We make genuine work.
Your truck’s driveline is only as strong as its weakest link. Insist on genuine Eaton parts and get back on the road with confidence. Because that’s what matters.

Fleets rely on you to perform the maintenance and repairs that keep their trucks on the road. And you take pride in your workmanship, knowing that there is no substitute for quality. So instead of cutting corners with less expensive, lower quality products, you should invest in genuine Eaton aftermarket parts and services. We’ve got you covered – from parts designed and tested to exacting standards for optimal durability to easy-to-use diagnostic tools that reduce downtime. And a family of lubricants that provide superior protection. Every day, you’re thinking about what’s best for your customer, because that’s what really matters. And we’re here to make sure it works.
Heavy-Duty Aftermarket Catalog

Clutch
- Clutch Portfolio
- Clutch Vibration Dampening
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Transmission Units
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- Extended Protection Plans

Technical
- Roadranger Academy Online Training
- Warranty Registration
The entire portfolio of Eaton® products is backed by the Roadranger network. Choose an Eaton component, and receive Roadranger’s unparalleled:

**Support:** Roadranger representatives throughout North America are ready to support you and an easily accessible call center is available to guide you through the troubleshooting process. Roadranger Academy also offers both computer-based and onsite training from industry experts on how to best maintain and service your drivetrain systems. In addition, industry leading warranties support your peace of mind. Diagnostic tools, literature and videos are available online at Roadranger.com.

**Solutions:** Our expertise and support work together to provide customized solutions that result in the efficiency, productivity and performance needed to ensure maximum uptime for the lifecycle of the product.

**Expertise:** Well-trained representatives have the knowledge to understand complex needs and specify the right powertrain for any application and service demand, as well as recommend the best approved lubricants to protect your investment.

To learn how you can benefit from all the tools Roadranger has to offer, contact your Roadranger representative or visit EatonPartsOnline.com
Eaton Clutch Portfolio  Choose Genuine Performance

Whether you’re maintaining a new truck or extending the service life of an older truck, Eaton’s clutch portfolio ensures you get the right clutch for every stage of your truck’s life cycle. Eaton clutches have navigated millions of miles, for thousands of customers, in a variety of applications. Each clutch is manufactured with Genuine Eaton parts, is thoroughly tested by Eaton, and is backed by our nationwide Roadranger support team. Choose quality. Choose genuine.

**Why a Strap Drive Intermediate Plate Connection?**

The strap drive connection found on the Advantage series clutch improves the connection to the intermediate plate, eliminating lug failures and open clutch rattle. The alternative to the strap drive is a lug drive, which is the most common design in the market. However, since the lug is not fastened to the housing, it floats and vibrates when the clutch is open. This vibration of the intermediate plate lug can result in fatigue, and over time this fatigue can lead to failure. The straps in the Advantage clutch design affix the intermediate plate to the housing so it does not vibrate, eliminating lug rattle and improving longevity.

### Best: Advantage Series

**Original equipment spec**
- **New, industry-leading technology** designed and tested to outperform the highest OE specifications.
  - Leading strap drive technology improves intermediate plate connection, for more reliable performance
  - Designed to eliminate lug rattle and fatigue
  - Dual seal release bearing for best-in-class 50,000 mile lubrication intervals
  - Tuned, dual damper system absorbs engine vibrations and prevents idle rattle
  - Soft rate springs protect driveline components
  - Two wear indicators for improved serviceability

### Better: EverTough® Series

**Genuine Eaton: extends the life of your truck**
- Industry standard, proven technology for the aftermarket.
  - Industry-standard lug drive intermediate plate connection
  - Release bearing seal features a 360° design for 25,000 mile lubrication intervals
  - Three lubrication ports provide easy access for maintenance
  - Premium single damper system for superior driveline vibration control

### Good: Reman Series

**Prolong the life of an older truck**
- Proven technology for price-conscious buyers.
  - Industry-standard lug drive intermediate plate connection
  - Release bearing seal features a 360° design
  - Two lubrication ports provide easy access for maintenance
  - Genuine Eaton parts

---

**Advantage Series is the #1 Commercial Vehicle Clutch in North America**

- It’s the only clutch sold in new trucks, and it’s the most popular in Aftermarket

**Improved Downspeeding Capabilities**

- Superior torque transfer, exceptional damper performance, and tested durability allow for maximum fuel economy savings

**Proven Eaton durability combined with these new or updated features:**
- Strap drive (new)
- Spring separator (new)
- Release bearing design

**50k miles release bearing lube interval**: Industry leading interval helps to reduce truck maintenance

**New 1850 lbs-ft**

- 4-paddle clutch for over the road applications

**1st in industry Strap Drive**

- Intermediate plate to improve life and reduce vibration and noise

**New 1850 lbs-ft**

- Patented Spring Separator

**9-spring**

- Upgraded design for Volvo and Mack engines

**2 Wear Tab Indicators**

- Improved maintenance visibility for easy viewing of remaining clutch life

**Patent Pending Spring Separator**

- Ensures optimal clutch release, quick disengagement, and ultra-low drag for easier shifting

**Protect your Drive Line**

- Lower rate damper absorbs engine vibrations to protect drivetrain components and enables engine downspeeding at torque ratings up to 1850 lbs-ft

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This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com
While different versions of the internal combustion engine were being used more than 200 years ago, commercial vehicle use began in the mid 19th century when the widespread production of petroleum began. Countless engineering advances have occurred since. Yet one constant has never changed: VIBRATION.

“All of these engines create different firing pulses in order to operate and it is those pulses that cause oscillations and subsequent vibration,” explains Steve Case, aftermarket clutch product manager, Eaton Corporation. “That same vibration then travels through the entire driveline, through the clutch, the transmission, down the driveshaft, and to the axles.

“When the vibration gets to be too excessive, it can break components like synchronizer pins, gears in the transmission and universal joints. It could even be gears down in the axle, or any other component that is directly in the torque path of the driveline.”

Case goes on to note that the clutch is, in fact, the only component along the driveline that can affect vibration. That’s because it is the only soft component and the only component with ‘air.’ Everything else on the driveline is metal-to-metal – or a match-up that does not dampen vibration, but simply passes it along to the next component.

Meanwhile, today’s high-torque, low-speed engines are compounding the problem. As engine speed goes down, the amount of vibration that needs to be dampened increases.

“The engines of today are churning out vibrations that can damage high-value driveline components,” he notes. Thankfully solutions do exist, and damper technology is the key.

“The damper in the clutch has to be precisely designed,” believes Case. “The damper is the most critical part of a clutch. If you design the stiffness of the damper appropriately, it will positively impact the entire driveline.”

In explaining the role of a damper, Case likes to use the analogy of a broomstick and a Slinky®.

“If I’m holding a broomstick on one end and someone else is holding it on to the other end and I shake my end, the other person will feel every oscillation,” he adds. “Conversely if we do the same with a Slinky®, the other person will not feel a thing because of the soft spring.

“But a clutch damper cannot be as soft as a Slinky®. It has to have enough travel designed into it to soften or dampen torsional vibration yet be strong enough to absorb the torque required to power the driveline.”

No One Clutch Fits All Engines

Several factors come into play in order to reach that precise cushioning balance, says Case, including:

• The amount of torque from the engine that the driveline needs to support.
• The appropriate stiffness/softness of the damper to isolate vibration energy coming from the engine.
• Determining the correct size of the damper to accommodate the number of springs needed.
• The amount of friction material needed to maximize wear life.

“What a one-size-fits-all clutch, there will have to be compromises made with one or all of those items,” adds Case. “The damper will not be optimized in either its stiffness, its size, the amount of friction material or in its torque capacity.”

And even though a clutch may appear to not fail itself in a vehicle, excessive torsional vibration can result in other driveline component failures. “A truck built prior to 1996 used one of our stiffer rate 10-Spring model clutches. Vehicles purchased after 1996 are now standard with soft rate dampers such as the 7-Spring or VCT dampers to avoid excessive vibrations.”
"It is important to have various configurations of springs because there is only a certain amount of available space," says Case. "So it comes down to a design effort where we make the damper this soft or stiff to transmit this much torque with this number of springs."

That is also why, he adds, over the last 20 years a plethora of different dampers – and subsequent clutch models – have been developed.

**Design Evolution**

Beginning in the late 90’s, engine makers opened the flywheel bore from 8.5 inches to 10 inches. This gave clutch designers valuable extra real estate to dampen vibration produced by new engines. Eaton capitalized on this with the introduction of 7-Spring and VCT models. The damper springs in these models grew larger and heavier to provide more travel.

Case states, "The soft rate 7-Spring and VCT dampers were developed, and designed to take full advantage of the 10-inch flywheel bore. All major North American truck makers have since 100 percent standardized on these soft rate dampers for their large bore engines."

"Trucks built prior to 1996 have a 8.5-inch flywheel bore that cannot accommodate the larger, soft rate dampers so Eaton still offers 10-Spring product in the aftermarket. Fortunately, Eaton can offer the soft rate dampers to owners of large bore engines across all torque ratings. And we highly recommend taking advantage of this critical damper evolution."

Eaton has invested heavily over those same 20 years, says Case, into developing an analytical model of commercial vehicle driveline systems.

"Today we can model an engine connected to any driveline," he says. "And we can calculate the amount of torque required for that driveline and the associated natural frequencies that is required to have all of those parts that are connected to each other functioning properly."

The natural frequency of the driveline is determined by the stiffness and the mass of the components. A given driveline, sized for torque and other criteria, will have its own natural frequency. A change to any of the components in the torque path will change the frequency. The only way to control the frequency of the driveline is to alter the clutch damper.

"Because of the calculations that we have, we can determine how soft the damper needs to be so that the truck is never in a situation where it will be operating at the natural frequency, a condition called driveline resonance, which will cause a lot of damage to the driveline parts and may result in sudden component failure," adds Case. "You do not just put in an arbitrary stiffness. It is highly engineered and designed to ensure you get the appropriate durability of your driveline. Eaton engineering has worked closely with all major truck manufacturers to develop the baseline for these extensive calculations."

In the late 90’s, engine makers opened the flywheel bore from 8.5 inches to 10 inches. This gave clutch designers valuable extra real estate to dampen vibration produced by new engines. Eaton capitalized on this with the introduction of 7-Spring and VCT models. The damper springs in these models grew larger and heavier to provide more travel. The result is even greater ability to dampen torsional vibrations.

"Designing a clutch damper in such a fashion that you reduce driveline resonance, you can eliminate a lot of reliability risks for the entire driveline," summarizes Case.
Clutch Advantage Series

Advantage Self-Adjust® and Easy Pedal Advantage®

Building on over a hundred years of driveline design experience and millions of miles of proven durability, Advantage clutches are the smoothest and most durable clutches Eaton has developed. These clutches are the best on the market, with a combination of features that can't be found anywhere else in the aftermarket.

- 50,000 mile release bearing lube interval
- Long life OEM-grade clutch facing material
- Two wear tab indicators
- Industry leading durability and quality
- New 1850 lbs-ft clutch for over-the-road applications

- Advantage Self-Adjust warranty:
  3-year/ 350,000 miles - production
  3-year/unlimited miles - aftermarket

- Easy Pedal Advantage (manual adjust) warranty:
  2-year/ 200,000 miles - production
  3-year/unlimited miles - aftermarket

Eaton recommends always using a self-adjusting clutch on systems with hydraulic linkage to reduce the risk of drivetrain damage.
Clutch  Advantage Series

Advantage Series: Proven Superior Performance

We tested the new Eaton Advantage Series clutches against the top four manufacturers who sell and distribute clutches as:

- ACE
- Alliance Truck Parts
- Fleetpride OTR
- IATCO
- Meritor AllFit
- Road Choice
- Sachs

Testing Results (Pass / Fail) based on OEM Performance Requirements.

<table>
<thead>
<tr>
<th>Test</th>
<th>New Eaton Advantage Series</th>
<th>Manufacturer #1</th>
<th>Manufacturer #2</th>
<th>Manufacturer #3</th>
<th>Manufacturer #4</th>
<th>What It Measures</th>
<th>Why It Matters To You</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque Transfer</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Clutch plateload</td>
<td>Does the clutch effectively transfer engine torque to the transmission, or does it allow slip and wear prematurely?</td>
</tr>
<tr>
<td>Damper Performance</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Pass</td>
<td>Fail</td>
<td>Ability to absorb engine vibrations</td>
<td>Does the clutch absorb harmful vibrations, even when used in a downsped configuration? If it doesn’t, the vibrations will pass through to the transmission, causing damage.</td>
</tr>
<tr>
<td>Drag</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Torque with clutch disengaged</td>
<td>Does the clutch release cleanly, or will excess drag remain, causing premature wear and poor shifting?</td>
</tr>
<tr>
<td>Damper Durability</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Life of the damper under load</td>
<td>Will the clutch damper last while used with today’s difficult engine vibrations? If not, the damper springs, stampings, and rivets crack and break.</td>
</tr>
<tr>
<td>Intermediate Plate Durability</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Life of the intermediate plate under load</td>
<td>Is the intermediate plate tough enough to withstand the harsh conditions of today’s engines? If not, the intermediate plate may fail prematurely, leading to an expensive repair bill.</td>
</tr>
</tbody>
</table>

The Lowdown on Downspeeding

- A common strategy for achieving increased fuel economy
- But downspeeding increases drivetrain torque and causes the clutch damper to do more work. absorbing vibrations
- An optimal clutch delivers superior torque transfer, exceptional damper performance and tested durability allowing for ideal downspeeding strategies
- Eaton’s new Advantage Series Clutches are designed to manage today’s downsped engines

Source: Trucking Efficiency Confidence Report on Downspeeding, 10/2015

1%  
fuel economy improvement for every 100 engine RPM decrease at cruise speed

29%  
increase in driveline torque in 1450 cruise RPM engines versus 1125 RPM downsped engines

Reference: CLSL1531
Clutch  Advantage Series

Diaphragm Spring Clutches

Eaton’s diaphragm spring clutch is designed for the latest generation of fully automated transmissions. Designed for longevity and to extend the life of later life-cycle trucks, the clutches feature premium, organic driven disc facings for smooth engagement in automated transmissions.

Eaton diaphragm spring clutches feature the proven technology of a high-strength stamped steel bracket, robust diaphragm design, and premium organic driven disc facings. They are maintenance-free and adjustment-free: this eliminates periodic adjustments and extends the clutch service life.

Features

• Made from 100% new components. No remanufactured or reused components.
• Cushioned organic facings allow for smoother engagement.
• Built to industry quality and durability standards to insure outstanding performance and maximum clutch life.
• Soft-rate damper offers protection against harmful torsional vibrations, and increases the durability of transmission synchronizers and driveline components.
• The standard pre-damper eliminates idling rattle.

Specifications

• Cover assembly: diaphragm, push type
• Damper: Soft-rate damper with a standard pre-damper
• Clutch housing compatibility: SAE 1
• Flywheel type: flat flywheel with 475 mm pilot
• Flywheel BCD (mm): 450
• Stamped steel bracket and diaphragm spring cover

Applications

• Automated manual transmissions
• Linehaul, vocational, bus and coach

Benefits of Organic Facings

• Customized for automated transmissions
• Advanced engagement performance
• Good wear characteristics
• Does not wear the mating friction surface

Part Number 104460-1
6 Spring Damper
Damper Diameter: 232mm
Torque Capacity: 2150Nm/1650 ft-lbs.
Spline: 50x46-24N
Mass (kg): 472

Part Number 104461-1
5 Spring Damper
Damper Diameter: 254mm
Torque Capacity: 2600Nm/1850 ft-lbs.
Spline: 50x46-24N
Mass (kg): 46.6

The 104460-1 clutch can be used on the AT2412, AT2512, AT2612, and ATO2612 transmissions with 11L engines.

The 104461-1 clutch can be used on the AT2412, AT2512, ATO2512, AT2612, and ATO2612 transmissions with 13L engines.
**Clutch Advantage Series**

**DM and ECA clutches**

Clutch systems for the top-of-the-line Eaton automated transmissions offer the durability and performance necessary to withstand the high actuation conditions associated with automated transmission systems.

**Automated Clutch Systems**

The clutch systems of the UltraShift®, UltraShift® PLUS and Fuller® Advantage Series transmissions are a fundamental piece of these transmission upgrades.

**DM Clutches:**
- Centrifugal design relies on engine RPM for engagement.
- Provides smooth engagement.

**ECA Clutches:**
- Ensure performance and efficiency with new Electric Clutch Actuation and intelligent shift selection software.
- Enables better launch and shift decisions through grade sensing, weight computation and driver throttle commands.
- Provides smooth engagement and high fidelity of vehicle control, even in the most challenging applications.
- Designed for fast actuation to enable quick, open clutch shifting.
- 50,000 mile release bearing lubrication interval for linehaul.
- New inertia brake comes standard with every heavy-duty ECA clutch that is purchased in Aftermarket.

Replace with only genuine Eaton parts for performance, durability, and warranty assurance.
- Eliminate cross-reference mistakes and get the right part the first time, every time.
- Maintain your warranty with genuine components.
- Choose genuine Eaton replacement parts, and get legendary Roadranger support for more time on the road.

### Eaton Clutch for Automated Transmission

<table>
<thead>
<tr>
<th>Clutch Torque lb-ft (must equal or exceed engine torque)</th>
<th>Heavy-Duty ECA Clutch</th>
<th>Heavy-Duty DM Clutch</th>
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<tr>
<td>1850</td>
<td>122002-35A</td>
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<tr>
<td>2250</td>
<td>122003-42A</td>
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</table>

Eaton's first-generation UltraShift transmission used a centrifugal clutch to "float shift" by RPM.

The Electronic Clutch Actuator (ECA) in Eaton's latest generation of automated transmissions – the UltraShift PLUS – "actively shifts" based on load, grade and throttle power. Complete shifts are smooth and quick.
Clutch EverTough® Series

EverTough Clutch: Now even tougher

An EverTough Clutch by Eaton is 100% new and uses Genuine Eaton components, with a design based on our millions of miles of clutch experience. And every clutch undergoes Eaton's rigorous standard of testing -- so you can be confident of the quality. Backed by Roadranger support, you’ll see high performance on the job and a difference in the bottom line. That’s something no other brand can match.

Eaton is a leading worldwide supplier of medium- and heavy-duty clutches to the commercial truck industry. Eaton clutches are known for their reliability, durability, and performance. Manufactured and marketed globally, Eaton clutches are the number one commercial vehicle clutch in North America, serving the medium- and heavy-duty markets.

All EverTough clutches now feature:

Three grease zerks
• Easier access for maintenance

Wider thrust pads
• Provides increased contact area: this allows the clutch to be used with wider fingers of hydraulic release systems
• Helps reduce failures due to improper adjustment

All EverTough clutches are engineered specifically for the aftermarket by optimizing key areas of the clutch to achieve the price and performance balance:

• Ceramic facings
• Available in 7, 8, 9, and 10-spring designs
• Torque Ratings from 1400 up to 2050 lb.ft.
• Three zerks on release bearing
• 25,000-mile lube interval
• Premium damper from Eaton reduces the drivetrain torsional vibrations and meets the long life expectations of vehicle OEMs.
• Positive separator pins assure equal plate separation, smoother engagement and cooler operation.
• A full-round contamination baffle protects against debris.
• Stainless steel cam spring delivers increased durability and long life.
• No additional technician training is required. Similar installation process between manual and self-adjust models.
• All EverTough clutches come with a two-year, unlimited mileage warranty and are backed by Roadranger® support.

EverTough Self-Adjust:
• Eaton’s proprietary self-adjusting technology keeps the clutch in constant adjustment and maintains bearing release position.
• Features an easy-to-see wear indicator.
• Self-adjust mechanism eliminates the need for periodic clutch adjustment (13 on average over the life of the clutch).

EverTough Manual-Adjust:
• EverTough Manual Adjust clutches feature proven Kwik-Adjust technology to make clutch adjustments faster and simpler.
• Eaton PowerThread adjusting ring eliminates seizing and makes adjustments easier
• Adjusting requires approximately half the movement of standard adjusting rings.
Clutch Reman Series

Reman clutches now available in higher torque models

Now available in 1850 and 2050 lb-ft ratings, Eaton remanufactured clutches are the right choice for price conscious buyers. Remanufactured to exacting standards using 100 percent genuine Eaton components, these clutches are designed for long life and trouble-free operation.

Eaton Reman Clutches
- Now available in 1850 and 2050 lb-ft.
- Remanufactured with Genuine Eaton parts
- 50 percent less pedal effort
- National warranty

Solo Reman benefits
- Keeps the clutch in constant adjustment by maintaining bearing release position
- Features an easy-to-see wear indicator
- A full-round contamination baffle protects against debris
- Dual zerk release bearing

Easy Pedal Reman benefits
- Kwik-Adjust provides quick access and adjustment
- Positive Pin separator

Now available in 1850 and 2050 ft-lbs.
Eaton EverTough Clutch + Eaton Clutch Installation Kit = Additional 1-Year Clutch Warranty

See page 30 for details.

Clutch Heavy-Duty Clutch Selector

1 Self-adjusting clutches are recommended for trucks with hydraulic linkage to reduce the risk of drivetrain damage.

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<td>108334-6</td>
<td>108334-6</td>
<td>Eaton Clutch for Automated Transmission</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10&quot;</td>
<td>1000</td>
<td>3</td>
<td>108034-61B</td>
<td>108034-61B</td>
<td>108034-61B</td>
<td>108034-61B</td>
<td>108034-61B</td>
<td>108034-61B</td>
<td>Eaton Clutch for Automated Transmission</td>
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<tr>
<td></td>
<td>7&quot;</td>
<td>1150</td>
<td>Organic</td>
<td>108034-82</td>
<td>108034-82</td>
<td>108034-82</td>
<td>108034-82</td>
<td>108034-82</td>
<td>108034-82</td>
<td>Eaton Clutch for Automated Transmission</td>
<td></td>
</tr>
</tbody>
</table>

Please refer to the Roadranger Warranty Guide TCWY0900 for the latest warranty time and miles offering.

Advantage Series 7-spline VCT Plus – Eaton’s premium damper, high torque capability with best-in-class vibration control

Advantage Series Pre-Dampers – effective at quieting neutral gear idle rattle (Pre-damper suffix in the table above)

Estimated shipping weights: 15.5" = 150 lbs, 14" = 110 lbs

Advantage Series
- Strap drive intermediate plate
- Spring separator system
- Original equipment specification
- 3 year/unlimited mileage warranty
- 50,000 mile lube interval

EverTough
- Aftermarket specification
- 2 year/unlimited mileage warranty
- 25,000 mile lube interval

Remanufactured
- Economy
- 1 year/unlimited mileage warranty
- Longer service life compared to rebuilt
- Dual zerk
# Medium-Duty Clutch Selector

This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com

**Choose linkage stroke and clutch type.**

<table>
<thead>
<tr>
<th>Spline Dia.</th>
<th>No. of Discs</th>
<th>Damper Type</th>
<th>Clutch Torque lb-ft (must equal or exceed engine torque)</th>
<th>Facing</th>
<th>Solo</th>
<th>Manual Adjustment</th>
<th>Solo</th>
<th>Manual Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard Stroke</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>.500” to .560” Bearing Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.75” – 10</td>
<td>1 / Free Travel</td>
<td>620</td>
<td>3SB</td>
<td>Organic</td>
<td>109405-5</td>
<td>107843-5</td>
<td>109405-SMO</td>
<td>107843-SMO</td>
</tr>
<tr>
<td>1.75” – 10</td>
<td>2**</td>
<td>660</td>
<td>3 Trap</td>
<td>109500-10</td>
<td>107237-10</td>
<td>109500-10MO</td>
<td>107237-10MO</td>
<td></td>
</tr>
<tr>
<td>2.0” – 10</td>
<td>2**</td>
<td>660</td>
<td>3SB</td>
<td>Organic</td>
<td>109504-12</td>
<td>107342-12</td>
<td>109504-12MO</td>
<td>107342-12MO</td>
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<tr>
<td><strong>Short Stroke</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>.410” to .470” Bearing Travel</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.75” – 10</td>
<td>1 / Free Travel</td>
<td>620</td>
<td>3SB</td>
<td>Organic</td>
<td>109404-5</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>1.75” – 10</td>
<td>2**</td>
<td>660</td>
<td>3 Trap</td>
<td>109503-10</td>
<td>109503-10MO</td>
<td>109503-10MO</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Diaphragm Spring</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. of Discs</td>
<td>Damper Type</td>
<td>Clutch Torque lb-ft (must equal or exceed engine torque)</td>
<td>Facing</td>
<td>Adjustment Free</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.75” – 10</td>
<td>8</td>
<td>660</td>
<td>Organic</td>
<td>104104-2</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Choose spline diameter size and number of discs.**

**Choose clutch torque. Rating in chart must be equal to or exceed engine torque rating.**

**Choose damper type.**

7+1 Damper – designed to quiet idle rattle

**Choose from new or remanufactured.**

New
- Longer service life
- Less downtime
Remanufactured
- Economy
- Longer service life compared to rebuilt

Please refer to the Roadranger Warranty Guide TCWY0900 for the latest warranty time and miles offering.

* Severe Service: A combination of higher plate load, super buttons, or an additional number of facings. United States and Canada only.

**Two Plate Clutches:** Fits in place of single plate (pull type), however, this increases inertia to the transmission and may affect shift-ability and longevity.

Choose from new or remanufactured.
- Longer service life
- Less downtime

Eaton Clutch for Automated Transmission

<table>
<thead>
<tr>
<th>Product</th>
<th>Part No.</th>
<th>Clutch Torque lb-ft (must equal or exceed engine torque)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium-Duty DM Clutch</td>
<td>121500-EX</td>
<td>700</td>
</tr>
</tbody>
</table>
Questions to ask when choosing a replacement clutch

Q: What are torsional vibrations?
A: Torsional vibrations occur because of the firing of the engine cylinders and the sudden high pressure forcing the piston down. All engines produce torsional vibrations, and all drivelines have natural frequencies at which they will vibrate. The problem occurs when the vibration the engine produces at the normal cruise RPM consists of the same frequency as the driveline’s natural vibration frequency so the driveline will develop vibration at normal cruise. The clutch damper is the key vibration tuning element for the whole drivetrain. It shifts the frequency produced by the engine to below the natural frequency of the drivetrain.

Q: What variables are considered when tuning the clutch?
A: The engine’s RPM as well as the torque rating need to be considered when tuning the clutch to the drivetrain. For example, a damper that will work with 1,850 lbs.-ft. of torque would not be effective with a lower torque rating because the springs would not compress enough. The engine rated at 1,650 lbs.-ft. of torque would need softer springs. The length of the springs must also be tailored to the operating RPM; today’s downsped engines often need longer springs. The design process is very much like tuning a musical instrument.

Q: What’s wrong with a one-size fits all clutch option?
A: Choosing the right replacement clutch is critical because as RPMs have dropped in today’s engines, the torque spikes that result are much more likely to cause torsional vibration in the drivetrain.

Some aftermarket clutches are ineffective in absorbing these torsional vibrations. The result will be resonance that can show up as damage in many different places, from gears or synchronizer parts in the transmission, to U-joints, even the clutch itself, or the flywheel or engine thrust bearings.

There are aftermarket clutch brands that sell a standard design claiming to fit a variety of torque ratings, operating ranges and cruise RPMs. They often sell their line of replacement clutches to the fleet or distributor by claiming the customer can save inventory dollars because they won’t need to stock as many replacement clutches.

Q: How do Eaton’s aftermarket clutches differ from other manufacturers’ designs?
A: It’s combination of things really. Eaton clutches are available in a variety of configurations: each is uniquely tuned to the engine RPM to eliminate vibrations. Proprietary facings provide longer life, smoother engagement and less flywheel wear. With Eaton’s broad portfolio of clutches, you can rest assured that you’re getting excellent value for your money. And every Eaton clutch is backed by the support, solutions and expertise of the Roadranger network to get you back on the road faster.

Hydraulic linkage = self-adjusting clutch
Mechanical linkage = manual adjusting clutch
Not sure? Use a self-adjusting clutch.
Transmission Reman Bundle Program

Eaton Reman Transmission
+ Eaton Advantage Series OR EverTough Clutch
+ Eaton-Approved Lubricant

= 3-Year/Unlimited-Mile Transmission AND Clutch Warranty*

Receive an enhanced 3-year total warranty on your transmission and clutch when you bundle a Standard or FLEX Reman transmission with an Advantage Series or EverTough clutch and Eaton-approved lubricant. Standard warranties apply on individual purchases of the transmission and clutch.

Build your Reman Bundle in Three Easy Steps

Step 1: Select a Reman Transmission
An Eaton Reman transmission, whether Standard or FLEX, is made with Genuine Eaton parts and more new parts than an ordinary rebuild. Every unit is performance tested to ensure Eaton quality specifications.

Step 2: Select an Advantage Series or EverTough Clutch
Eaton’s Advantage Series clutches are made for the long haul. They feature a 50K mile standard lubrication interval for linehaul applications and come with a standard 3-year unlimited warranty. EverTough clutches offer a unique combination of durability and support in an aftermarket clutch. All EverTough clutches are 100% new and offer a standard two-year unlimited mile warranty, which is upgraded to three years when bundled.

Step 3: Fill with Eaton-Approved Lubricant
Eaton’s PS-386 Synthetic Transmission Fluid is designed specifically to optimize performance in Eaton transmissions. PS-386 improves fuel economy, reduces friction and gear wear, and prolongs the life of your transmission. Eaton-approved PS-386 is a necessary component in the Reman Bundle Program.

*Applies to applications in the U.S. & Canada only. Please refer to the Roadranger Warranty Guide (TCWY0900) for the latest warranty time and mileage offerings.

Replace with only genuine Eaton parts for performance, durability and warranty assurance.
• Eliminate cross-reference mistakes and get the right part the first time, every time.
• Maintain your warranty with genuine components.
• Choose Eaton, and get legendary Roadranger support for More Time On The Road.

You must register to receive the Reman Bundle warranty.
Complete form TCWY0760 on page 50 and follow the submission instructions, or complete form online at www.roadranger.com/warranty

Notes:
• Electronics are not included in the 3-year warranty.
• Excludes Lightning transmissions (FRLO models).
New Nomenclature System Components

- **Prefix**
  - F for Fuller: All medium-duty and heavy-duty UltraShift products in North America and Australia
  - E for Eaton
  - Parenthetical letters such as (O) and (M) indicate provisions for Overdrive, Multi-Torque and other configurations

- **Model Designator**
  - Nominal Torque Capacity (lb/ft for North America and Australia)
  - Configuration: alpha designator A,B,C,D…for launch device and other system components
  - Design Level: numeric designator describes mechanical and electronic design levels
  - Gear Ratio Set: alpha designator (unchanged)
  - 3-Letter Suffix: denotes application and value

**Heavy-Duty Automated Example**

```
RTO — 1091OB — DM3
```

```
Roadranger
Twin Countershaft
Low - Inertia Concept
Overdrive Model
Multi-Torque
(100 lb/ft greater capacity in top four gears)
```

```
F(O)(M) - 16 D 3 13 E — LEP
```

**Medium-Duty UltraShift Example**

Example: Fuller UltraShift XX (for future use as new products and significant upgrades are introduced)

```
F(O) - 6 B 3 06 B — XX
```

**Hybrid Power System Example**

Example: Eaton Hybrid City Delivery (CD)

```
E H - 8 E 3 06 A — CD
```

Manual Nomenclature

**Heavy-Duty Example**

```
RT L O — 167 13 A
```

```
Eaton® Fuller® Model Designation Prefix:
T Twin Countershaft
TX Overdrive
RT Roadranger® Twin Countershaft
RTF w/Forward Shift Bar Housing
RTD w/Overdrive
RTOF w/Overdrive and Forward Shift Bar Housing
RTXF w/Overdrive, Direct Shift Pattern and Forward Shift Bar Housing
RTLD Low Inertia
FR Fuller® Roadranger® Twin Countershaft
FRF w/Forward Shift Bar Housing
FRD w/Overdrive
FRDF w/Overdrive and Forward Shift Bar Housing
FRLO Lightning
```

**Medium-Duty Example**

```
FS - 6 4 06 A
```

```
Fuller Synchronized
Ratio Set
Forward Speeds
Design Level
This (x) 100 = Nominal Torque Capacity
```

Reference: APSL0419
Eaton’s Fuller Reman is second only to a new transmission.

You have many options for rebuilt transmissions, but only Eaton’s Reman Transmission gives you the quality and content of a genuine, new Eaton transmission. Other advantages include:

- Industry’s best warranty in the U.S. and Canada – 2 years for linehaul and vocational applications.
- Receive an enhanced 3-year total warranty on your transmission and clutch when you bundle a standard or FLEX Reman transmission, Advantage/EverTough clutch and Eaton-approved lubricant. Registration required. Form TCWY0760 available at www.roadranger.com/warranty
- 100% genuine Eaton content.
- Backed by the Roadranger Network – the nation’s leading support system for drivetrain components – providing unequaled protection, support, and training from experienced professionals.
- Expertly remanufactured using Eaton technology.
- Dyno performance tested to meet Eaton standards.

Benefits of FLEX Reman
When faced with a truck down situation, you need immediate access to quality Reman units. But you also need to keep inventory low and focus on turns to keep your dealership profitable. The FLEX transmission increase your flexibility to do both.

- The FLEX portfolio covers over 85% of the reman market demand.
- Truck-down orders will ship same day or next day with no additional fee.

Increase sales with FLEX Reman

<table>
<thead>
<tr>
<th>Components</th>
<th>FLEX Reman Transmissions</th>
<th>Standard Reman Transmissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>100% Genuine Eaton Content</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Warranty: 2 yrs. Linehaul and Vocational*</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Clutch Housing</td>
<td>Shipped with new gasket only – recycle housing from existing unit or replace with new</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shipped with complete clutch housing</td>
<td></td>
</tr>
<tr>
<td>Torque Coverage</td>
<td>Range of torque covers multiple models, increasing availability and decreasing dealer stock</td>
<td>Model-specific torque limits unit to single model coverage</td>
</tr>
</tbody>
</table>

9 Series 13- and 18-speed FLEX transmissions are shipped with the HALO tube installed. Older clutch housings without HALO tube provisions will need to be replaced.

* Can be upgraded to a three-year warranty. See form TCWY0760.

Roadranger® Logistic Centers
These facilities offer customer pick-up options which save you time and money. The Logistic Centers are set up to meet same or next day criteria to almost anywhere in the United States. Look for one near you. Or contact your Roadranger Parts Representative. To order, please call 1-800-826-4357.

Units will ship the same day when an order is received by 2:00 PM local time of the delivering Eaton Logistics Center.
**Transmission Remanufactured**

**Eaton Fuller FLEX Reman**

For immediate assistance on truck down orders call **1-800-826-HELP (4357)**

- Same day/next day shipment available from our 15 logistics centers.
- No truck-down premium.
- 24-month standard warranty, upgradable to 3 years.*
- The proven confidence of 100% Genuine Eaton components.  
  *For complete information refer to document TCWY0900.

P = pump model  C = cooler model

<table>
<thead>
<tr>
<th>Standard Shift Bar Housing</th>
<th>Forward Shift Bar Housing</th>
</tr>
</thead>
</table>
| **| **
| **Trans. Model** | **FLEX Part #** | **Trans. Model** | **FLEX Part #** |
| FR-9210B | FR15210B-P | FRF-9210B | FRF15210B-P |
| FR-11210B | | FRF-11210B | |
| FR-12210B | | FRF-12210B | |
| FR-13210B | | FRF-13210B | |
| FR-14210B | | FRF-14210B | |
| FR-15210B | | FRF-15210B | |
| FRO-11210C | | FROF-11210C | |
| FRO-12210C | | FROF-12210C | |
| FRO-13210C | | FROF-13210C | |
| FRO-14210C | | FROF-14210C | |
| FRO-15210C | | FROF-15210C | |
| FRO-16210C | | FROF-16210C | |
| FRO-17210C | | FROF-17210C | |
| FRO-18210C | | FROF-18210C | |
| RTLO-14713A | RTLO16713A-P | RTLOF-14713A | RTLOF16713A-P |
| RTLO-16713A | | RTLOF-16713A | |
| RTLO-12913A | | RTLOF-12913A | |
| RTLO-14913A | RTLO16913A-P | RTLOF-14913A | RTLOF16913A-P |
| RTLO-16913A | | RTLOF-16913A | |
| RTLO-18913A | RTLO18913A-P | RTLOF-18913A | RTLOF18913A-P |
| RTLO-14718B | RTLO18718B-P | RTLOF-14718B | |
| RTLO-16718B | | RTLOF-16718B | |
| RTLO-18718B | | RTLOF-18718B | |
| RTLO-14918B | RTLO18918B-P | RTLOF-14918B | |
| RTLO-16918B | | RTLOF-16918B | |
| RTLO-18918B | | RTLOF-18918B | |
| RTLO-20918B | RTLO20918B-P | RTLOF-20918B | RTLOF20918B-P |
| RTO-14908LL | RTO16908LL-P | RTOF-14908LL | RTOF16908LL-P |

*Units will ship the same day when an order is received by 2PM local time of the delivering Eaton Logistics Center.*
Transmission  Eaton Fuller FLEX Reman in Canada

The FLEX portfolio:
• Uses 100% genuine Eaton components
• Includes 18 configurations
• Covers over 90% of market demand
• Allows you to keep inventory low and service levels high

For immediate assistance on truck down orders call
1-888-507-1500

• Same day/next day shipment available from three locations:
  – Airdrie, Alberta
  – Ottawa and Brampton, Ontario
  – Moncton, New Brunswick
• Units ship freight prepaid.
• No truck-down premium.
• 24-month standard warranty, upgradable to three years.*
• The proven confidence of 100% Genuine Eaton components.

*For complete information refer to document TCWY0900.

PCAN = pump model  CCAN = cooler model (XX210C models)

FLEX Reman in Canada Part Number Listing:

<table>
<thead>
<tr>
<th>Standard Shift Bar Housing</th>
<th>Forward Shift Bar Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trans. Model</td>
<td>FLEX Part #</td>
</tr>
<tr>
<td>FRO-11210C</td>
<td>FRO16210C-PCAN</td>
</tr>
<tr>
<td>FRO-12210C</td>
<td>FRO16210C-CCAN</td>
</tr>
<tr>
<td>FRO-13210C</td>
<td>RTLO-12713A</td>
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<tr>
<td>FRO-14210C</td>
<td>RTLO-12713A</td>
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<tr>
<td>FRO-15210C</td>
<td>RTLO-12713A</td>
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<td>RTLO-12913A</td>
<td>RTLO16913A-PCAN</td>
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<td>RTO-16908LL</td>
<td>RTO16908LL-PCAN</td>
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</table>

Units will ship the same day when an order is received by 2PM local time of the delivering Eaton Logistics Center.
This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com

TRANSMISSION UNITS

**Reference: APSL0147**

<table>
<thead>
<tr>
<th>Manual Models</th>
<th>Standard Shift Bar Housing</th>
<th>Forward Shift Bar Housing</th>
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</thead>
<tbody>
<tr>
<td>Without Internal Oil Pump</td>
<td>With Internal Oil Pump (-12)</td>
<td>With Internal Oil Pump (-12)</td>
</tr>
<tr>
<td></td>
<td>Forward (-10)</td>
<td>Forced Lube (-50)</td>
</tr>
</tbody>
</table>

### 7-SPEEDS

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual</th>
<th>Description</th>
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<tbody>
<tr>
<td>T-14607A</td>
<td>TA-862-11R</td>
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<tr>
<td>T-14607B</td>
<td>TA-874-11R</td>
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### 9-SPEEDS

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual</th>
<th>Description</th>
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<tbody>
<tr>
<td>RT/F-709</td>
<td>TA-E34-11R</td>
<td>TA-E53-11R</td>
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<tr>
<td>RT-11709A</td>
<td>TA-718-11R</td>
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</tr>
<tr>
<td>RT-14709A</td>
<td>TA-720-12R</td>
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</tr>
<tr>
<td>RT/F-11709H</td>
<td>TA-A41-11R</td>
<td>TA-A42-11R</td>
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<td>TA-A44-11R</td>
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<tr>
<td>RTX/F-14709H</td>
<td>TA-809-12R</td>
<td>TA-999-12R</td>
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<tr>
<td>RTX-14709H</td>
<td>TA-721-12R</td>
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</tr>
<tr>
<td>RTX/F-14709H</td>
<td>TA-A45-12R</td>
<td>TA-A47-12R</td>
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### CONVERTIBLE 9-SPEEDS

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<th>Manual</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>RTOC/F-16709A</td>
<td>TA-E97-12R</td>
<td>TA-E98-12R</td>
</tr>
<tr>
<td>RTOC/F-16709B</td>
<td>TA-D40-11R</td>
<td>TA-D41-11R</td>
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<td>RTOC/F-16709H</td>
<td>TA-D42-11R</td>
<td>TA-D43-11R</td>
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<tr>
<td>RTOC/F-16709</td>
<td>TA-D44-11R</td>
<td>TA-D45-12R</td>
</tr>
<tr>
<td>RTX/F-15709A</td>
<td>TA-D46-12R</td>
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</table>

### 10-SPEEDS

<table>
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<tr>
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</thead>
<tbody>
<tr>
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### FULLER ADVANTAGE 10-SPEEDS

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This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com
## Transmission Standard Reman

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### Part Number Nomenclature:

- **TA - 940 - 12 R**
  - **TA** - Transmission Assembly
  - **940** - Transmission Assembly sent w/o electronics
  - **12 R** - Performance Reman Unit

### Transmission Model Nomenclature:

- **RTLO/F - 18918B - C**
  - **RTLO/F** - Standard Position Shift Bar Housing
  - **18918B** - Forward Position Shift Bar Housing
  - **C** - with Cooler

### FLEX Part Number Nomenclature:

- **FRO16210B - P**
  - **FRO** - Model Number
  - **16210B** - with Pump
  - **P** - with Pump
Transmission Authorized Rebuilders


Eaton’s Authorized Rebuilders have met stringent quality rebuild requirements. Only the best rebuilders can carry the Eaton Authorized Rebuilder name.

Look for the special Eaton Authorized Rebuilder tag before you make your next rebuilt transmission purchase.

Peace of Mind
- 100% Genuine Eaton content.
- Renown Eaton quality, reliability, and standards.
- Outstanding technical capabilities of each Eaton Authorized Rebuilder.

Confidence
- 24-month unlimited mile warranty.
- Nationwide coverage.
- Meets or exceeds all manufacturer’s rebuild specifications.
- Identified with a unique transmission tag.

Support
- Immediate availability.
- Backed by Roadranger support.

To learn more about the Eaton Authorized Rebuilder program, contact the location nearest you.

Power Train Corporate Office:
Indianapolis, IN
800-999-3912
www.pwrtrain.com

TransAxle Corporate Office:
Cinnaminson, NJ
800-257-0444
Transaxle.com

TRC Corporate Office:
Pennsauken, NJ
877-425-5476
www.trcreman.com

Pacific Truck Corporate Office:
Edmonton, Alberta, CA
800-263-7619
www.pacifictruck.com

Drivetrain Service and Components Corporate Office:
Bensonville, IL
844-324-2301
www.drivetrainservice.com

Chalk’s Truck Parts:
Houston, TX
800-231-5061
www.chalks.com

TGI Corporate Office:
Los Alamitos, CA
562-594-8632
www.truckgearsinc.com

DEX Corporate Office:
Advance, NC
888-631-3409
www.dexheavydutyparts.com
Parts  Rebuilder Bulk Packs

Streamline ordering with Rebuilder Bulk Packs.

Part ordering and stocking have never been easier than with Eaton Fuller Rebuilder Bulk Packs. These Bulk Packs allow high-volume rebuilders to order parts less often and keep a consistent level of parts always available.

- Maintain the optimal quantity of parts always on hand.
- Reduce forecasting and the need for spot buys.
- Decrease your time spent ordering parts.
- Simplify ordering by purchasing all transmission rebuild parts from a single supplier.
- Maintain genuine Fuller parts…with all the quality and dependability your customers associate with the Eaton Fuller name.

**Nomenclature Example:**

```
S-1659 - BULK144
```

Base Part Number  Bulk Quantity

**Contact your Roadranger Parts Solutions Manager to get started today.**

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*Added 4/2018

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### Parts Rebuilder Bulk Packs

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<td>S-1794-BULK126</td>
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*Added 4/2018

This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com
Parts  Transmission Rebuild and Overhaul Kits

Stay genuine to save money and time.

Save big when compared to buying the components separately. Plus, you’ll get everything you need with one part number instead of spending time and effort identifying individual parts required.

All kits come with one-year warranty.**

Backed by the Roadranger Network – the nation’s leading support system for drive-train components – providing unequaled protection, support, and training from experienced professionals.

For a complete, up-to-date kit content list by model, visit www.roadranger.com/epc.

<table>
<thead>
<tr>
<th>KIT CONTENTS*</th>
<th>MASTER REBUILD</th>
<th>BASIC OVERHAUL</th>
<th>BASIC REBUILD</th>
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<tr>
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<td>Gasket Kit</td>
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<td>Drive/Overdrive Gears</td>
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<td>Air/Filter Regulator</td>
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<td>Splitter and Range Valve (where applicable)</td>
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<tr>
<td>Miscellaneous Washers</td>
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</table>

* Kit contents may vary based on transmission model and kit.
** Please refer to the Roadranger Warranty Guide TCYW0900 for the latest warranty time and mile offerings.

Master Rebuild Kits

Comprehensive kit includes components to completely overhaul a transmission.

Basic Overhaul Kits

When a new input shaft and sliding clutch are needed for a long lasting, trouble free, overhaul.

Basic Rebuild Kits

Designed for transmissions with little wear and tear and have reusable components.

Replace with only genuine Eaton parts for performance, durability and warranty assurance.

- Eliminate cross-reference mistakes and get the right part the first time, every time.
- Maintain your warranty with genuine components.
- Pick Eaton, and get legendary Roadranger support for More Time On The Road.
Parts  Clutch Installation Kits

Extend replacement clutch life and receive an additional year of clutch warranty coverage.*

Receive an additional year of warranty coverage on an EverTough® clutch with the use of a Genuine Eaton Clutch Installation Kit. Replace all the right parts with genuine parts at the same time.

When the transmission is pulled to replace the clutch, replacing the clutch-related wear components at the same time can save you the cost of having to pull the transmission again.

An Eaton Clutch Installation Kit has all the parts and instructions you need for longer clutch life, smoother shifts and less wear on your transmission.

**Features**

- Input shaft design engineered to eliminate idle gear rattle.
- Shift tower & clutch housing gaskets – includes beaded surface to eliminate leak paths. The clutch housing gasket is compatible with both Fuller’s patented “Forced Lube” system and standard configuration transmissions.
- Includes front bearing cover engineered for smoother clutch brake surface with oil return grooves on the input shaft for maximum lube retention.
- Many kits contain long life flywheel pilot bearing with high temperature grease and Viton™ seals to resist the temperatures of today’s hotter running engines.
- Some kits include the cross shaft bushings for improved throw-out bearing life, smoother shifting, easier operation and protection against costly clutch housing repairs or replacements.
- More parts for the money priced well below the sum of the components.
- Each kit contains genuine Eaton components to make your clutch replacement a complete job.

**Replace with only genuine Eaton parts for performance, durability and warranty assurance.**

- Eliminate cross-reference mistakes and get the right part the first time, every time.
- Maintain your warranty with genuine components.
- Choose Eaton, and get legendary Roadranger support for More Time On The Road.

See page 50 for Factory Reman Bundle Warranty/Clutch Installation Kit Bundle Warranty Roadranger Warranty Registration Form TCWY0760.

* Registration is required to receive the additional year of clutch warranty coverage. Refer to document TCWY0760 on Roadranger.com for registration instructions.
### Parts  Clutch Installation Kits

#### RT, Mack RT & FR Series:

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<th>APPLICATION</th>
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<th>INPUT SHAFT #</th>
<th>KIT CONTENTS</th>
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<td>Clutch Release Shaft Bushings</td>
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<td>RT Series - 1.75”</td>
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<tr>
<td>RT Series – Severe Duty (designed for PTO applications)</td>
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<td>23566</td>
<td>Input Shaft Snap Ring (Outer)</td>
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<tr>
<td>RT Series with 14 Spline Input Shaft</td>
<td>K-3768</td>
<td>4304841</td>
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<tr>
<td>RT Series with Hydraulic Clutch Release</td>
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<td>23566</td>
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<tr>
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<td>23566</td>
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<tr>
<td>RT Series with Mack® style Pilot Bearing</td>
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<td>23566</td>
<td>Clutch Housing Gasket</td>
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<tr>
<td>FR Series</td>
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<tr>
<td>FR Series - 1.75”</td>
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<td>4304357</td>
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<td>FR Series with Mack® style Pilot Bearing</td>
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<td>4304633</td>
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<td>FR Series with Original Design (4302315) Input Shaft</td>
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#### UltraShift® PLUS Series:

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Save labor costs and tooling expenses and improve the efficiency of your transmission rebuilding operation by using Eaton Fuller subassemblies.

Eaton is pleased to offer fully assembled subassemblies using genuine Eaton Fuller parts to ensure that they perform to exacting OE Standards.

New main shaft and counter shaft assemblies are available, as well as remanufactured range section assemblies and shift bar housings (with no core charge).

- Simplify and streamline operations for maximum throughput.
- Reduce inventory of individual loose parts.
- All parts are genuine Eaton Fuller parts, so you can be sure you are providing the best quality for your customers.
- Pre-assembled units are shipped in special protective packaging to prevent damage during shipping.
- Subassemblies feature a full one-year warranty from date of sale.

Only Eaton Fuller subassemblies give your customers OE quality in your rebuilds.

Visit the electronic parts catalog at www.inforanger.roadranger.com for the most current part numbers.
### Mainshaft Subassemblies:

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<td>S-3057</td>
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<td>S-3062</td>
<td>RTLO-16913A</td>
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<td>S-3050</td>
<td>RTLO-18718B</td>
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<td>S-3052</td>
<td>RTLO-20918B</td>
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<td>S-3076</td>
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<td>S-3073</td>
<td>RTO-14613</td>
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<td>S-3049</td>
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<td>S-3027</td>
<td>FRO-15210C, FRO-16210C (Internal Cooler)</td>
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<td>S-3028</td>
<td>FRO-15210C, FRO-16210C (Internal Pump)</td>
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<td>S-3063</td>
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<td>FRF-210s INCLUDES RANGE CYLINDER ASSY AND OPTIONAL DETENT SPRING DESIGN DETENT SPRING</td>
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<td>RTL0 AS/AS2 18 sp Models</td>
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<td>T-8607, 11607A/B AND 14607A/B</td>
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This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com
Bezares USA is an extension of BEZARES S.A., which was founded in 1954 by Eugenio and José Bezares in Madrid, Spain, and over the years has become a major player in the European market and worldwide. Continuing through the years as a family owned company, Bezares takes very seriously the reputation for quality, customer service, product development, and delivery that it has developed in Europe. Bezares USA, is committed to developing and continuing this same reputation in North America.

Eaton’s decades of experience and leadership in the development of commercial vehicle transmissions allows us to help customers develop highly customized systems and configurations for vocational needs and specialty applications.

“Our customer relationships provide us the opportunity to combine the Bezares portfolio with our transmission knowledge to serve the needs of the mobile power hydraulic market segment.”

Tim Bauer, vice president, Aftermarket, Eaton Vehicle Group North America

Eaton is now the North American master distributor for the Bezares USA mobile power hydraulic portfolio. Bezares is a global manufacturer of Power Takeoffs (PTOs), hydraulic pumps, fittings, tanks, valves, and other related mobile power hydraulic components. In addition to distribution services, Eaton provides post-sale service and support through its extensive Roadranger field team.

This guide is periodically updated. The most current information can be found at www.EatonPartsOnline.com
Bezares offers one of the most complete Power Takeoff (PTO) and hydraulic systems catalogs for all the major brands of trucks, industrial vehicles and gearboxes worldwide. Bezares Power Takeoffs (PTO) are internationally known for their rugged design. Made with premium components, all models offer high technical performance, for the harshest applications and conditions. Available for trucks and industrial vehicles gearboxes from Eaton, Allison®, ZF®, Toyota®, Renault®, Mitsubishi®, Volvo®, Man®, Scania®, Isuzu®, Iveco®, Daf®, Hino® and many other brands.

**4100 Series**
Heavy duty PTO with a 475 ft-lb torque rating. Compact and lightweight, covering high torque demands. Excellent price to performance ratio. Fits 90% of application needs where competitive PTOs are much larger and more expensive.

**4200/4250 Series**
Dual output, eight-bolt, heavy-duty PTO for Eaton Fuller transmissions, exclusively from Bezares. Two independently air operated outputs with a variety of ratio and output combinations. Very versatile for applications where 2 PTOs would be required.

**8500 Series**
Super heavy duty with a variety of output and ratio options to cover almost any application. Compared to similar models, the 8500 weighs 10-20 percent less than competing units. The perfect PTO for maximum torque and horsepower applications.

For a full listing of PTOs, visit www.EatonPartsOnline.com

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MOBILE POWER

Mobile Power PTOs

Hotshift PTOs

3000 Series
Designed for the Allison AT/MT/HT model transmissions. Low profile housing for easier mounting and available with various outputs, ratios, and electric over hydraulic or air shift options.

3200 / 3800 Series
EATON Fuller and more...
Our 3800 series was developed based off the 3200 series model, which has been proven in the market for over a decade. This 8-bolt PTO meets the demands of the market for a hot shift PTO for the 8-bolt aperture.

6000 Series
The 6000 Series is a single, low-speed, forward and reverse PTO. Options include air-shift or lever. This series uses the same input gears as the 1000/2000 series PTO’s making it applicable on most manual transmissions.

Volvo I-Shift PTOs

Mack mDRIVE PTOs

I-Shift/mDRIVE™
Bezares offers the widest range of PTOs for the I-Shift and mDRIVE transmissions in the market. Base PTO + flange Kit (without shaft), mounting on rear 4 bolts-window of the gearbox. Pneumatic shifting, output ISO 4 bolts. Optional: Passing contact switch and adapter shaft.
Mobile Power  Pumps and Motors

A complete line of high quality bearing and bushing style gear pumps and motors fit any application in the market. Ranging from dump pumps, piston pumps, vane pumps, and beyond, a wide variety of porting, flange and shaft options are available to accommodate your design. Options include manual or air shift, as well as direct mount SAE B 4-bolt or twin shafted remote mount with support bracket.

FR bent axis piston pump
Fixed displacement pumps and motors. The compact design enables installation in almost all applications. Available in ISO 4 and SAE B / BB versions.

BEM Series
A bi-rotational model with a cast iron body. Rear and side ports, providing greater versatility and simplifying installation. Available with ISO 4-bolt and SAE 2/4-bolt flanges. UNI 3.

BE XL Series
A larger, bi-rotational bushing style gear pump with side and rear ports. Cast iron housing for greater resistance to high pressures and RPMs. Available with ISO 4-bolt and SAE 2/4-bolt flanges.

Nomenclature

For a full listing of PTOs, visit www.EatonPartsOnline.com
Mobile Power  Valves, Controls and Tanks

Bezares has a wide range of valves, including tipping valves, open and closed circuit, check valves, circuit selector and relief valves. These work in combination with our variety of controls and tanks to make up a complete system.

9030890
An air-operated, dual-pressure tipping valve with two independent operating pressures. This valve is a perfect fit for a walking floor and dump combination, at a fraction of the cost of other options.

Metering PTO/Dump combo valve
Bezares offers a variety of in-cab controls for Power Take-Offs. Three different size tower consoles for combo control valves are also available. Controls include standard on/off AK101X air kit, AK126X with kick out option, AK127X without kick out, and AK128X with a feathering option.

Specialty control AK145X is offered for the forward and reversible air shift Power Take-Offs.

LV series mechanical lever controls, which are a high quality lever shift option in three different lengths, are offered for applications where air shift is not an option.

Oil tanks
We offer a full line of tanks to fit all application needs. Our tanks are available in aluminum, steel, and poly, ranging in capacities from 7 to 100 gallons. Styles include upright mount, saddle mount, and square side mount, with special order options of sight gauge and two inch ports as well as stainless steel strap options. Custom tanks are available upon request.
Service & Support  Roadranger Support

Roadranger Support
24 Hours a Day at www.EatonPartsOnline.com

www.EatonPartsOnline.com is your “virtual” Roadranger support vehicle. Whether you are a truck maker, dealer, distributor, owner or driver, you can find instant answers when you need them most.

Quickly and conveniently find:
• Guided product selectors
• Product information and resources
• Approved lubricants
• The Roadranger literature library
• Warranty information and Extended Protection Plans
• ServiceRanger
• All aftermarket information in one location

You can also sign up for the free Roadranger e-newsletter. You’ll receive automatic Roadranger drivetrain updates to keep you in the know with money saving and money making news.

You can contact the Roadranger Call Center at 800-826-4357 (HELP) from anywhere in North America. In Mexico call 001-800-826-4357.
Service & Support  IntelliConnect Remote Diagnostics

IntelliConnect remote diagnostics provides near real-time monitoring of vehicle fault codes using your existing telematics provider:

- Increase your uptime
- Reducing unplanned downtime
- Quicker repair diagnosis
- Provide comprehensive fault code action plans
- Over 100 years of transmission expertise

No unnecessary downtime

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<td>Is this down time even necessary?</td>
<td>Integrated with major telematics providers</td>
<td>A total vehicle approach to fault code action plans</td>
<td>Custom alerts available via e-mail or portal</td>
<td>The right service at the right time</td>
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Easy-to-use portal

- Live data using your telematics system
- Fault severity and fault code action plans
- Service Activity Reports
- Customized information delivery
- Customized vehicle watchlist

Sign up today at [www.eaton.com/intelliconnect](http://www.eaton.com/intelliconnect) and view available Telematics Providers online.
Service & Support

Product Supported
You need special software to properly diagnose transmission issues. ServiceRanger 4 is the only software on the market approved to work on Eaton products, including:

- Endurant™
- Precision®
- Fuller® Advantage® Series
- UltraShift® PLUS
- Hybrid Electric Vehicle
- Hydraulic Launch Assist
- AutoShift® / UltraShift® Gen3
- AutoShift / UltraShift Gen2
- Lightning

Keep this tool at your fingertips to provide timely diagnostics to your customers.

Vehicle Link Adapter
ServiceRanger 4 requires a TMC RP1210 communication adapter to communicate with the vehicle. To obtain more information on compatible adapters, visit www.Roadranger.com/ServiceRanger.

Packages
ServiceRanger 4 is offered in two packages: Basic and Professional. Ranging from ‘read only’ to professional full-function service levels, there is a version to meet every need.

ServiceRanger 4 is offered as a subscription program, which gives you access to updates, new features and product support.

### FEATURES

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1) Professional Only

### SERVICE RANGER 4

- **Fault Codes**: Displays vehicle and Eaton fault codes filtered for easy location
- **Service Information**: View troubleshooting directly from a fault code
- **Data Monitoring**: Provides live data
- **Configurations and Calibrations (1)**: Change Eaton configuration settings
- **Programming (1)**: Update product software
- **Other**: Enhanced service activity report - allows for saving, searching, printing

For your convenience, visit www.EatonPartsOnline.com and click on the ServiceRanger button or call 1.800.826.HELP

Reference: SRSL0004
Service & Support  PS-386 Synthetic Transmission Lubricant

“"We tested the PS-386 fluid with BASF & Eaton and found it offered us the outstanding durability we’ve come to expect from Eaton & BASF.”
Allen Caldwell, manager, maintenance technology, First Fleet

Why PS-386 Synthetic Transmission Lubricant?
- Extended oil drain intervals (12.5 times longer than mineral oil drain intervals)
- Less downtime due to proven component durability
- Oil drain intervals extended out to 750,000 miles in some applications
- Improved shear stability results in longer gear and bearing life
- Improved oxidation resistance results in less staining and no sludging
- Eaton PS-386 approved lubricants demonstrated up to 1.5% improved fuel economy over previous approved lubricant

Tested in:
- 100 trucks
- 18 months
- 10,000,000 miles

Now you can order Eaton branded lubricant directly from Eaton. Simply log on and order with your credit card.
www.roadranger.com/lube
Service & Support  PS-278 Procision® Transmission Lubricant

“In the development of Procision, we worked with BASF to create a single lube that not only allowed for extended gear wear but also provided for long clutch life and smooth shifts in any type of weather. PS-278 is the result of millions of miles of reliability testing: we believe we have met our customer expectations.”

Jeff Walker, Eaton Cummins Automated Transmission Technologies product director

Why PS-278 Procision Transmission Lubricant?
- Original OEM factory fill fluid
- Extended oil drain intervals (12.5 times longer than mineral oil drain intervals)
- Oil drain intervals extended out to 150,000 miles (or 10 years in school bus applications)
- Lower fuel costs due to improved fuel economy
- Improved oxidation resistance results in less staining and no sludging

Now you can order Eaton branded lubricant directly from Eaton. Simply log on and order with your credit card. www.roadranger.com/lube
What is an inverter?

An inverter is an electronic device that converts DC power, such as that stored in batteries or generated by an alternator, into regulated household type AC power. An inverter can serve as an alternative to an AC generator to power devices such as:

- CPAP machines
- Computers, TVs, audio equipment, video systems, video game systems
- Household-type appliances such as microwave ovens, coffee makers
- Battery chargers for mobile phones or laptop computers
- Creature comforts such as refrigerators and electric blankets and small heaters and fans

Some small inverters do have power port plugs that connect into cigar lighters or power ports. Do not plug into cigar lighters. These inverters should only be used for extreme light-duty applications of typically less than one amp AC.

Why is it important to select the right inverter?

Inverters should be properly specified or selected in order to avoid personal injuries, mechanical and maintenance issues. It is important to select an inverter which has been specifically designed to operate with the extreme vibrations and harsh conditions of the trucking industry. Since an inverter is an electronic device, most OEM-installed electronics are designed, validated and tested to SAE standards. An aftermarket inverter should also adhere to these standards:


Inverters should be tested and approved to UL or CSA electrical regulatory standards. Non-approved inverters may initially cost less, but they can increase maintenance costs by reducing battery life, damaging AC devices, and requiring additional maintenance and demand on the vehicle’s electrical system. Low-quality inverters or improper inverter installations can create safety hazards, including potential fires.

Worry-free operation

Our unique firmware uses AC/DC and temperature sensing along with redundant safety features and Ground Fault Circuit Interrupt (GFCI) protection to assure worry free operation in all operating conditions. Favored by North American truck OEMs and after market professionals, the Eaton inverter sets a new standard for quality and performance.

Now available in 1250W, 1500W and 1800W

- Programmable low voltage disconnect
- Detachable display panel for remote mounting
- Programmable battery charging options
- 2-year product warranty
- Free on-site technical support for fleets
- Train-the-trainer for fleets that prefer to do own installation
- OEM Option Codes available
- Provides true sine wave at modified sine wave pricing
**Service & Support** Eaton True Sine Wave Inverters

**True Sine Wave advantages**
Operating at 87% typical efficiency, the Eaton True Sine Wave Inverter provides superior output waveform quality while maintaining comparable efficiency to modified sine wave inverters. The Eaton inverter is compatible with all types of AC powered electronics, such as sleep apnea machines, computers and entertainment systems, without the damaging effects of modified sine wave inverters.

**Eaton Standard inverter**
When shore power is available, the inverter automatically switches DC power to AC utility power, minimizing battery discharge and eliminating the need for external switching. Combined with an optional 40A internal battery charger, the Eaton True Sine Wave Inverter creates a complete vehicle AC power solution.

**Eaton E-Series inverter**
Use the E-series inverter when there is no ability to connect to shore power but you still want the convenience of AC voltage. The E-Series inverter comes without a transfer switch and battery charger.

### Specifications for Standard and E-Series

<table>
<thead>
<tr>
<th></th>
<th>Eaton Standard Inverter</th>
<th>Eaton E-Series Inverter</th>
</tr>
</thead>
<tbody>
<tr>
<td>12ADC input to 120VAC output</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>True Sine Wave output</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>1250w/1500w/1800w output</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Low voltage disconnect</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Automatic over temperature shutdown</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Optional battery charger</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Shore power adaptable</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AC transfer switch</td>
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<td>✓</td>
</tr>
<tr>
<td>Warranty</td>
<td>2 years</td>
<td>2 years</td>
</tr>
<tr>
<td>Width</td>
<td>9.4”</td>
<td>8.9”</td>
</tr>
<tr>
<td>Depth</td>
<td>18.1”</td>
<td>15.7”</td>
</tr>
<tr>
<td>Height</td>
<td>4.3”</td>
<td>4.3”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Output power</th>
<th>1000W</th>
<th>1800W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output</td>
<td>True Sine Wave</td>
<td>Modified Sine</td>
</tr>
<tr>
<td>LVD</td>
<td>12.2V, 11.8V, 10.5V</td>
<td>11.8V, 10.5V</td>
</tr>
</tbody>
</table>

**Protection**
- Battery overvoltage and undervoltage protection
- Overtemperature shutdown
- Automatic overload protection
- Short circuit protection
- Ground fault protection

**Agency approved**
- ETL listed to UL458 and CSA C22.2
- Only inverter that meets SAE J1455 CV Truck vibration test – a testament to Eaton durability

**Specifications for Standard Inverter ONLY**

**AC Transfer Switch**
- AC mains monitoring for failure detection
- On AC mains failure, inverter will automatically transfer to DC mode and continue to power AC loads
- 20A 120V AC transfer switch standard on all models
- AC mains monitoring for automatic transition between DC and AC power sources

**Battery Charger**
- Input voltage: 95-135 Vac
- Output current:
  - 2A, 5A, 10A, 20A, 40A DC
- Efficiency: >80% @ 25°C
- Type of charging: Constant current, constant voltage and float charging
- Internal temperature compensation

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Reference: APSL0606, 0608
Service & Support  Roadranger Extended Protection Plans

Coverage for Peace of Mind
Keeping your truck on the road is critical to your livelihood. Roadranger® Extended Protection Plans give you peace of mind knowing that, despite increasing parts and labor costs, or how severe the work conditions are, you can repair your truck to its original standard of quality.

Comprehensive Coverage
Roadranger Extended Protection Plans cover the transmis-
sion, clutch, and 100% of parts and labor on all warrantable failures. For a relatively modest investment, you can rest easy, knowing that Roadranger is there to support you throughout the life of your truck. You choose the protection that meets your needs.

You’re Covered Everywhere
With our Extended Protection Plans, you are never far from parts and service, with over 3,500 authorized dealers in the U.S. and Canada.

How to Order...The Process Is Simple
• Simply log on to eatonpartsonline.com, click the Warranty Info button, and look for Extended Protection Plans. You can review options and pricing online.
• Click “Order Online” to access the interactive Roadranger Warranty Assistant. It will assist you in selecting the right coverage.
• You will receive an invoice for the coverage. Once payment is received, a confirmation of your coverage will be sent, and you are covered.
• Alternatively, you can use the mail-in order form available on the website and send via email, fax or regular mail.

Benefits
1. Full Warranty Protection
Full parts and labor on warrantable failures.
2. Service Available at All OEM Dealer Facilities
3. Genuine Parts
All replacement parts will be genuine Eaton parts, so you know your repaired vehicle will have the same outstanding quality it had when it was first purchased.
4. Simple Payment Options
You can purchase a Roadranger Extended Protection Plan by rolling it into the financing of your new vehicle, or simply order online. Peace of mind has never been easier to obtain.
5. Protection from Cost Inflation
Your Extended Protection Plan covers all repairs to your vehicle’s drivetrain, regardless of increases in parts or labor that are certain to occur over time. One simple payment now can save you substantial repair charges in the future.
6. Enhanced Resale Value
Repairing your vehicle with genuine Eaton parts increases its resale value. Plus, your coverage is transferable, further enhancing your resale value.

Expanded Lineup of Extended Protection Plan Offerings
Heavy- and Medium-Duty Transmissions (Manual and Automated)
Full coverage is provided for all Eaton heavy- and medium-duty manual and automated transmissions.

All Vocations
Extended Protection Plans cover all drivetrain components, regardless of the severity of use in your industry, including logging and mining vehicles.

Single Year Coverage Available
Roadranger Extended Protection Plans may be purchased for as little as a single year, so you do not have to purchase coverage for longer than you expect to own your vehicle.

Refer to the warranty guide (TCVY0900) for complete details.
Keep Ahead of the Curve with Training from the Experts

The Roadranger Academy offers hands-on and computer-based instruction your technicians need to move more trucks through the bays and reduce “comebacks”.

Roadranger Academy teaches:

• Techniques and shortcuts used by the experts.
• How to more accurately diagnose problems through hands-on training.
• How to use valuable class materials referencing what they learned, including service bulletins, service manuals and troubleshooting guides.

To register for classes in your area or see what computer and web-based training is available, go to www.roadrangeracademy.com.
Factory Reman Bundle Warranty/Clutch Installation Kit Bundle Warranty
Roadranger Warranty Registration Form TCWY0760

Use this form to activate additional one year warranty on:
• Heavy-duty Standard Reman/FLEX Reman, Reman Glider Kit and EverTough clutch
  (Factory Reman Bundle Warranty)
• EverTough clutch (Clutch Installation Kit Bundle Warranty)

Registration for additional warranty must be completed/submitted within one year of retail sale of bundled products.

Factory Reman Bundle Warranty Instructions:
1. Purchase of heavy-duty Reman transmission, Advantage/EverTough clutch and Eaton-approved synthetic lubricant is required to activate additional 1-year warranty on above items.
2. Please enclose proof of purchase or repair order listing transmission, clutch and lubricant along with this form to activate the warranty.
3. Coverage confirmation will be sent by USPS mail.
4. Advantage clutch, UltraShift, UltraShift PLUS and Lightning transmissions (FRLO models) are not included in this program.

Clutch Installation Kit Bundle Warranty Instructions:
1. Purchase of EverTough clutch and clutch installation kit is required to activate additional 1-year warranty.
2. Please enclose proof of purchase or repair order listing clutch and installation kit along with this form to activate the warranty.
3. Coverage confirmation will be sent by USPS mail.
4. All genuine clutch installation kits qualify.
5. Advantage and UltraShift clutches are not included.

Step 1: Enter owner/dealer information

Owner:___________________________________________________________
Address:__________________________________________________________
City:______________________________________________________________
State/Prov:________________________ Postal Code:_____________________ __
Phone:___________________________________________________________ __
Email:____________________________________________________________

Dealer Code:______________________________________________________
Dealer:___________________________________________________________
Dealer Contact:_____________________________________________________
Dealer Contact Email:______________________________________________
Address:__________________________________________________________
City:______________________________________________________________
State/Prov:________________________ Postal Code:_____________________ __
Phone:___________________________________________________________ __

Step 2: Enter vehicle/component information

OEM __________________________________ Date-In-Service ________________________ Current Odometer ___________________ ○ MI ○ KM
Chassis VIN (17 characters): _______________________________________________________________________________________________________________
Transmission Model: ___________________________________________________ Transmission Serial: ________________________________________________
Clutch Part No.: ______________________________________________________   _  Clutch Installation Kit Part No.: ______________________________________
Clutch Serial Number/Build Date ___________________________________________________________________________________________________________
Lube Brand and picture of Eaton logo on container (or invoice):  _______________________________________________________________________________
Vehicle vocation (choose one only)

  ○ Linehaul  ○ Construction  ○ Pickup and Delivery  ○ Fire Services  ○ Rescue Vehicle  ○ Recreation Vehicle
  ○ Transit Coach  ○ School Bus

  ○ Off Highway  ○ Agriculture  ○ Heavy Haul  ○ Logging  ○ Mining
  ○ Oil Field  ○ Refuse  ○ Yard Tractor  ○ InterCity Bus

Step 3: Mail, fax or email this completed form with proof of purchase to:

Mail: Eaton
     c/o 360 Services, Inc.
     275 E. 12 Mile Rd.
     Madison Heights, MI 48071

Fax: 1-734-591-7899

Email: roadrangerprotection@eaton.com

Check here for email confirmation of warranty submission (please ensure you enter your email address above).
Learn about Eaton's entire portfolio of truck and automotive parts and services for the aftermarket at EatonPartsOnline.com

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