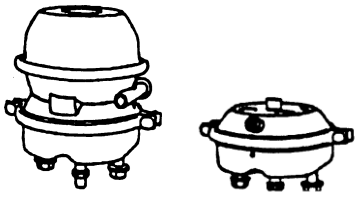

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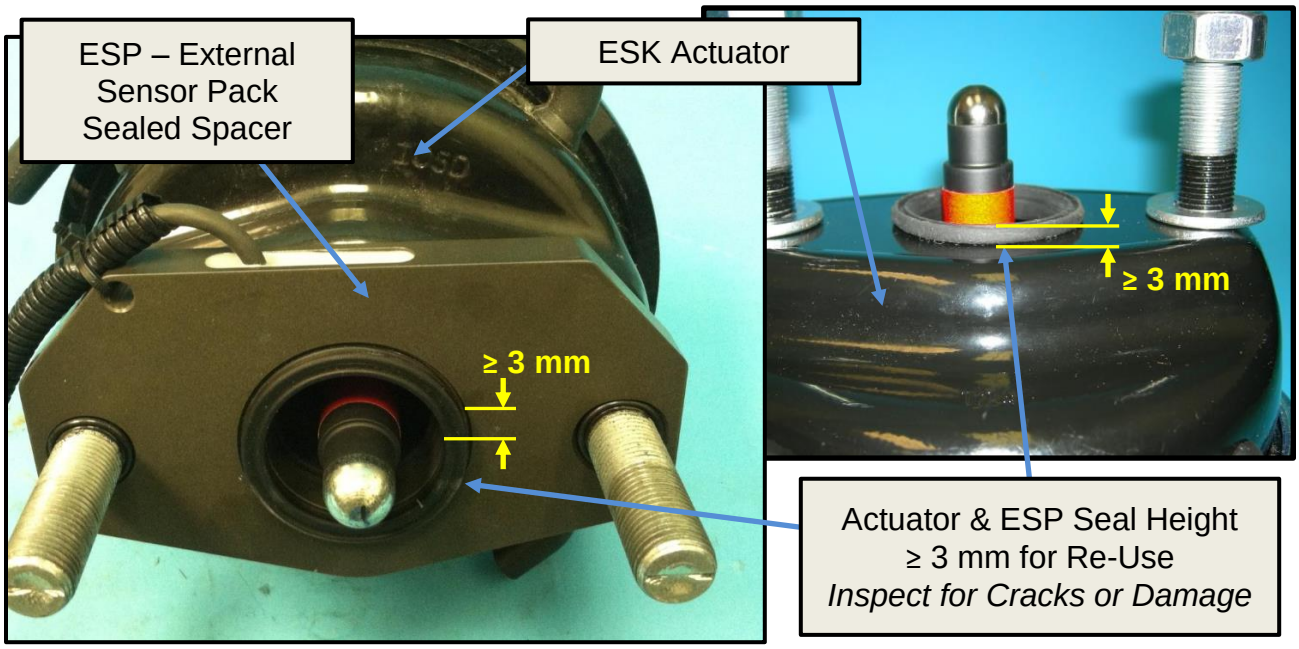
TECHNICAL BULLETIN

SUBJECT: EB 13-001 e-Stroke Disc Actuator & Harness Installation Guide

Actuator Mounting Instructions:

1. Remove Shipping Dust Cover from Actuator.
2. *Reference Page 2:* Ensure Mounting and Sealing Surfaces are Clean.
3. *Reference Page 3:* Lubricate Lever Arm Socket per Caliper Service Manual. *Do Not Use Excess Lubricant.*
4. *Reference Page 4:* Ensure Meritor tear out cover is completely removed.
5. Mount unit on caliper and pre tighten alternating both nuts to approximately 25ft-lb.
6. Torque M16x1.5 Mounting Nuts to 133 – 155 ft-lb (180-210 N-m).
7. Torque 3/8-18 NPTF air fittings to 25-30ft-lbs (34-40 N-m).
8. Torque M16x1.5 6H air fittings to 13-15ft-lbs (18-20 N-m).
9. Torque M22x1.5 6H air fittings to 27-33ft-lbs (37-44 N-m).
10. Use Vehicle OEM approved Thread Sealant for Air Fitting Connections.



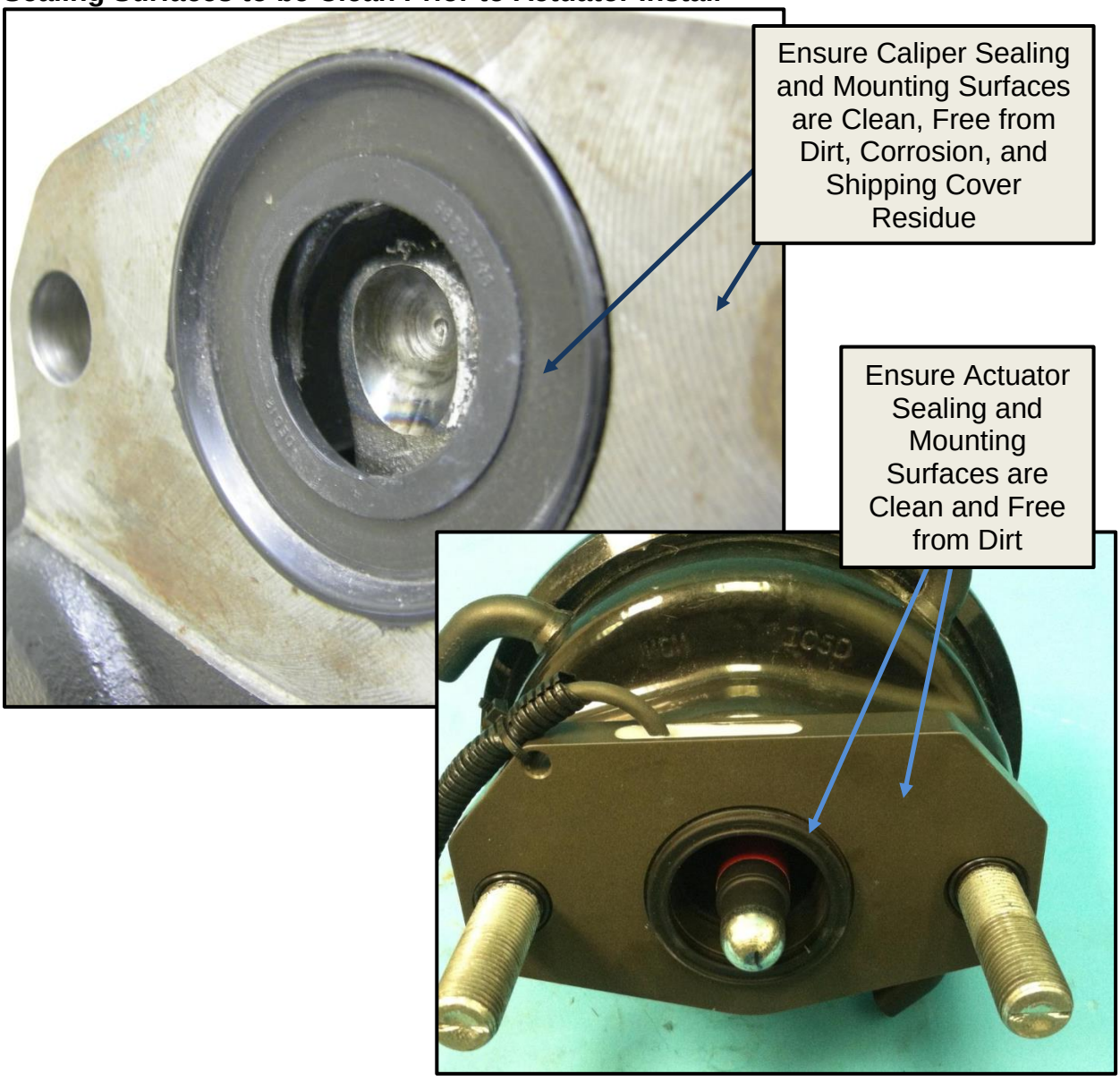
Precautionary Notes:

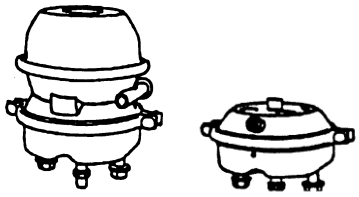
- ESK Assemblies include an ESP Sensor Pack Spacer installed on an e-Stroke Disc Actuator.
- MGM Disc Actuator and / or Sensor must be replaced if the seal protrudes less than 3 mm (0.118 in) from the mounting surface or seal is cracked or damaged. The Sensor may be replaced separately from the Actuator. Remove ESP to measure Actuator seal and ESP seal separately. ***Seals may take a set after time in service.***
- ***DO NOT*** use ESK actuator without an ESP Spacer.
- Follow Caliper Manufacturer Recommended Service Instructions for Actuator Replacement.

TECHNICAL BULLETIN

SUBJECT: EB 13-001 e-Stroke Disc Actuator & Harness Installation Guide

Sealing Surfaces to be Clean Prior to Actuator Install





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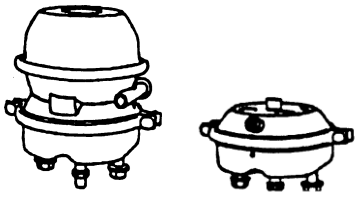
TECHNICAL BULLETIN

SUBJECT: EB 13-001 e-Stroke Disc Actuator & Harness Installation Guide

Keep ESK Piston Rod Free From Damage and Excess Grease

Install Notes:

- Ensure ball end paint does not get scratched or chipped during install.
- Avoid Excess Grease On Piston Rod.
- Follow Caliper Manufacture Recommendations for Lever Arm Socket Lubrication.



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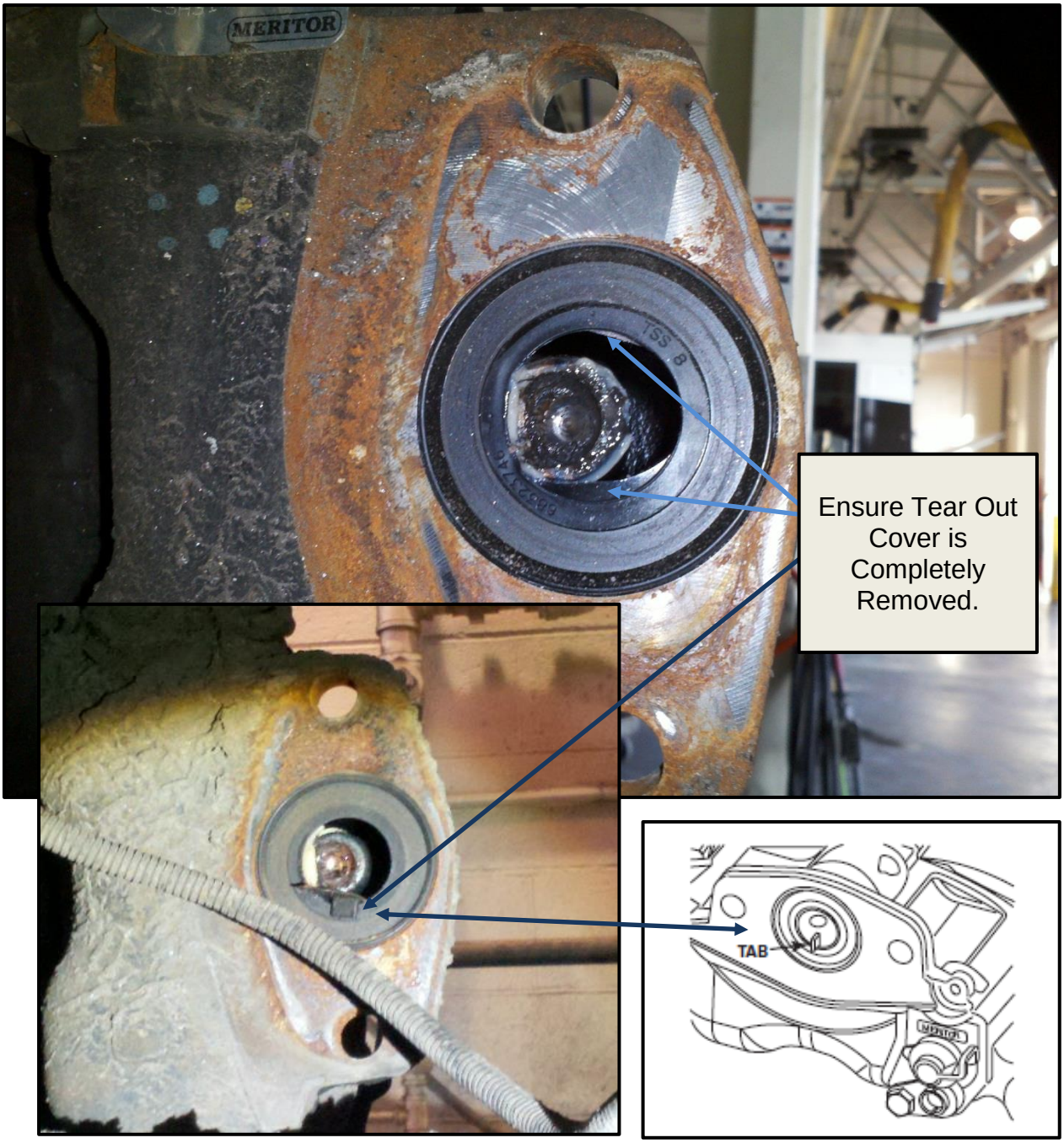
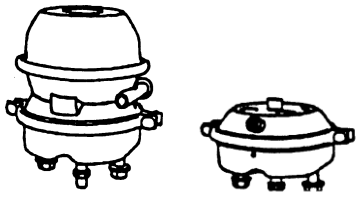
Completely Remove Meritor Caliper Perforated Transit Plug (Tear Out Cover)





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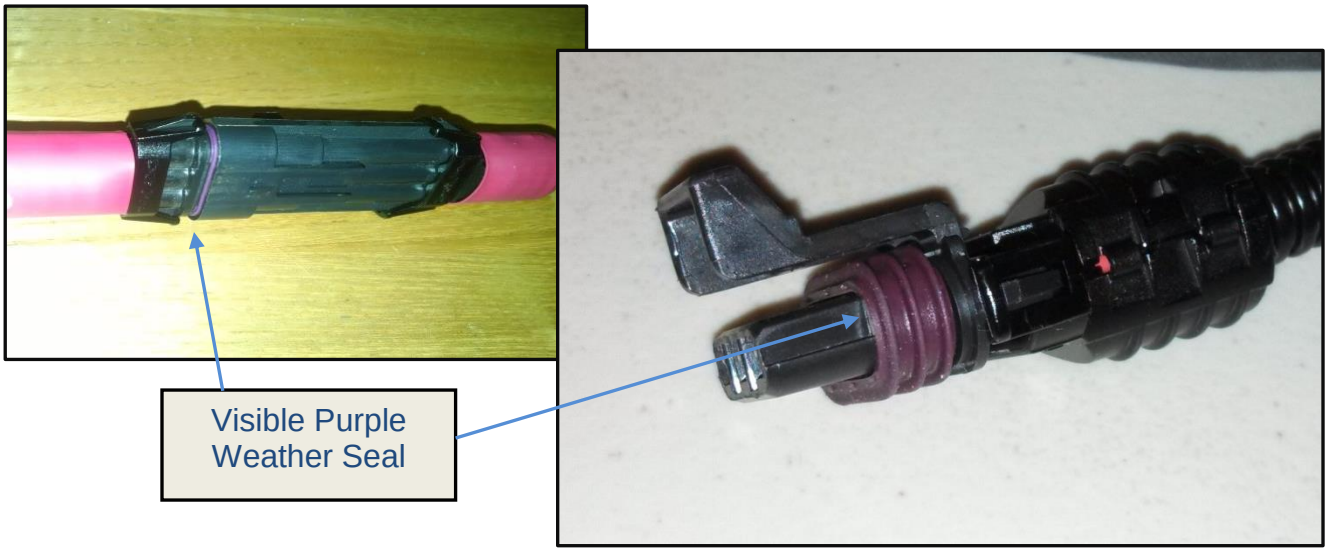
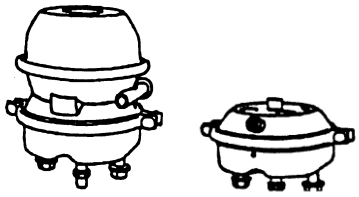
Properly Securing Sensor Connectors – Packard / Delphi Metri-Pack 150 Series

- Inspect all exterior connectors to ensure that the purple weather seal is in place.



- Secure sensor connectors by routing a cable tie through the connector clip after the connector mates are plugged together. This will ensure a complete connection and lock the connector.
- Use the cable tie routed through the connector clip to secure the connector body to an air line, cable harness bundle, or frame. Take care to ensure that the harnesses are not pulled tight on either side of the connector.



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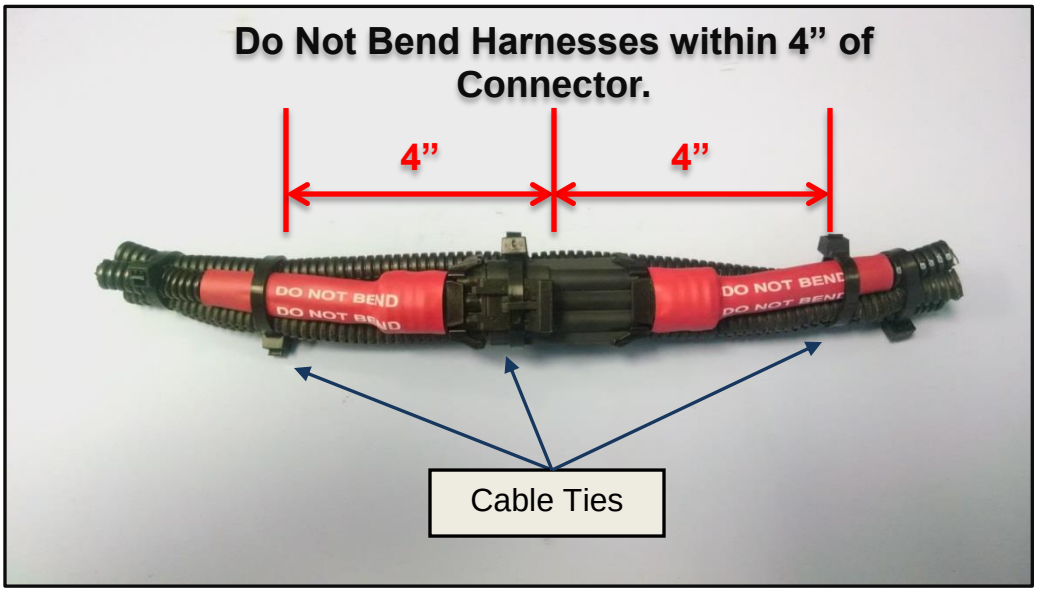
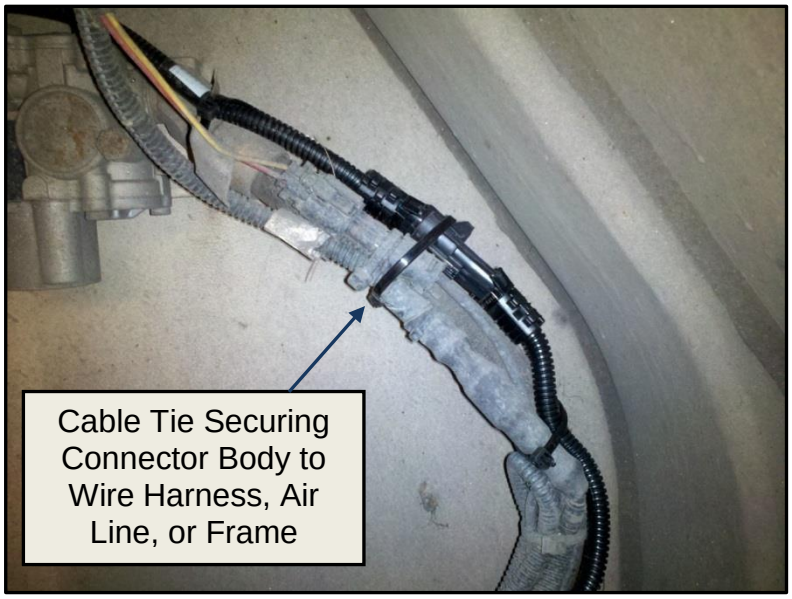
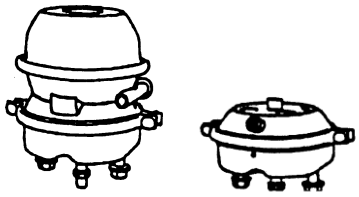
- Harnesses should be routed straight out from either side of the connector for a minimum of 4 inches before securing harness with a cable tie. This will ensure that the harness is not pulled tight or bent at the connector which may lead to water intrusion and a reduction in harness durability.



Note:
All connectors must be positioned in a serviceable location.

Note:
A minimum of 8 inches of extra harness length should be is provided and secured near the sensor harness connectors for future connector service.





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Securing the Harnesses

- The sensor harness should be secured to the air line fitting at the actuator airport before being secured to the air line. The sensor harness may also be attached to the clamp band bolt for added support.
- The sensor harness should be secured to the air line from the air line fitting at the actuator to where the air line attaches to the frame. At no point should the sensor harness be routed off of the air line before reaching the fittings at both ends of the air lines.
- Routing the sensor harness with the full length of the air line will ensure that the articulation of the air line will not be able to put stress on the harness. As the harness transitions from the actuator to the air line and then to the vehicle frame at no point should the routing be such that the harness can be pulled tight.
- To test whether the sensor harness is properly installed move the air line around in a couple of directions. If the sensor harness is not pulled tight by this movement then it is properly installed.
- If the actuator is installed on a steer axle, the wheels may be turned fully in either direction to check that the harness does not contact the wheel or any other vehicle component, air bag, etc.