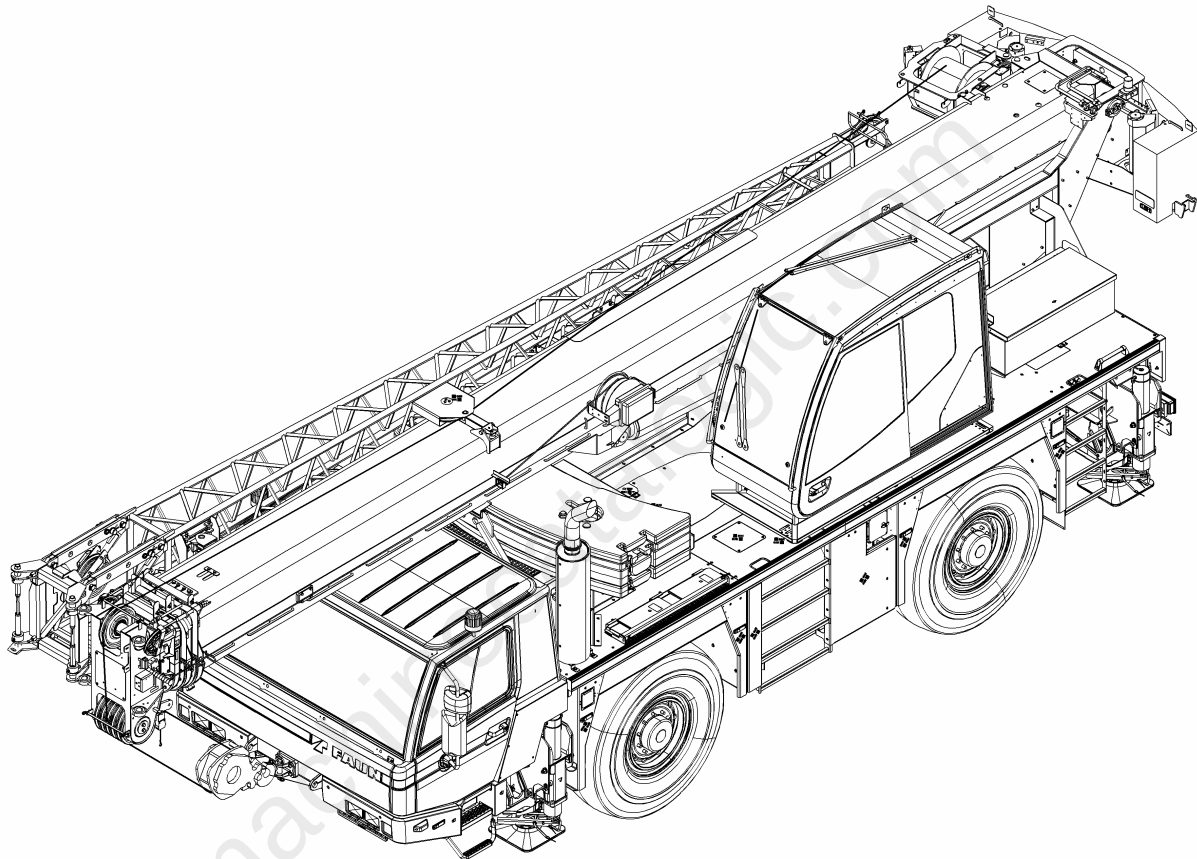


Operating, Service and Maintenance Manual

ATF 40G-2



06304

Vehicle identification no: WFN2 RUJ R6 72040101

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5.7 Cruise Control

The Cruise Control functions enable the driver to maintain a certain speed previously selected, even under changing load conditions, without having to actuate the accelerator pedal.

The Cruise Control can be adjusted as of 38 km/h up to the vehicle's maximum speed.

DANGER

Do not use the Cruise Control under winter-time or skidding road conditions nor if the traffic conditions are not absolutely clear. Risk of accidents!

NOTE

Only use the Cruise Control if the traffic conditions allow driving at a constant speed.

When the Cruise Control is activated, the driver can release the accelerator pedal.

The set speed can be exceeded, e.g. in order to overtake another vehicle, by actuating the accelerator pedal accordingly.

Switch the Cruise Control off if you want to exceed the set speed for an extended period of time.

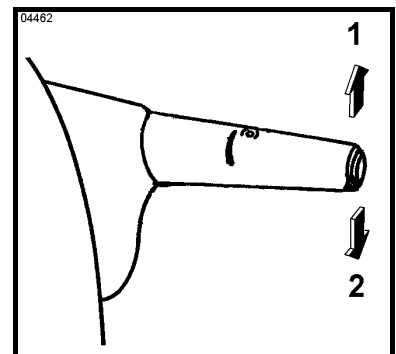
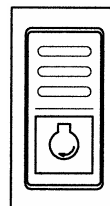
Due to the engine power output, the current speed may be lower than the set speed when driving on uphill gradients.

To maintain the set speed when driving on downhill gradients, the fuel flow is reduced to the flow needed at idle speed via the engine control system. If the braking effect of the engine is no longer sufficient, the set speed might be exceeded.

The set speed must not exceed the admissible maximum speed for the corresponding gear (observe the revolution counter).

5.7.1 Traveling

The Cruise Control is activated via the rocker switch **79** "working speed" and the control lever installed on the steering column.



Memo:

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Legend ref. Figure-No. 1.10:

- 1 = Output shaft to the front axle (converter-side)
- 2 = Sliding sleeve front axle disconnect - disconnection
- 3 = K3-Spur gear – Input
- 4 = Output shaft to the rear (rear side)
- 5 = Pneumatic or hydraulic engagement and disengagement the front axle disconnect
- 6 = Connection actuation front axle disconnect (pneumatic/hydraulic)
- 7 = Switch for indication or acknowledgement front axle disconnect

1.11 Retarder:**1.11.1 General:**

The hydrodynamic Retarder (fluid brake), installed upon request, is arranged between engine and torque converter thus achieving a good braking effect in all gears.

The Retarder is a wear-free, gear-depending acting hydrodynamic-brake.

The application of the Retarder is therefore especially to recommend at longer downgrade drives or to brake down out of high driving speeds, because in this way, the service brake will be saved and in an emergency case, the full braking effect (no fading) of the service brake will be disponible.

This is the case of a so-called primary retarder, i.e. it is positively engaged with the engine.

Therefore, in the lower gear, higher braking moments can be achieved then in the corresponding higher gears.

Because of this fact, it is necessary that by a control device, supplied by ZF, the installed WK must be closed, so that the full retarder moment can become effective.

1.11.2 Layout and Function of the Retarder:

The Retarder in its functional components (see Draft) is composed of the Rotor, the Stator and the Control device. The Rotor (the rotating part of the retarder) is driven from the overrunning vehicle via axle, universal shaft, transmission and shift clutch.

The two-piece stator is composed of the stator itself, which is rigidly connected with the gearbox housing and the stator ring. This stator ring is a vane ring which is arranged between rotor and stationary stator, and serves to reduce the idling losses.

The control device is a valve block which is controlled by means of compressed air.

In shut off condition, i.e. without oil filling, the stator ring will be hold in a position by spring force by which bypass ducts between rotor and stator impellers will be created.

In the retarder mode, i.e. with oil filling, the stator ring will be displaced by the circulating oil by exceeding the spring forces up to a stop.

In this position, it is creating together with the stationary part of the stator a closed impeller ring „counter-rotating“, to the rotor.

The braking procedure itself will be started via a hand- or foot-actuated control valve.

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