

Freightliner Action Bulletin

FAB021

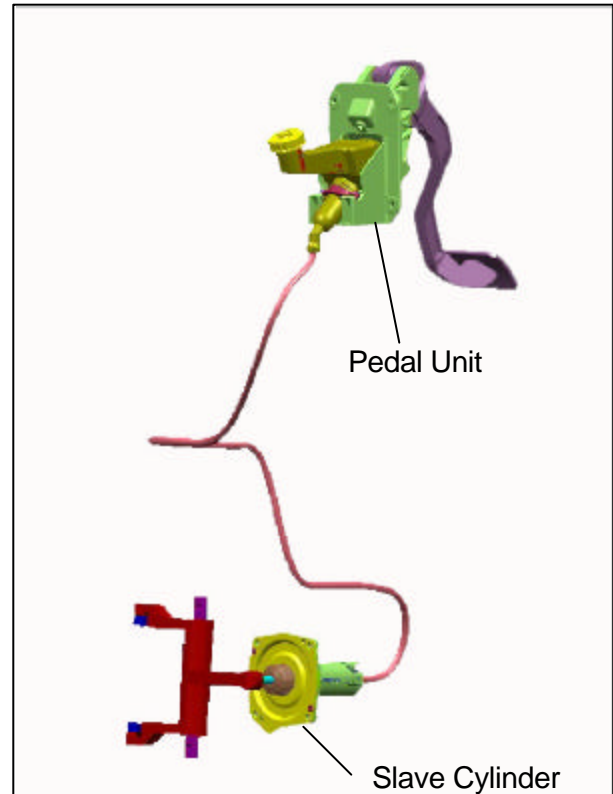
3/28/03

M2 Hydraulic Clutch Control

The constant starting and stopping of a vehicle in a regional application can put a lot of physical stress on a driver. Actuating the clutch and other pedals over the course of a day can simply wear a driver out. That is why Freightliner offers a hydraulic clutch control on Business Class M2. The hydraulic system requires less pedal force to disengage the clutch, reducing driver fatigue. The system also keeps the cab environment quieter by eliminating the direct noise path from the engine to the cab that a mechanical clutch linkage creates.

The hydraulic clutch control system consists of a pedal unit and a slave cylinder connected by a hydraulic hose and fastened with quick-disconnect clamps for easy maintenance. The pedal unit includes a hydraulic subassembly, composed of the master cylinder and reservoir. The components of the system have been specially designed to use readily available DOT 4 brake fluid.

When the clutch pedal is pressed, the fluid in the master cylinder is forced through a hydraulic line to the slave cylinder. The fluid pressure moves the slave cylinder piston, pushing the plunger rod and clutch release lever, disengaging the clutch.



Hydraulic Clutch Control Assembly

Selling Points

- Reduces driver fatigue
- Less noise in the cab
- Proprietary to Freightliner
- No need to worry about linkage adjustment
- More time on the road by reducing maintenance time

Availability

- Standard on Business Class M2 when Mercedes-Benz or Eaton Fuller synchronized transmissions are selected
- Optional on M2 with Eaton Fuller unsynchronized transmissions.

Data Code

182-005 Hydraulic Clutch Control

Further

Information Freightliner Sales Engineering