

# MERITOR® AFTERMARKET FRICTION FOR INDEPENDENT DISTRIBUTORS



**MERITOR**

## IDEAS DRIVING RESULTS

MANY BRAKE INNOVATIONS.  
ONE BRAKE LEADER.



# BEYOND FRICTION THAT FITS. WE MATCH YOUR CUSTOMER'S NEEDS.



As a worldwide brake leader for the commercial vehicle industry, Meritor brings unsurpassed brake experience and expertise to the development of friction material for your customers. We supply more than 2 million production brake assemblies per year for trucks, trailers, buses and coaches in virtually every application for leading Original Equipment Manufacturers (OEMs) across North America and Europe. In addition, Meritor's award-winning remanufactured brake plant, located in Plainfield, Indiana supplies over 7 million shoes to the commercial vehicle industry, making Meritor the leader in supplying fleets with replacement shoes.

The Meritor® Aftermarket friction material product line provides the most comprehensive selection of commercial friction material available, with the absolute best range of choices for your customers.

The result of many decades of proven engineering, scientific methodology, relentless testing and meeting every performance standard, with continuous improvement, the Meritor lineup provides multiple solutions for you and your commercial customers. We provide choices that go way beyond what competitors can offer. With Meritor, you get exactly the level of brake performance needed to help your customers reach performance and cost objectives. Our lineup includes high-performance brake blocks and brake shoes, including PlatinumShield™ II coated brake shoes that resist rust-jacking, plus brake hardware for a wide range of commercial vehicle applications.

To make the most of the many choices Meritor provides for your customers, it's important to understand the different levels of brake friction provided by Meritor.



# DIFFERENT LEVELS OF FRICTION. ONE IS IDEAL FOR YOUR CUSTOMER.

■ MA – Production friction materials provide the highest levels of stopping performance, which in many cases exceed established industry standards and FMVSS 121 requirements, and are the result of extensive testing and development. These are the only materials used by vehicle OEMs installing Meritor production brakes on new vehicles.

■ Fras-le® Friction – Fras-le has been a leading name in friction materials worldwide for decades, and offers a complete portfolio of value, standard, premium and ultra-premium friction. Since its entry into the North American market over 25 years ago, Fras-le has proven itself as a high-quality manufacturer. Every Fras-le friction product is supported by the Meritor Aftermarket.



If you keep these levels of friction performance in mind as you review our product lineup, you will be able to choose the most effective combinations of durability, stopping performance and cost to help your customers make the best choices for their commercial vehicle operation.

# QUALITY CONTROL THAT MEETS OEM STANDARDS. EVERY STEP OF THE WAY.

## **Meritor MA Friction Quality Approval Process.**

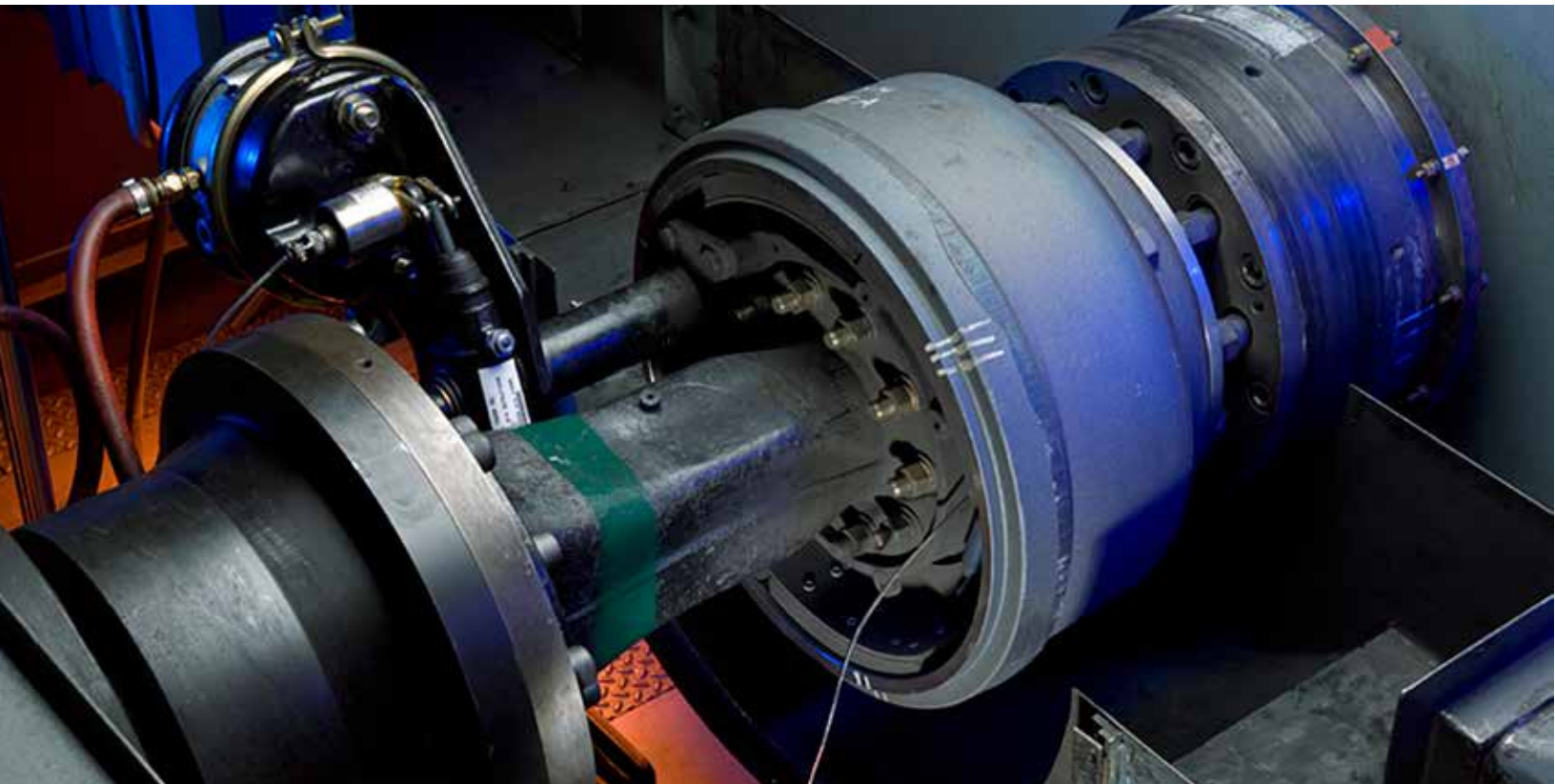
Meritor has a long history of manufacturing friction, components and systems. Our Quality Approval Process begins with written OEM product specifications that accurately reflect the specific duty cycle needs of the vehicle. After all, friction in a linehaul truck has a different set of brake performance requirements than in a dump truck or refuse vehicle.

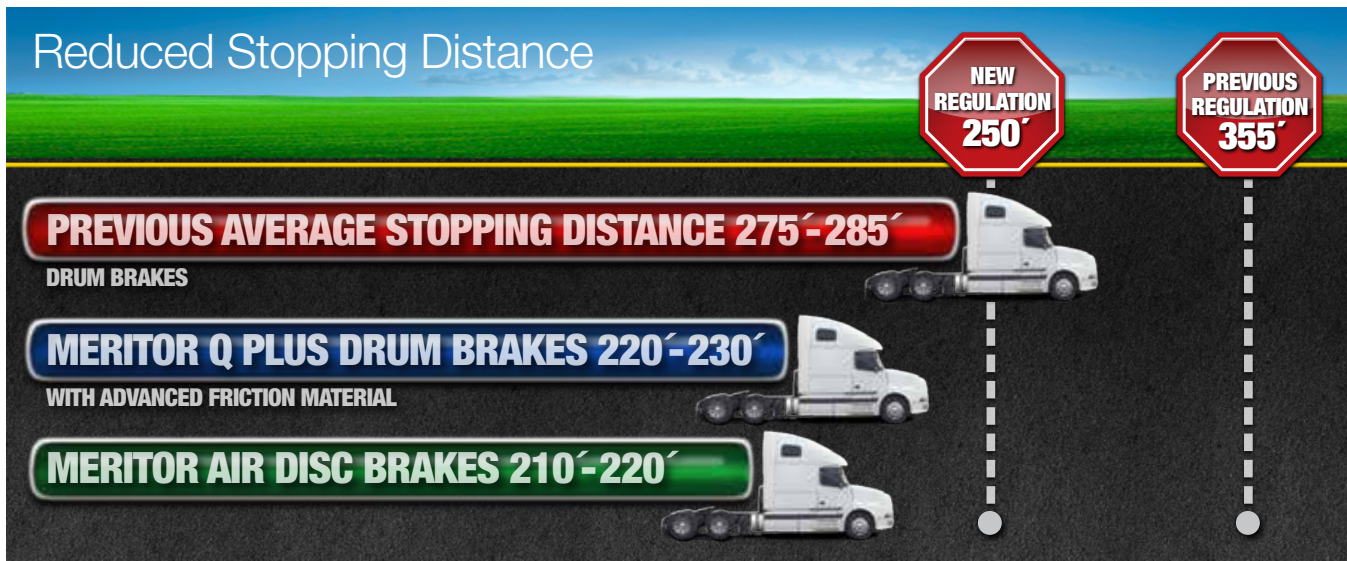
Intensive effort is put into understanding how the vehicle will be used and the factors that affect its brake performance. These factors include stopping-distance requirements, operating terrain and surface, the operating range, vehicle speed, gross vehicle weight (GVW),

operating temperature, brake drum size, whether it's pulling a trailer, trailer size and weight, essential duty cycle durability and optimum life-cycle costs.

Once accurate specifications have been developed and verified, the friction mix is developed, and tests are conducted to make sure that the material mix meets all required performance specs.

Testing includes gathering data from several different dynamometer tests. Working with the test data, we complete a careful selection process to identify the right friction materials that will deliver the vehicle brake performance for the vehicle operators.





### The Meritor MA Friction Testing Process.

Once the material has been selected, another set of Meritor testing begins. An extensive testing and certification process is performed before our friction material is recommended to the OEM. We are very cautious before certifying that any friction material is ready to go to the marketplace. Meritor runs as many as 100 different tests to ensure consistent performance. The first is lab testing of materials to make sure the material selected is the optimum choice. These include swell and growth tests, and substance testing, to ensure that substances in friction materials are environmentally safe; strength testing against cracking and wearing; and noise/vibration/harshness (NVH) testing.

The second test set is dynamometer testing, which includes extensive performance testing that simulates actual road conditions. This certifies that government regulations are met.

Once the dynamometer testing is complete, vehicle truck testing begins on the test track. Meritor tests its friction materials to meet or exceed FMVSS 121, which is the federal government regulation for air brakes, including the Reduced Stopping Distance requirements.

Next, Meritor conducts fleet testing in real-world conditions using several different vehicle types and applications. This includes all of the terrain and weather conditions that are needed for a wide range of vehicle conditions.

Meritor requires an additional 10% shorter stopping distance than the FMVSS 121 regulations require. For example, if the federal government requires a stopping distance of 250 feet, Meritor targets 225 feet. This extra measure of performance provides a buffer to ensure that all vehicles are compliant regardless of tire size, wheel base, axle load or other specific vehicle requirements.

Once all test measures are satisfied, Meritor provides the friction materials to the OEM to install on new trucks for testing, including all test data reports. When all test results are mutually agreed upon by Meritor and the OEM, Meritor then releases the friction into production and service for distribution for fleet consumption.

Once all these parameters are met, the material is then granted MA designation.

### Continuous And Rigorous Batch Testing.

As a continual follow-up, Meritor performs quality checks on every single friction batch produced to ensure consistency and performance standards are being met.

# WHY QUALITY ALWAYS MATTERS IN BRAKES.

Your customers' commercial vehicle braking is not only a matter of safety, but it is also a factor in the success or failure of their business. And it is a matter of being in compliance with the federal regulations. If money were no object, then everyone would be able to spec and install top-of-the-line brake components and brake friction all the time. But few businesses and organizations find themselves in that position. That's why Meritor believes in providing your customers with a broad range of friction material choices.

We are heavily involved in engineering original equipment solutions for new truck manufacturers. And what we learn about manufacturing original equipment solutions helps us understand how to achieve that same level of original performance in ways that are more affordable to truck owners.

Our two different levels of brake friction materials are designed to help you choose the level of performance your customers need at a price they business can afford. And our remanufactured products give them access to high-quality replacement parts at a fraction of the cost. And that means quality performance they can take to the bank.

## **Meritor Aftermarket Friction. Quality Choices.**

Meritor Aftermarket friction products gain significant quality advantages from our OEM experience. As a result, in many cases your customers can purchase replacement friction from the Meritor Aftermarket network that has the same performance quality as the OEM standard. We call it MA production friction material. MA friction undergoes extensive testing and development to provide the highest levels of original equipment stopping performance, and to exceed FMVSS 121 requirements.

Our Aftermarket network also offers Fras-le friction materials that meet all FMVSS 121 requirements for stopping performance, are competitive with all other manufacturers in today's aftermarket and are supported by scientific testing and development.

Meritor and Fras-le Aftermarket friction performance gives you and your fleet customers a complete range of choices that deliver the exact combination of vehicle stopping performance and costs that their business needs.

In addition, Meritor offers an unsurpassed lineup of remanufactured brake shoes that deliver both original performance and exceptional savings.





### The Meritor Remanufacturing Process. Unsurpassed.

The Meritor remanufacturing process has grown to be recognized as the worldwide industry leader. As industry awards indicate, the Meritor remanufacturing process ensures that our customers gain ready access to brake products that provide original equipment fit and performance at a considerable cost savings.

Meritor's Aftermarket business has been awarded the prestigious 2012 North American Industry Product Quality Leadership Award by Frost & Sullivan for the company's remanufactured brake shoes.



According to Frost & Sullivan, "Meritor stands out from the crowd for its leading position in providing innovative brake solutions for original equipment manufacturers of trucks," and it "has established itself as a leader in brake remanufacturing."

## ReMaTecNews

Earlier in 2012, Meritor won the global 2012 Remanufacturer of the Year Award from international

news magazine *ReMaTecNews*, citing that Meritor is "taking remanufacturing to a new level."



Meritor was also awarded the 2009 Truck Writers of North America (TWNA) Technical Achievement Award for the innovative PlatinumShield brake shoe coating.

# OUR NINE-STEP REMAN PROCESS MAKES THE DIFFERENCE.

Our Meritor PlatinumShield II coated brake shoes are remanufactured – not rebuilt – at our Plainfield facility on a dedicated production line, and restored to the same high-quality performance standards as original Meritor production brake shoes.



**Step I – Initial Inspection.** Trained technicians thoroughly inspect brake shoe cores for excessive wear, and prep them for remanufacturing.

**Step II – Washing.** The shoes are processed through our new core baking system. It loosens particulates faster and more thoroughly than conventional cleaning.

**Step III – De-Lining.** Our unique high-volume de-lining process ensures that the block is never sheared off the shoe, but each rivet is drilled out so that the block falls easily from the shoe. This maintains the integrity of the rivet hole, ensuring proper clench and reducing the potential for loose lining down the road.

**Step IV – Shot Blasting.** An automated shot blaster and conveyor station strips particulates from shoes with greater speed and accuracy, for deep cleansing.

**Step V – Coining.** Shoes are re-coined and re-stamped to true original shape for true performance. Each re-coined shoe is examined for defects prior to painting.

**Step VI – PlatinumShield II Coating.** A new million-dollar coating and curing system applies and hardens our proprietary PlatinumShield II coating.



**Step VII – Riveting And Relining.** Top-quality Meritor brake linings, engineered to meet stringent QS-9000 quality standards, are riveted securely to the shoe table to ensure quality performance. Riveting is closely monitored by quality technicians who select shoes at random to perform rivet torque testing.

**Step VIII – Quality Inspection.** Every Meritor remanufactured shoe receives a thorough inspection before being cleared for shipping.

**Step IX – Label Approval.** Only Meritor reman brake shoes with PlatinumShield II coating that pass our rigorous inspection process receive a Meritor brake shoe label.







## The PlatinumShield II Story: How Meritor Ideas Drive Results.

Rust-jacking was a long-standing industry problem that cut short the life of countless brake shoes and sent fleet expenses soaring. It is caused by corrosive anti-icing highway chemicals – combined with thawing and freezing moisture that penetrates the brake shoe coating and causes rust to build up on the brake shoe table. As rust builds up, it pushes outward against the brake lining, “jacking” it up between the rivets, until the lining cracks, rendering the brake shoe unusable, even though there may be plenty of brake lining left.



## The Power Of Scientific Discovery.

In order to develop a real-world solution, our brake engineers re-created actual road conditions. Unlike most testing, we took lined brake shoes and subjected them to brake applications on a dynamometer and high-torque application simulation testing before we subjected them to a salt spray test. In this approach, brake shoes reach the salt spray test with wear and tear that exceed actual on-highway results.

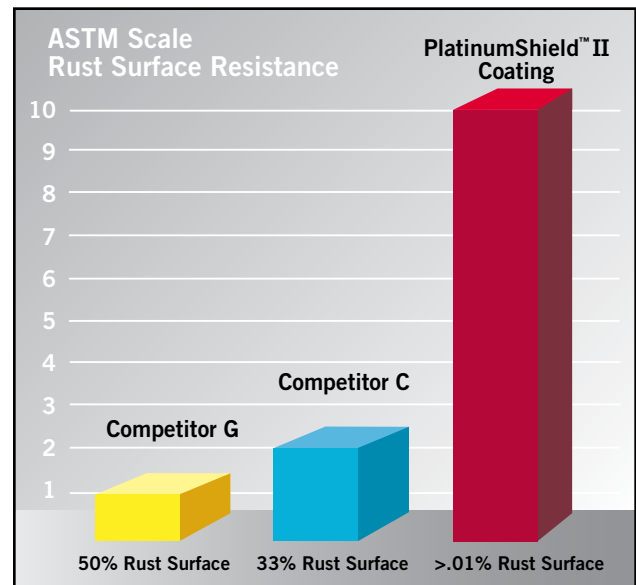
Next, in our ATSM B-117 Salt Spray Test, brake shoes were sprayed with a corrosive solution made with salt water for 500 hours. We observed how rust forms on brake shoe tables, and tested the corrosion resistance of countless paints and coatings.

Of all the brake shoes and coatings tested, we found that our PlatinumShield II coating does the best job of protecting the shoe table by preventing micro-abrasions, so rust-jacking simply does not occur during the expected life of the brake shoe.



## The Technology Difference.

In this dramatic scientific breakthrough, Meritor brake engineers conquered rust-jacking with PlatinumShield II coating technology. PlatinumShield II resists rust-jacking and provides extended brake shoe life for Meritor customers. That is why we can back every PlatinumShield II product with our 3-Year/300,000-Mile warranty against rust-jacking.



Results count. Since their introduction in 2009, demand for PlatinumShield II coated brake shoes has soared, saving many fleets thousands of dollars with longer-lasting performance. Many imitations have been introduced, but none has been found to perform like Meritor brake shoes with PlatinumShield II coating.

Meritor offers industry-leading PlatinumShield II coating on new Meritor brake shoes as well as on Meritor reman brake shoes, to provide extended brake shoe life and lasting value for all your customers.

# MERITOR GENUINE MA FRICTION FOR OEM APPLICATIONS.

MA production materials provide the highest levels of original equipment stopping performance, which exceed established industry standards and FMVSS 121 requirements, and are supported by extensive testing and development.

## MA212 – 21,000 lb GAWR Friction Material For Truck, Tractor And Trailer Applications.

Proven friction for exceptional braking power. Meritor Approved MA212 lining provides outstanding friction stability without sacrificing lining or drum wear. MA212 is the standard friction on Meritor trailer axles, and is the lining of choice for many vehicle manufacturers. It is recommended for truck, tractor, trailer and school bus applications.

## MA312 – 23,000 lb GAWR Friction Material For Linehaul And Vocational Applications.

Premium long-life friction for increased uptime. Meritor Approved MA312 standard friction material provides the superior stopping power required for demanding heavy-duty linehaul and vocational applications such as construction, refuse and heavy-haul. This premium long-life friction material offers up to a 20% service life improvement over comparable products. And MA312 helps reduce maintenance costs and downtime.

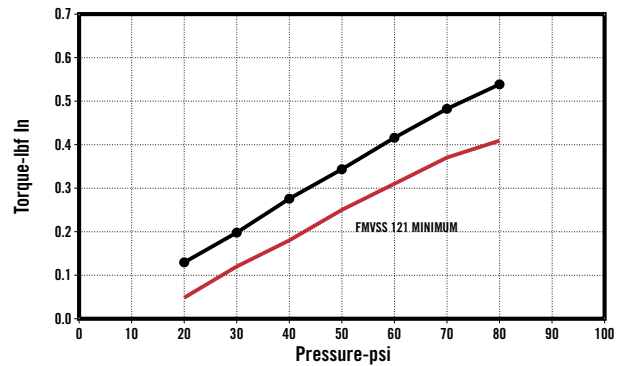
## R403 – 26,000 lb GAWR Severe-Duty Friction Material For Truck, Tractor And Trailer Applications.

Superior friction for increased uptime. R403 delivers superior performance, fade resistance and dependable stopping capability in heavy load vocations. It is recommended for construction, refuse and other severe service applications, on- or off-highway, under various terrain conditions. With a proven track record for durability.

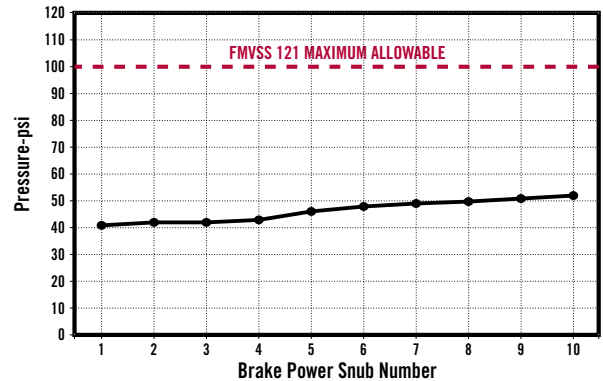
MA212



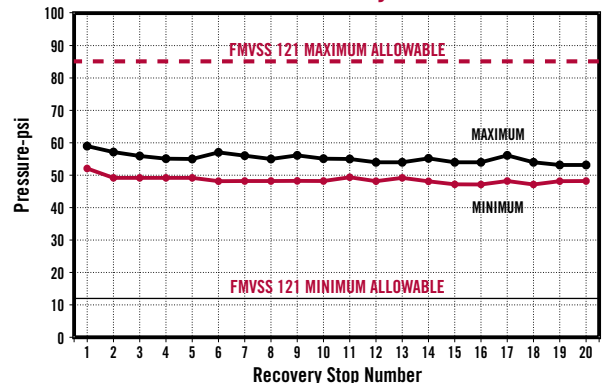
Retardation Ratio



Brake Power



Recovery





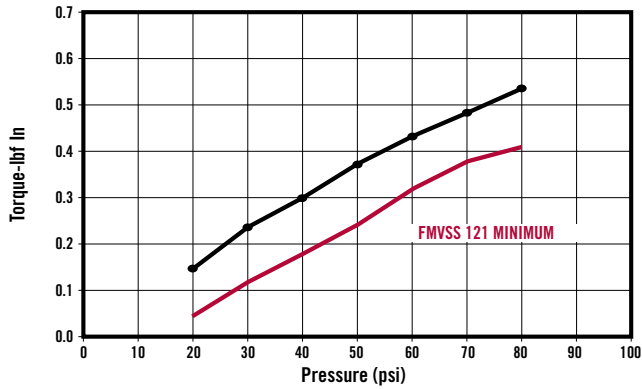
### MA312



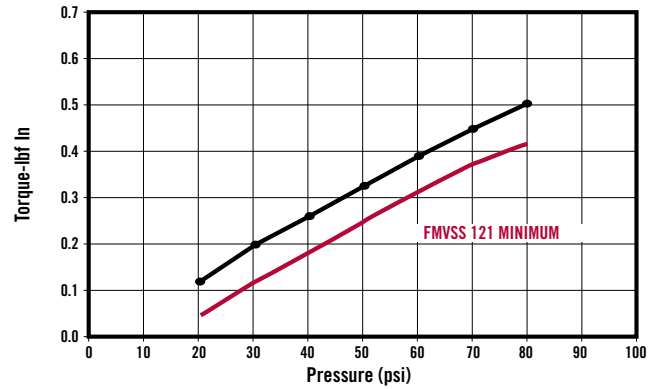
### R403



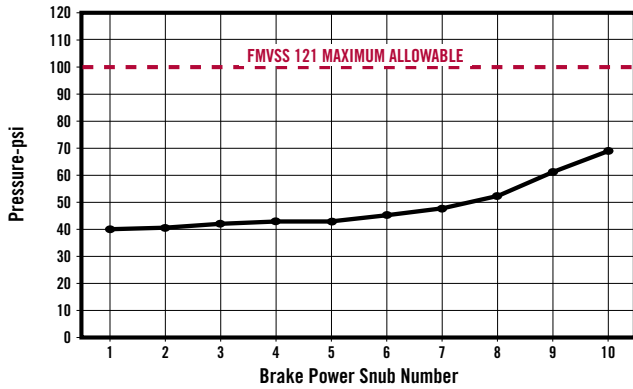
#### Retardation Ratio



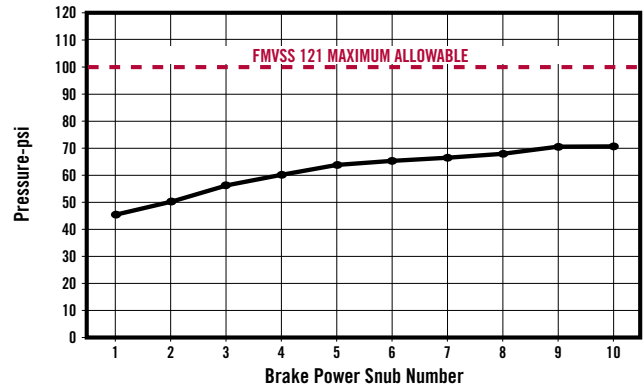
#### Retardation Ratio



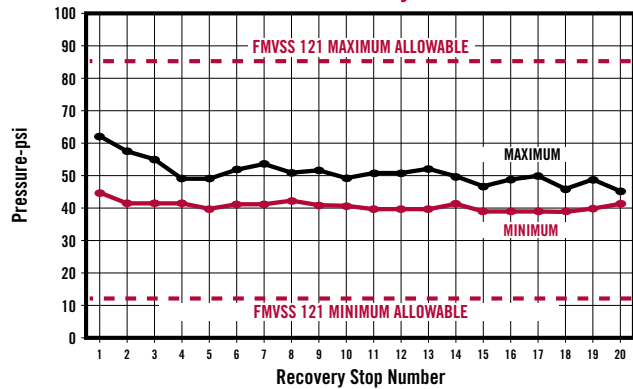
#### Brake Power



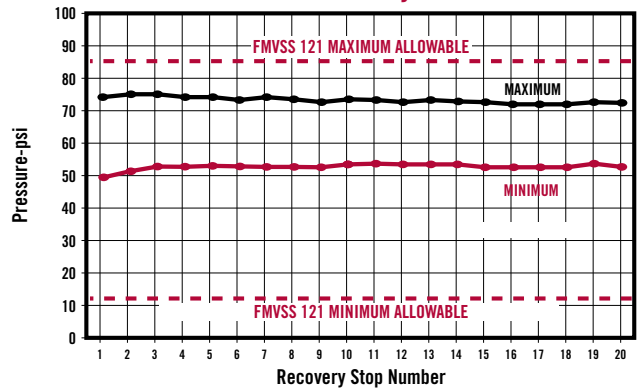
#### Brake Power



#### Recovery



#### Recovery



# FRAS-LE FRICTION FOR AFTERMARKET APPLICATIONS.

## **AF/520/GF VALUE – 20,000 lb GAWR Friction Material For Truck, Tractor And Trailer Applications.**

This lining was developed for the price sensitive market. Known for reliable, economical performance in linehaul applications, AF/520/FF fully meets the FMVSS 121 brake standard at 20,000 lb GAWR when using an AL factor of 165.



## **AF/523/GG VALUE – 23,000 lb GAWR Friction Material For Truck, Tractor And Trailer Applications.**

Handles both the need for price sensitivity and the demand for performance. Delivers economical performance in linehaul applications. And meets the FMVSS 121 brake standard at 23,000 lb GAWR when using an AL factor of 165.



## **AF/540-1/FF STANDARD – 20,000 lb GAWR Friction Material For Truck, Tractor, Trailer And School Bus Applications.**

This lining sets a higher standard. In its price category, no other lining can compete with its drum compatibility or its long wear life. Plus, unlike some products in this class, it completely meets the inertial dynamometer requirement of the FMVSS 121 brake standard at 20,000 lb GAWR when using an AL factor of 165 or longer.



## **AF/555-1/FF STANDARD – 23,000 lb GAWR Friction Material For Truck, Tractor, Trailer And School Bus Applications.**

For performance that goes beyond “standard” in many demanding applications. The AF/555-1/FF delivers strong braking power; extended wear life and can handle severe high-temperature conditions. It all adds up to real value in heavy-duty braking performance.



## **AF/550-1/FF PREMIUM – 21,000 lb GAWR Friction Material For Truck, Tractor, Trailer And School Bus Applications.**

Delivers friction stability, safety and extreme durability. Recognized for reliable, dependable, long-lasting and versatile performance. No worries.





**AF/557/FF PREMIUM – 23,000 lb GAWR  
Friction Material For Truck, Tractor, Trailer And  
School Bus Applications.**

Who says your customers can't have it all? Low cost per mile. A high degree of safety. And minimum downtime. This proven overall performer is the right choice for a wide variety of truck and tractor applications. Plus, its raw strength prevents cracking in either the riveting of the shoe or in application on the truck. Proven durability for both stop-and-go urban driving and off-highway applications.



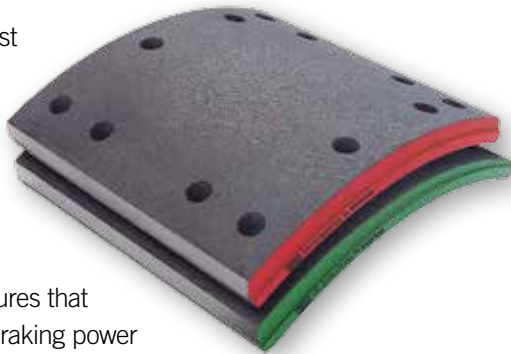
**AF/560/FF SEVERE SERVICE  
METALLIC – 25,000 lb  
GAWR Friction  
Material For  
Refuse, Logging  
And Off-Road  
Applications.**

Delivers the raw braking power needed to get the job done. Perfect for logging, garbage collection and tough off-road applications. This lining handles just about anything you throw at it, including high drum temperatures.



**AF/560/FF And AF/555-1/FF SEVERE SERVICE  
METALLIC COMBINATION – 23,000 lb GAWR  
Friction Material For Refuse, Logging  
And Off-Road Applications.**

Sometimes it just takes a great combination. For severe service applications that create high drum temperatures that demand both braking power and resistance to fade, this is one great choice. Its smart use of two different, but compatible, materials provides a better total solution for refuse, logging and off-road applications.



**AF/557/FF  
STANDARD  
TRANSIT  
BUS BLOCK  
– 26,000 lb GAWR  
Friction Material For Transit  
Bus Applications.**

Low cost per mile, proven safe operation, reduced downtime and good drum compatibility make AF/557/FF ideal for many transit applications. Its superior resistance to fade and long life is well documented, and its noise-resistant friction mix provides quiet braking, for added customer satisfaction.



**AF/787T/GF ULTRA-PREMIUM TRANSIT BUS  
BLOCK – 28,000 lb GAWR Friction Material  
For Transit Bus Applications.**



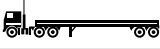










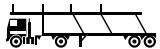

Delivers superior fade resistance and extreme durability. AF/787T/GF minimizes maintenance and downtime. Its ultra-premium friction mix provides quiet braking, for the ultimate in customer satisfaction.



For more detailed information, refer to the Fres-le Friction Applications chart on the following pages.

# FRAS-LE FRICTION APPLICATIONS

	APPLICATION	20K		21K	23K		
		AF520	AF540-1	AF550-1	AF523	AF555-1	AF557
New		VALUE	STANDARD	PREMIUM	VALUE	STANDARD	PREMIUM

Applications			Single Axle Tractor/Trailer	Single Axle Tractor/trailer		Single Axle Tractor/Trailer	Single Axle Tractor/Trailer
		Tandem Axle Tractor/Trailer	Tandem Axle Tractor/Trailer	Tandem Axle Tractor/Trailer	Tandem Axle Tractor/Trailer	Tandem Axle Tractor/Trailer	Tandem Axle Tractor/Trailer
		Flatbed Trailer	Flatbed Trailer	Flatbed Trailer	Flatbed Trailer	Flatbed Trailer	Flatbed Trailer
							Tri-Axle Dump Trailer
			Double Trailer	Double Trailer		Double Trailer	Double Trailer
			Moving Van – Low Profile	Moving Van – Low Profile		Moving Van – Low Profile	Moving Van – Low Profile
				Logging Trailer			Logging Trailer
			School Bus	School Bus		School Bus	School Bus
							Refuse
							Mixer/Tandem Mixer
							Dump/Tandem Dump
			Beverage	Beverage		Beverage	Beverage
		Container Chassis	Container Chassis	Container Chassis	Container Chassis	Container Chassis	Container Chassis
			Car Hauler	Car Hauler		Car Hauler	Car Hauler
							Fire Truck



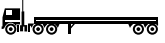










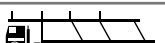


Terrain		Flat	Flat	Flat	Flat	Flat	Flat
		Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
				Mountainous			Mountainous

Freight Weight		Low	Low	Low	Low	Low	Low
		Medium	Medium	Medium	Medium	Medium	Medium
			Heavy	Heavy		Heavy	Heavy



# FRAS-LE FRICTION APPLICATIONS

	APPLICATION	23K	25K	26K	28K
		AF555-1/AF560	AF560	AF557	AF787T
<b>New</b>		COMBO	SEVERE/METALLIC	STANDARD TRANSIT	ULTRA-PREMIUM TRANSIT

<b>Applications</b>					
					
					
		Tri-Axle Dump Trailer	Tri-Axle Dump Trailer		
					
					
		Logging Trailer	Logging Trailer	Logging Trailer	Logging Trailer
					
		Refuse		Refuse	
		Mixer/Tandem Mixer		Mixer/Tandem Mixer	
		Dump/Tandem Dump		Dump/Tandem Dump	
					
					
					
				Transit/Coach	Transit/Coach
		Fire Truck	Fire Truck	Fire Truck	

<b>Terrain</b>		Flat	Flat	Flat	Flat
		Moderate	Moderate	Moderate	Moderate
		Mountainous	Mountainous	Mountainous	Mountainous
		Off Road	Off Road	Off Road	Off Road

<b>Freight Weight</b>				Low	Low
		Medium	Medium	Medium	Medium
		Heavy	Heavy	Heavy	Heavy

# COMPETITIVE FRICTION COMPARISONS.

When choosing the correct friction materials for your customers' vehicle applications, it is important to be informed and to help them make a fact-based decision. To help you evaluate specifications of our friction products with competitive products, we have compiled a chart highlighting the important product attributes. As the worldwide leader in brake friction, we understand that this information is essential to the selection process and ultimately to your customers' business.



## Friction Comparisons – 20K/21K Materials

Category	Good	Better	Best	Production
Description	Value	Standard	Premium	OEM
GAWR	20K	20K	21K	21K
AL Factor	165 AL	165 AL	165 AL	165 AL

FRAS-LE WD FRICTION	AF520	AF540-1	AF550-1	
MERITOR MA				MA212

### Competitors

Abex	6085-6085-1 Value20	6011(EL) 6166(AN)	6008-1(EN) 6014(XL)	
Armada	AR1		AR2	
Bendix	BXV	BXS	BXP	
Bendix Spicer (includes Eaton OE)	Green		Silver/ Silver Supreme	ES310 ES410 ES420
BrakePro	CM14 BP20		CM15 CM16	
Carlisle	NA100 EC20	MB19 MB20	MB21/ HD2A	
Cobreq	NABK 090	NABK 102		
Gorrila	GP20P/S SP20P/S			
Haldex/Midland	HV77	GF3008	GD2016 GR3010	
Marathon	MH	UB	DB	
OTR	BRZ/BLK		BLU	
Road Leveler	ECN20	STD20	PR20 ES420	
Silverback	SB20			
Stemco Duroline	Horizon SP20	CrestXL		
TP	TP20			
VIPRO	20KSTD		20KPRE	





### Friction Comparisons – 23K Materials

Category	Good	Better	Best	Production
Description	Value	Standard	Premium	OEM
GAWR	23K	23K	23K	23K
AL Factor	165 AL	165 AL	165 AL	165 AL

FRAS-LE WD FRICTION	AF523	AF555-1	AF557	
MERITOR MA				MA312 or R301

#### Competitors

Abex	6149(AX)	6098(SD)	685(EX)	
Armada	AR3	AR4		
Bendix		BXHD		
Bendix Spicer (includes Eaton OE)	RED/YELLOW	GOLD		ES440 ES600 ES 690
BrakePro	CM18 BP23	CM20	CM22A-1	
Carlisle	MB44 EC23		MB23	
Cobreq	NABK 110			
Gorrila	GP23P/S SP23P/S			
Haldex/Midland	HV88	GH3023	GG3020	
Marathon	FLOE	DL	HS/HST	
OTR	GRN	RED/ORG		
Road Leveler	STD223	PR23/ SS23	ES600	
Silverback	SB23			
Stemco Duroline	HORIZON SP23	VISTAHP	VISTAHP1	
TP	TP23			
VIPRO	23KPRE			

### Friction Comparisons – Specialty Materials

Category	Special	Special	Special	Special	Special
Description	Transit Standard	Transit Premium	OEM Severe Service	Severe Service Metallic	Combination
GAWR	26K	28K	26K	25K	23K
AL Factor	210 AL	195 AL	180 AL	180 AL	165 AL

FRAS-LE WD FRICTION	AF557	AF787T		AF560	AF560/ AF555-1
MERITOR MA			R403		

#### Competitors

Abex	6028(ED) 6133(MQ)			6067	685/ 6069
Armada	AR5			ARSM	ARCM
Bendix					
Bendix Spicer (includes Eaton OE)				ES1050 ES1100 Bronze	ES1160 Orange
BrakePro	CM29			CMM46	CMB42
Carlisle	WT56			MB60	MBC62
Cobreq				NABK170	NABK171
Gorrila					
Haldex/Midland	GP2030				GC Combo
Marathon	TS KVT			MBS	MBC
OTR				GLD	SLV
Road Leveler					
Silverback					
Stemco Duroline	UltraP FT UltraP BRT				UltraPHH
TP					
VIPRO					

# CUSTOMER-FRIENDLY PART NUMBERS.

It's important to be able to quickly and easily identify the correct friction materials parts numbers. At Meritor, we have devised a simple system to identify the parts your customers need. The charts below demonstrate the Meritor part number system.

**Meritor New Lined Brake Shoe and Kit Part Numbers**

<b>P</b>	<b>K</b>	<b>S</b>	<b>MA(R)</b>	<b>212</b>	<b>4707</b>	<b>QP</b>
Price Point Shoe	Kit	Shoe	Meritor Brand Designation	Friction Mix	FMSI	Brake Type Designation

**Fras-le New Lined Brake Shoe and Kit Part Numbers**

<b>K</b>	<b>S</b>	<b>F</b>	<b>555</b>	<b>4707</b>	<b>QP</b>
Kit	Shoe	Meritor Brand Designation	Friction Mix	FMSI	Brake Type Designation

**Meritor Remanufactured Brake Shoe Part Numbers**

<b>X</b>	<b>S</b>	<b>MA(R)</b>	<b>212</b>	<b>4707</b>	<b>QP</b>
Reman Shoe	Shoe	Meritor Brand Designation	Friction Mix	FMSI	Brake Type Designation

**Fras-le Remanufactured Brake Shoe Part Numbers**

<b>X</b>	<b>S</b>	<b>555</b>	<b>4707</b>	<b>QP</b>
Reman Shoe	Shoe	Friction Mix	FMSI	Brake Type Designation

**Meritor Remanufactured Brake Shoe Kit Part Numbers**

<b>X</b>	<b>K</b>	<b>212</b>	<b>4707</b>	<b>QP</b>
Reman Kit	Kit	Friction Mix	FMSI	Brake Type Designation

**Fras-le Remanufactured Brake Shoe Kit Part Numbers**

<b>X</b>	<b>K</b>	<b>555</b>	<b>4707</b>	<b>QP</b>
Reman Kit	Kit	Friction Mix	FMSI	Brake Type Designation

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- Meritor MA212 (SP9959)
- Meritor R403 Severe-Duty (SP9962)
- Meritor MA312 (SP0333)
- Meritor Brake Severe Service Metallic Combination CG/FF (SP1048)
- Meritor R301 (SP9961)
- Fras-le AF/520/GF (SP0711)
- Fras-le AF/523/GG (SP0745)
- Fras-le AF/787T/GF (SP0819)
- Fras-le AF/557/FF Transit (SP20175)
- Fras-le AF/560/FF (SP20176)
- Fras-le Brake Block and Lining Folder (SP9843)
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- Fras-le AF/550-1/FF (SP9846)
- Fras-le AF/540-1/FF (SP9847)
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