



Today's CV Axle Market Trends

Like many automotive components, the "half-shaft" is made up of serviceable subassemblies. When front-wheel drive became widely available in the 1980s, the aftermarket embraced service components for these axles. Boots, clamps, snap-rings and axle nuts have survived into the modern aftermarket. The "guts" of the CV joint are long gone from most store and DC shelves.

There still are aftermarket manufacturers offering the balls, races, cages and housings to rebuild an individual CV joint.

However, very few customers are interested in rebuilding a CV axle in the first place.*

Why New CV Axles are Now Overwhelmingly Preferred Over Reman Units

Reman axles traditionally have been a popular stocking category in the past. However, in today's market more and more traditional marketers as well as retailers are opting for new half-shaft assemblies.* New complete CV axle assemblies have now become the industry standard, for the following reasons:

- New replacement CV Axles are now available for most applications, including late model vehicles.
- More retailers, WD's and Jobbers are opting for new half-shaft assemblies reman, because stocking reman units ties up additional inventory dollars in the form of core charges, and requires additional labor expense in terms of handling, processing and returning these cores to the DC or manufacturer.
- The reman market can also be limited by the number of acceptable cores in circulation.
- New CV axles have the advantage of being built to the vendor's specifications, rather than copying the OEM design. This allows a manufacturer to consolidate part numbers or redesign components to address known failure points or simply to offer a unique product to their customers.
- Minimize inventory for expanded coverage



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*Source: Counterman.com

†Where applicable.

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