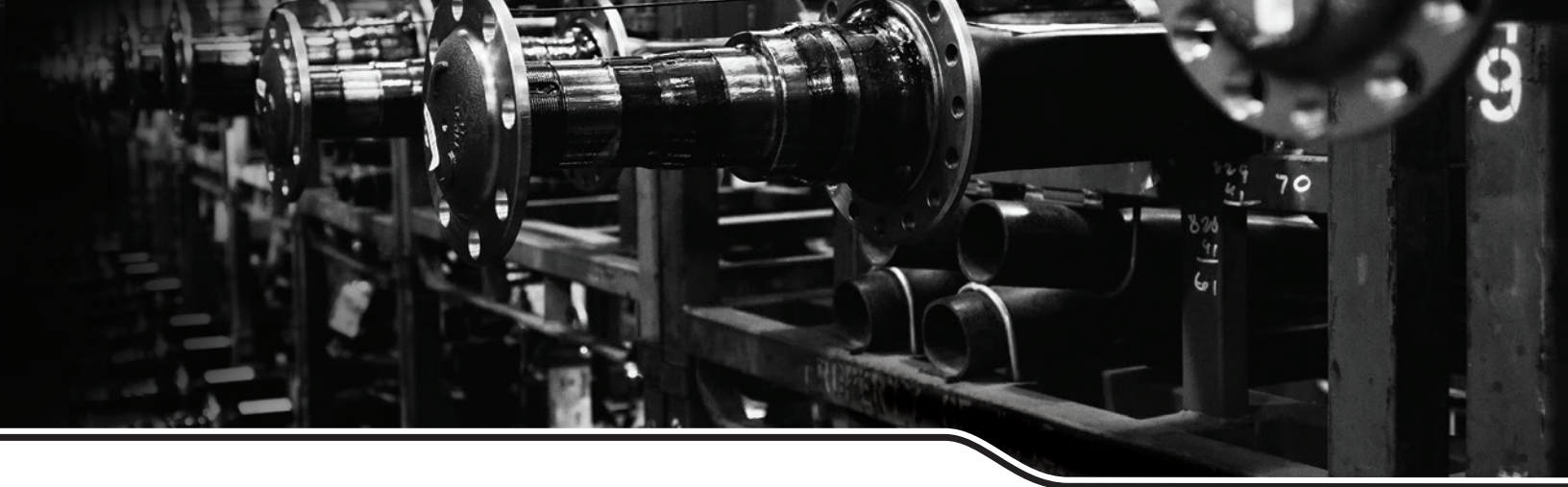
### Lightweight Design

Our front axle I-beam is engineered to handle the same weight ratings in a more efficient, lightweight design. This gives you higher payloads with the same strength and durability.

### Needle Bearings

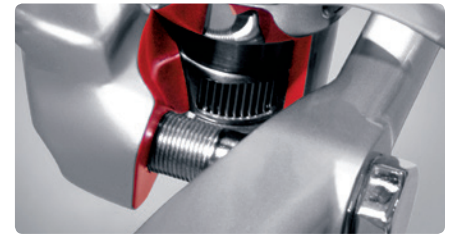
Detroit axles employ needle bearings, which roll between the steering knuckle and kingpin. This reduces friction, tightens tolerances and reduces deflection to improve durability, reduce tire wear and provide smoother steering control. And with better grease distribution, our front axles don't need to be unloaded or lifted to be lubricated.

## UP TO 55° WHEEL CUT



## Maximum Maneuverability

The unique I-beam design coupled with an advanced steering layout enables an optimized geometry for a sharper wheel cut of up to 55 degrees, giving you the tightest turning radius available. Now you can be more confident and more productive in close quarters.



## Steer Axle Specifications

	DATA CODE	MODEL CODE	GAWR <sup>1</sup> (LB / KG)	KINGPIN INTERSECTION (IN / MM)	AXLE BEAM DROP (IN / MM)	MAX. CREEP RATING (LB / KG) <sup>2</sup>	MAX. WHEEL-CUT ANGLE	KINGPIN DIAMETER (IN / MM)
MODEL 2	400-1C9	DA-F-6.0-2	6000 / 2721	65.2 / 1656.1	3.74 / 96.0	Application Approval Required	55°	1.77 / 45.0
	400-1DW 400-1BC	DA-F-8.0-2	8000 / 3628	65.2 / 1656.1 68.0 / 1727.2				
MODEL 3	400-1EW	DA-F-8.0-3	8000 / 3628	71.5 / 1816.1	3.74 / 96.0	19,500 / 8845	55°	1.77 / 45.0
	400-1BD 400-1A5 400-1EF	DA-F-10.0-3	10,000 / 4535	69.0 / 1752.6 71.5 / 1816.1 71.5 / 1816.1	3.50 / 88.0 3.74 / 96.0 5.00 / 127.0	19,000 / 8618		
	400-1BE 400-1DA 400-1A6 400-1ED	DA-F-12.0-3	12,000 / 5442	69.0 / 1752.6 69.0 / 1752.6 71.5 / 1816.1 71.5 / 1816.1	3.50 / 88.0 5.00 / 127.0 3.74 / 96.0 5.00 / 127.0	18,500 / 8391		
	400-1G1	DA-F-12.5-3	12,500 / 5670	71.5 / 1816.1	3.74 / 96.0	19,500 / 8845		
	400-1BF 400-1DB 400-1A7	DA-F-13.3-3	13,300 / 6033	69.0 / 1752.6 69.0 / 1752.6 71.5 / 1816.1	3.50 / 88.0 5.00 / 127.0 3.74 / 96.0	19,000 / 8618		
	400-1BG 400-1DC 400-1A8 400-1EH	DA-F-14.7-3	14,700 / 6667	69.0 / 1752.6 69.0 / 1752.6 71.5 / 1816.1 71.5 / 1816.1	3.50 / 88.0 5.00 / 127.0 3.74 / 96.0 5.00 / 127.0	18,500 / 8391		
	MODEL 5	400-1A9	DA-F-16.0-5	16,000 / 7257	71.0 / 1803.4	3.74 / 96.0		
400-1BA		DA-F-18.0-5	18,000 / 8165	28,000 / 12,701				
400-1BB		DA-F-20.0-5	20,000 / 9072	27,000 / 12,247				
MODEL 5 HD	400-1H2*	DA-F-23.0-5	23,000 / 10,431	71.0 / 1803.4	3.74 / 96.0	30,000 / 13,608 (20k Rating)	45°	2.13 / 54.0
						29,000 / 13,154 (21k Rating)		
						28,000 / 12,701 (22k Rating)		
						27,000 / 12,247 (23k Rating)		

\*23k Axle—Derate to be defined by Customer Application Engineering (CAE)

<sup>1</sup>Gross Axle Weight Rating

<sup>2</sup>Standard application—may vary with different configurations

### Application Guidelines:

- Please contact your component sales representative for details on application guidelines and application approval.
- Applications using a liftable axle (Pusher or Tag) will require application review.
- Allowable creep load rating is depending on application and vehicle configuration.
- 5 miles per hour maximum speed with liftable axles raised. This condition should not exceed 5% of the total operating miles of the vehicle.
- Available for all vocational codes (A85-XXX), except for military applications (A85-039).

## Understanding a Model Code Steer Axle

### EXAMPLE:

DA-F-12.0-3

Model Number  
Weight Rating (x1000 lb.)  
Front  
Detroit Axles

# SINGLE REAR AXLES

## Precision Cut Gears

The ring and pinion gears are machined using highly advanced dry power cutting and grinding processes that result in exacting tooth profiles and ideal gear mesh — so precise, in fact, that the ring and pinion gears do not require pairing. These sophisticated processes render perfectly matched gearing to ensure more efficient power transmission, longer durability, quieter axle operation and enhanced driver comfort.

## Larger Differential

Our engineers eliminated the head bearing and integrated the ring gear with the differential housing to form one part. As a result they gained additional room to increase the size of the main differential, giving you better stability and longer-lasting durability.





## Single Rear Axle Specifications

	DATA CODE	MODEL CODE	GAWR <sup>1</sup> (LB / KG)	MAX. GCWR <sup>3</sup> (LB / KG)	RING GEAR SIZE (IN / MM)	OIL CAPACITY (QT / LITERS)	MAX. TORQUE <sup>4</sup> (LB-FT)	AVAILABLE RATIOS
MODEL 2	420-1C3	DA-RS-13.0-2	13,000 / 5896	42,000 / 19,051 (Pick-up & Delivery)	12.8 / 325	7.4 / 7.0	660	2.923 4.556 3.154 4.778 3.636 5.125 3.909 5.714 4.100 6.143 <sup>5,6</sup> 4.300
	420-1GF	DA-RS-13.5-2	13,500 / 6123					
	420-1CY	DA-RS-15.0-2	15,000 / 6803					
	420-1C4 420-1C6	DA-RS-17.5-2	17,500 / 7937	36,000 / 16,329 (all other vocations)				
	420-1GF 420-1F9	DA-RS-19.0-2	19,000 / 8617					
	420-1JB 420-1GA	DA-RS-20.0-2	20,000 / 9072					
	420-1GX	DA-RS-21.0-2 <sup>4</sup>	21,000 / 9525					
MODEL 4	420-1GH	DA-RS-17.5-4	17,500 / 7937	80,000 / 36,287 (line-haul)	15.35 / 390	12.0 / 11.0	1200	2.846 4.556 3.077 4.778 3.308 5.222 3.583 5.556 3.909 5.875 4.100 6.143 <sup>5,6</sup> 4.300
	420-1C7	DA-RS-19.0-4	19,000 / 8617					
	420-1G7	DA-RS-20.0-4	20,000 / 9072					
	420-1C8	DA-RS-21.0-4	21,000 / 9525	55,000 / 24,948 (vocational)				
	420-1GK	DA-RS-23.0-4	23,000 / 10,431					
MODEL 6	420-1C9	DA-RS-23.0-6	23,000 / 10,431	80,000 / 36,287	17.32 / 440	12.0 / 11.0	2050	2.278 3.583 2.412 3.909 2.533 4.300 2.733 4.778 2.846 5.222 3.077 5.875 3.308
	420-1V0	DA-RC-24.0-6	24,000 / 10,909	92,000 / 41,818	17.32 / 440	12.0 / 11.0	2050	4.300 4.778

<sup>1</sup>Gross Axle Weight Rating

<sup>2</sup>Standard application—may vary with optional equipment

<sup>3</sup>Gross Combination Weight Rating—dependent on application and selected ratio—may require application approval

<sup>4</sup>Max engine torque—dependent on application and selected ratio—may require application approval

<sup>5</sup>Requires application approval

<sup>6</sup>860 lb-ft (1166 Nm) norm / 800 lb-ft (1084 Nm) vocational maximum torque

<sup>7</sup>Rear-engine motorhome only

Note: Consult your local dealer representative for complete listing of available rear axle configurations.

### Understanding a Model Code Single Rear Axle

EXAMPLE:

DA-RS-21.0-4

# TANDEM REAR AXLES

## Hypoid and Topoid Gearing

The inter-axle driveline on Detroit tandem rear axles features a Topoid offset, in which the centerline of the pinion is above the centerline of the ring gear on the second rear axle.

## Wide-Based Single Applications

Detroit innovation helps maximize fuel economy. That's why our 40,000-pound tandem axles are available with optional 11 mm intermediate track housing which allows the use of super single or dual tires. Up to 34,000-pound rated capacity, Detroit allows dual or single tires with the standard housing configuration.

## 6x2 Single-Drive Tandem Axle

The Detroit Model 6 axle allows for a 6x2 configuration, which has a non-driven tag axle behind the drive axle. This eliminates the heavy gearing of the rear-rear axle and inter-axle differential — 381 lb. compared to the original Detroit Model 4 tandem axle. Also, since power and torque are distributed across fewer gears, you'll see reduced fuel consumption. Paired with Electronically Controlled Air Suspension (ECAS), traction isn't sacrificed since weight can be shifted to the drive axle when slippage is detected.

## Optional Driver-Controlled Differential Lock

To improve contact with snow- or ice-covered roads, drivers can actuate the differential lock by flipping a switch on the dashboard. Locking the differential allows the wheels to spin at the same speed, delivering equal torque to all wheels, and giving you greater confidence under adverse conditions.

## Optional Automatic Differential Lock

The available Detroit NoSpin differential is fully automatic. It compensates for wheel travel differences while turning under normal conditions by engaging the differential. On slippery surfaces, it improves traction without driver input, directing power away from the wheel losing traction.



## Tandem Rear Axle Specifications

	DATA CODE	MODEL CODE	GAWR <sup>1</sup> (LB / KG)	MAX. GCWR <sup>2</sup> (LB / KG)	HOUSING WALL THICKNESS (MM / IN)	MAX. CREEP RATING (LB / KG) <sup>3</sup>	RING GEAR SIZE (IN / MM)	OIL CAPACITY (QT / LITERS)	MAXIMUM TORQUE <sup>4</sup> (LB-FT)	AVAILABLE RATIOS	
MODEL 4	420-1GP	DA-RT-34.0-4	34,000 / 15,420	130,000 / 58,967 (on-highway) 68,000 / 30,844 (vocational)	9.5 / 0.37 11.0 / 0.43 12.7 / 0.5	48,000 / 21,772 51,600 / 23,405 55,200 / 25,038	15.35 / 390	16.0 / 15.0 (forward axle)  12.0 / 11.0 (second axle)	1850	2.412 <sup>5</sup> 2.533 2.615 2.846 3.077 3.231 3.308	3.417 3.583 3.727 3.909 4.300 4.778
	420-1GR	DA-RT-40.0-4	40,000 / 18,141	130,000 / 58,967 (on-highway) 68,000 / 30,844 (vocational)							
	420-1JH	DA-RT-40.0-4 (intermediate track)	40,000 / 18,141	130,000 / 58,967 (on-highway) 68,000 / 30,844 (vocational)	11.0 / 0.43	51,600 / 23,405					
	420-1GT	DA-RT-44.0-4	44,000 / 19,955	130,000 / 58,967 (on-highway) 68,000 / 30,844 (vocational)	12.7 / 0.5	55,200 / 25,038					
	420-1G2	DA-RT-46.0-4	46,000 / 20,865	135,000 / 61,252 (on-highway) 95,000 / 43,103 (vocational)	12.7 / 0.5	55,200 / 25,038					
MODEL 6	420-1T2 (single drive) with 443-1T2 (tag)	DA-RT-20.0-6 with DA-RX-20.0-6	40,000 / 18,141	80,000 / 36,287	9.5 / 0.37 (FR drive axle) 11.0 / 0.43 (RR tag axle)	48,000 / 21,772		12.0 / 11.0 (forward axle) 0.0 (rear tag axle)	2050	2.278 <sup>5</sup> 2.533 2.733 2.846	3.077 3.308 3.583 3.909

### Understanding a Model Code Tandem Rear Axles

#### EXAMPLE:

DA-RT-40.0-4

Model Number  
Weight Rating (x 1000 lb.)  
Tandem  
Rear  
Detroit Axles

<sup>1</sup>Gross Axle Weight Rating

<sup>2</sup>Gross Combination Weight Rating—dependent on application and selected ratio—may require application approval

<sup>3</sup>Standard application—may vary with optional equipment

<sup>4</sup>Max engine torque—dependent on application and selected ratio—may require application approval

<sup>5</sup>40k rating only, must spec Integrated Detroit Powertrain (Q28 module)

Note: GCWR limits for vocation codes A85-006, A85-009, A85-010, A85-011, A85-012, A85-013: 80,000 lb. / 36,287 kg (status Sept. 2011)

#### Application Guidelines:

Please contact your component sales representative for details on application guidelines and application approval.

Application review and approval is always required if application does not meet criteria listed in table, including the following conditions:

- Tire SLR larger than 19.96" (11R22.5).
- Off-road more than 10%.
- Vehicles equipped with more than 1 retarder.
- Vehicles using pusher/tag axles (creep load).

#### Applications Limitations:

- Available with Spring or AirLiner suspensions only.
- Available for all vocational codes (A85-XXX), except for military applications (A85-039).
- 5 miles per hour maximum speed with liftable axles raised. This condition should not exceed 5% of the total operating miles of the vehicle.



# NEW TANDEM REAR AXLES

The same manufacturing facility in Detroit that produces our tried-and-true diesel engines has also been manufacturing a full line of axles for over 15 years. Detroit continues to refine and expand its lineup of axles for improved fuel economy and performance.

We've recently invested over \$25 million in the latest axle manufacturing equipment and processes. This allows us to provide our customers with the most efficient axle technology in the market today.

Beginning in 2017, our newest tandem rear axles are being phased in to a wide range of DTNA products. During this period, we are launching a variety of new and faster axle ratios to help support the industry-wide focus on downspeeding. Over an 18-month period axle ratio availability will be expanded with these new axles while supplementing the wide variety of ratios already available in our current original axles, and ratios are being replaced with this new technology.

With our advanced technology we are able to deliver a completely new line of heavy-duty drive technology. What does this mean to our customer? Simply put, improved fuel consumption, cost and weight optimization and a lower cost of ownership.

## What are New Detroit Tandem Rear Axles?

- New Cascadia® features a 2.41 standard rear axle ratio
- Modular differential with laser-welded ring gear
- Gear set and carrier optimization for improved Powertrain efficiency
- Low-viscosity and friction-optimized oil
- Faster rear axle ratios to support downspeeding
- Up to 0.7% improvement in fuel economy compared to original Model 4 tandem axles

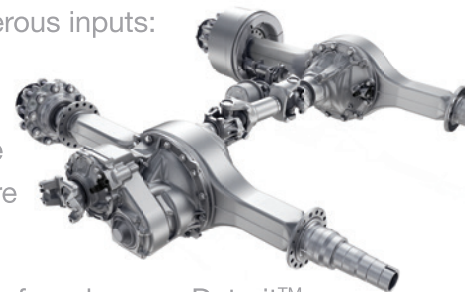
## Axle Lubrication Management (ALM) System

Available exclusively on the new Cascadia, and required with any Integrated Detroit Powertrain Fuel Economy package, this innovation regulates the oil level at the ring gear through the use of a valve integrated into the ring gear cover. This helps reduce the “churning” associated with the ring gear moving through the new lower-viscosity oil. This reduction in parasitic power loss when combined with the other efficiency improvements can add up to a 1.5% improvement in fuel economy over the original Model 4. ALM was put through the same rigorous testing as all other Detroit™ products and has successfully met or exceeded all of our design standards. It provides an innovative and durable way of improving efficiency in even the most extreme conditions.

## What is ALM about?

ALM limits oil flow around the pinion making it easier for it to turn. Here is how it works:

- The axle has an air pilot valve built in
- There is a solenoid valve mounted underneath the cab that controls the air pilot to the axle valve
- A series of inputs determine whether to activate the full flow of oil
- The logic of when to restrict flow and when to allow full flow relies on numerous inputs:
  - Transmission gear
  - Vehicle speed
  - Engine output torque
  - Rear axle temperature



## Why Detroit Axles?

The lower engine speeds found on our Detroit™ engines, coupled with our latest DT12™ automated manual transmission (AMT), enable the use of



today's fast axle ratios. Our new Detroit axles leverage these benefits by being even more efficient while being able to accommodate tomorrow's even faster axle ratios. Additionally, heavy-duty yokes and flanges are available to provide optimal drivetrain performance in downspeeding applications. In select DTNA products the innovative ALM system builds even more efficiency gains into the equation.

### Hypoid Design

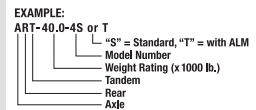
Our new Detroit™ axles are configured with a hypoid design at the rear axle of the tandem set, where the pinion centerline is below the centerline of the ring gear. This design inherently improves durability (resulting from the dynamics of the tooth contact). In addition to this, the hypoid offset

design on our new tandem axles also contributes to increased efficiency.

### New 6x2 Single-Drive Tandem Rear Axle

Detroit offers a new Model 6 single rear axle as part of a 6x2 configuration that features all of the enhancements available in the new Detroit tandem rear axles but, when used in combination with a non-driven tag axle, is nearly 430 lb. lighter. This new Detroit 6x2 configuration is also available with optional Axle Lubrication Management (ALM), which can provide up to a 0.75% fuel economy improvement over the classic Detroit 6x2 axle configuration.

#### Understanding a Model Code New Detroit Tandem Axles



### New Detroit Tandem Rear Axle Specifications

	DATA CODE	MODEL CODE	GAWR <sup>1</sup> (LB / KG)	MAX. GCWR <sup>2</sup> (LB / KG)	HOUSING WALL THICKNESS (MM / IN)	MAX. CREEP RATING (LB / KG) <sup>3</sup>	RING GEAR SIZE (IN / MM)	OIL CAPACITY (QT / LITERS)	MAXIMUM TORQUE <sup>4</sup> (LB-FT/Nm)	AVAILABLE RATIOS BY RELEASE DATE	ALM
MODEL 4	420-1T8	DA-RT-40.0-4S HH	40,000 / 18,141	130,000 / 58,967 (on-highway)	9.5 / 0.37 11.0 / 0.43 12.7 / 0.50	48,000 / 21,772 52,000 / 23,587 57,500 / 26,082	15.35 / 390	11.6 / 11.0 (forward axle) 14.8 / 14.0 (second axle)	1850 / 2508	2.16 <sup>5,6</sup> , 2.28 <sup>5</sup> , 2.41, 2.85, 3.08 2.64, 3.23 January 2019: 3.58, 4.30, 4.78	
	420-1U2	DA-RT-40.0-4S HH (Intermediate Track)	40,000 / 18,141							2.16 <sup>5,6</sup> , 2.28 <sup>5</sup> , 2.41, 2.85, 3.08 2.64, 3.23 January 2019: 3.58, 4.30, 4.78	
	420-1U0	DA-RT-40.0-4T HH	40,000 / 18,141	68,000 / 30,844 (vocational)	11.6 / 11.0 (forward axle) 8.0 / 7.5 (second axle)	17.32 / 440	10.0 / 9.5	1200 / 1627	2.16 <sup>5,6</sup> , 2.28 <sup>5</sup> , 2.41, 2.85, 3.08 2.64, 3.23	Y	
	420-1U3	DA-RT-40.0-4T HH (Intermediate Track)	40,000 / 18,141						2.16 <sup>5,6</sup> , 2.28 <sup>5</sup> , 2.41, 2.85, 3.08 2.64, 3.23	Y	
	420-1T9	DA-RT-44.0-4S HH	44,000 / 19,955		12.7 / 0.50	57,500 / 26,082		11.6 / 11.0 (forward axle) 14.8 / 14.0 (second axle)		2.28, 2.41, 2.85, 3.08, 2.64, 3.23 January 2019: 3.58, 4.30, 4.78	
MODEL 6	420-1W1 <sup>7</sup> (single drive) with 443-1T2 (tag)	DA-RS-20.0-6T	40,000 / 18,141	80,000 / 36,287 (line-haul) 55,000 / 24,948 (vocational)	9.5 / 0.37 (single drive) 11.0 / 0.43 (tag)	48,000 / 21,772	17.32 / 440	10.0 / 9.5	1200 / 1627	2.28, 2.41, 2.53, 2.61, 2.73, 2.85	Y

<sup>1</sup>Gross Axle Weight Rating

<sup>2</sup>Gross Combination Weight Rating—dependent on application and selected ratio—may require application approval

<sup>3</sup>Standard application—may vary with optional equipment

<sup>4</sup>Max engine torque—dependent on application and selected ratio—may require application approval

<sup>5</sup>40k rating only, only ratios available in Integrated Detroit Powertrain (D28 module) to receive Cascadia "I" badge

<sup>6</sup>2.16 rear axle ratio is limited to 80,000 lb. on highway only

<sup>7</sup>Intermediate track axle with Axle Lubrication Management (ALM). Additional new single rear axles and ratios scheduled to be released 7/2018

Note: GCWR limits for vocation codes A85-006, A85-009, A85-010, A85-011, A85-012, A85-013: 80,000 lb. / 36,287 kg

#### Application Guidelines:

Please contact your component sales representative for details on application guidelines and application approval. Application review and approval is always required if application does not meet criteria listed in table, including the following conditions:

- Tire SLR larger than 19.96" (11R22.5)
- Off-road more than 10%
- Vehicles equipped with more than 1 retarder
- Vehicles using pusher/tag axles (creep load)

#### Application Limitations:

- Available with Spring or AirLiner suspensions only.
- Available for all vocational codes (A85-XXX), except for military applications (A85-039).
- 5 miles per hour maximum speed with liftable axles raised.
- This condition should not exceed 5% of the total operating miles of the vehicle.

# GET THE SUPPORT YOU EXPECT. ONLY FROM DETROIT.

Detroit axles are spec'd, sold and serviced by an unmatched network of knowledgeable sales people and expert factory-trained technicians at hundreds of Freightliner and Western Star dealers throughout the United States and Canada. Detroit offers outstanding parts availability, and axle owners also enjoy comprehensive warranty coverage — including fast, hassle-free processes — and expedited parts and service for critical downtime situations.

## **Carrier Exchange Program**

The Detroit Carrier Exchange Program (CEP) enables dealers to exchange carriers or upgrade axles on trucks postbuild. This program provides great flexibility for dealers to sell trucks from stock, or for customers who would like to exchange a ratio for improved vehicle performance. For more information about the Carrier Exchange Program, call or visit your preferred Freightliner or Western Star dealer.

## **Detroit Axle Warranty Coverage**

Detroit is known for designing and manufacturing products that set industry standards. We are proud of that, and believe that quality is the surest way to maintain long-lasting relationships with our customers. It also allows Detroit to offer excellent warranty coverage.





## Warranty Coverage — Time and Mileage

	HEAVY DUTY		MEDIUM DUTY		BUS AND CHASSIS		OTHER	
	Highway	General Service	General Service	General Service	School Bus	Custom Chassis	Glider	Severe Duty / Over the Counter
Truck Model	Cascadia, Coronado, Western Star, M2 112	Cascadia, Coronado, Western Star, M2 112, 114SD, 122SD	M2 106, 108SD	M2 106, M2 112, 108SD, 114SD	School Bus	Motor Home, Non-School Bus, Walk-in Van	All	All
Front Axle (DA-F)	5 yr. / 750,000 mi.	3 yr. / 300,000 mi.	4 yr. / unlimited mi.	2 yr. / unlimited mi.	5 yr. / unlimited mi.	3 yr. / unlimited mi.	Same warranty as on new truck, application dependent	1 yr. / unlimited mi.
Rear Axle (DA-RS, DA-RT)	5 yr. / 750,000 mi.	3 yr. / 300,000 mi.	4 yr. / unlimited mi.	2 yr. / unlimited mi.	5 yr. / unlimited mi.	3 yr. / unlimited mi.	3 yr. / 300,000 mi.	1 yr. / unlimited mi.
GCW Limit	130,000 lb.	33,000 – 140,000 lb.	92,000 lb.	92,000 lb.	92,000 lb.	92,000 lb.	130,000 lb.	No Limit
Additional Requirements	Synthetic lube, RS6, RT4	RS6, RT4	Synthetic lube, RS4, RS6, front must also be Detroit	N/A	RS2, RS4	RS2, RS4, RS6	Synthetic lube, RT4	N/A

Note: All time and mileage limits apply to front and rear axles.

Warranty coverage is based on the respective truck warranty level and determined by Gross Combination Weight Rating, road surface and vocation. For more details, please see the Daimler Trucks North America, LLC Warranty Manual.



# DETROIT SUPPORT. ANYWHERE.

- Unmatched parts availability
- Factory-certified technicians
- Live technical support



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