

Freightliner Custom Chassis Towing Guideline Overview

Custom Chassis

Towing Overview



- Always tow from the front
- Remove the drive shaft
- Release the brakes / Air up suspension
- When in doubt...
 - 1-800-FTL-HELP
 - 1-800-385-4357



Tow From the Front



- Tow from the front to prevent overloading the front axle
- Weight shift to the front axle while lifting the rear can overload front axle components.
- Limited moving of coach by lifting the rear may be required to gain access to the front of the vehicle. It is best to call 1-800-385-4357

Tow From the Front

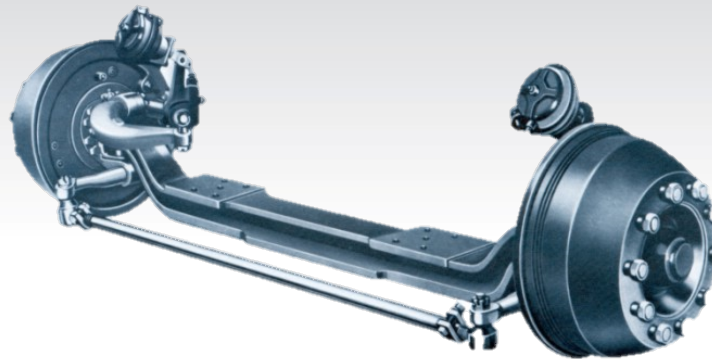
- Lifting by tires is preferred.
 - Tow truck operator will need to know distance from front cap to center of axle.
 - Do not 'pull' or lift on A-arms of IFS



A-Arm of IFS

Tow From the Front

- You can pull on beam axles.



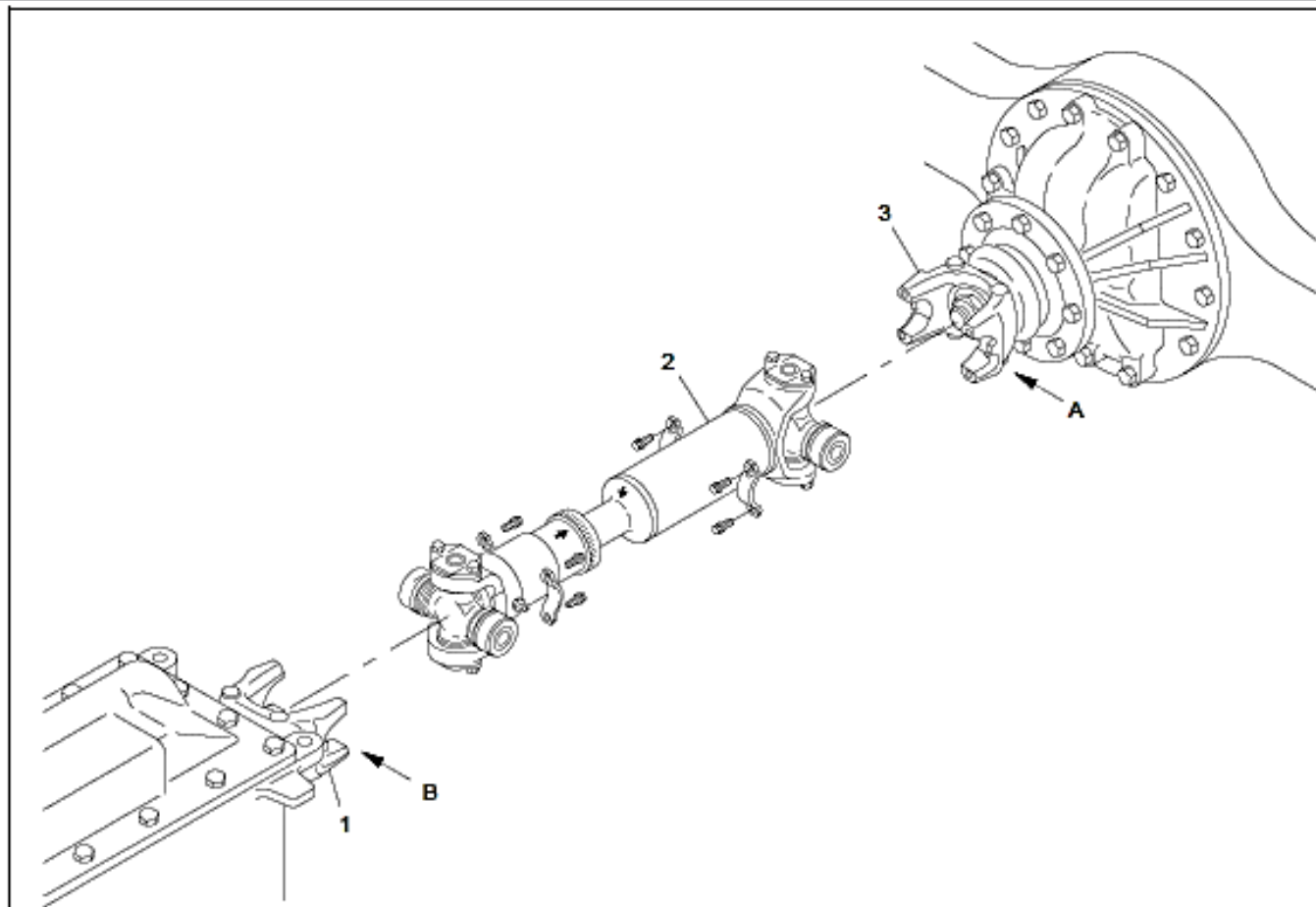
- Flat bed only on occasion. There may be an issue with height, as Coach on a flatbed may be taller than overpasses.

Remove the drive shaft



- Remove the drive shaft to prevent Transmission damage and damage to U-joints.
- Optional, remove axles shafts.
- All tow truck operators should be trained on this procedure.

Remove the drive shaft



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NOTE: Not all fasteners are shown.

- A. Uncouple this end first; couple this end last.
1. Transmission Output-Shaft Half-Round End-Yoke
2. Driveshaft

- B. Uncouple this end last; couple this end first.
3. Single Axle or Forward-Rear Axle Input-Shaft Half-Round End-Yoke

Release the Brakes

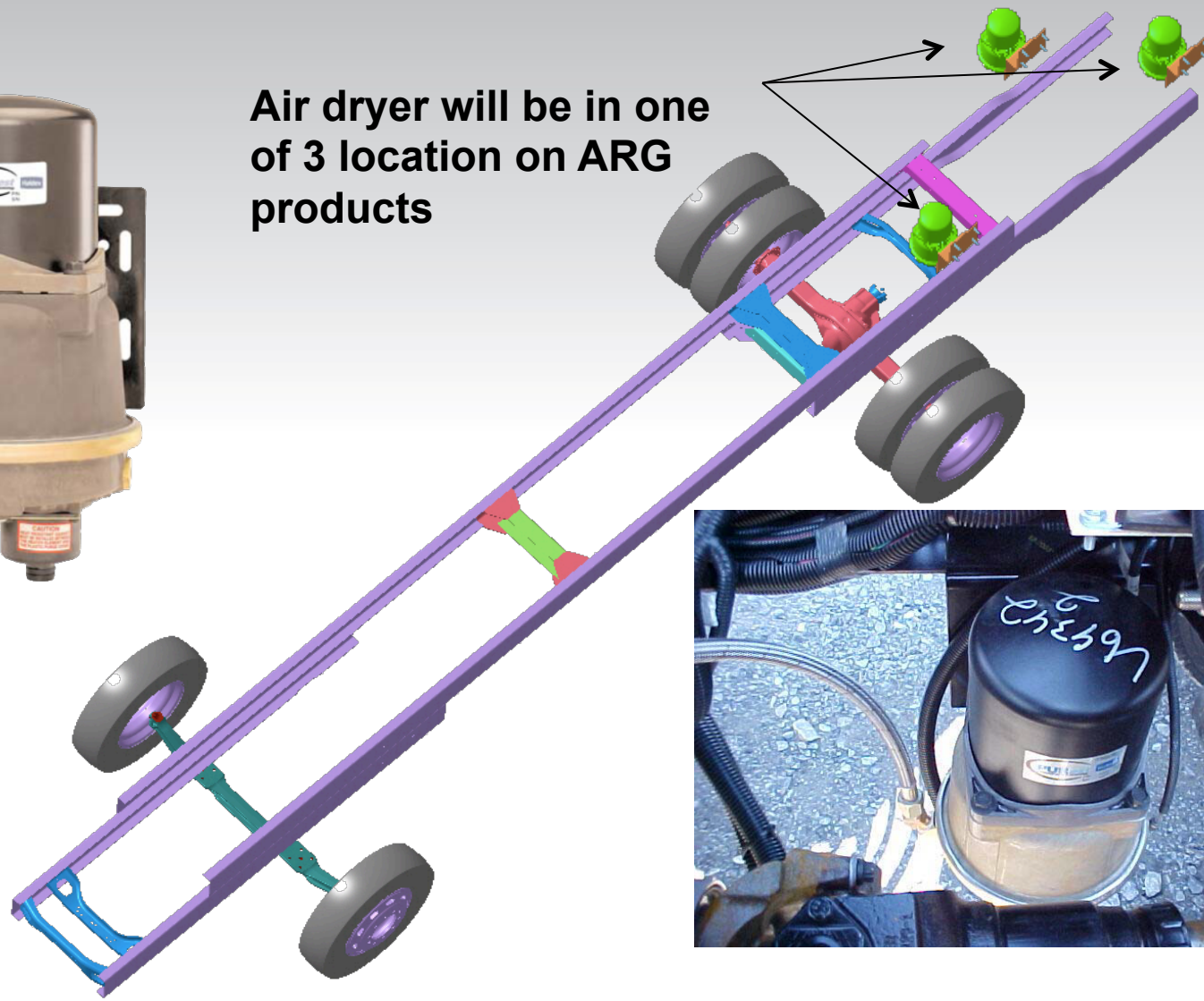


- The parking brakes are applied by springs - when there is no air pressure to release them, they are 'on'.
- Air pressure will need supplied by the tow truck operator thru the air dryer
- This also ensures suspension is aired up.
- Or, the tow truck operator will need to manually cage the brakes

Release the Brakes – Air Dryer Location



Air dryer will be in one of 3 location on ARG products

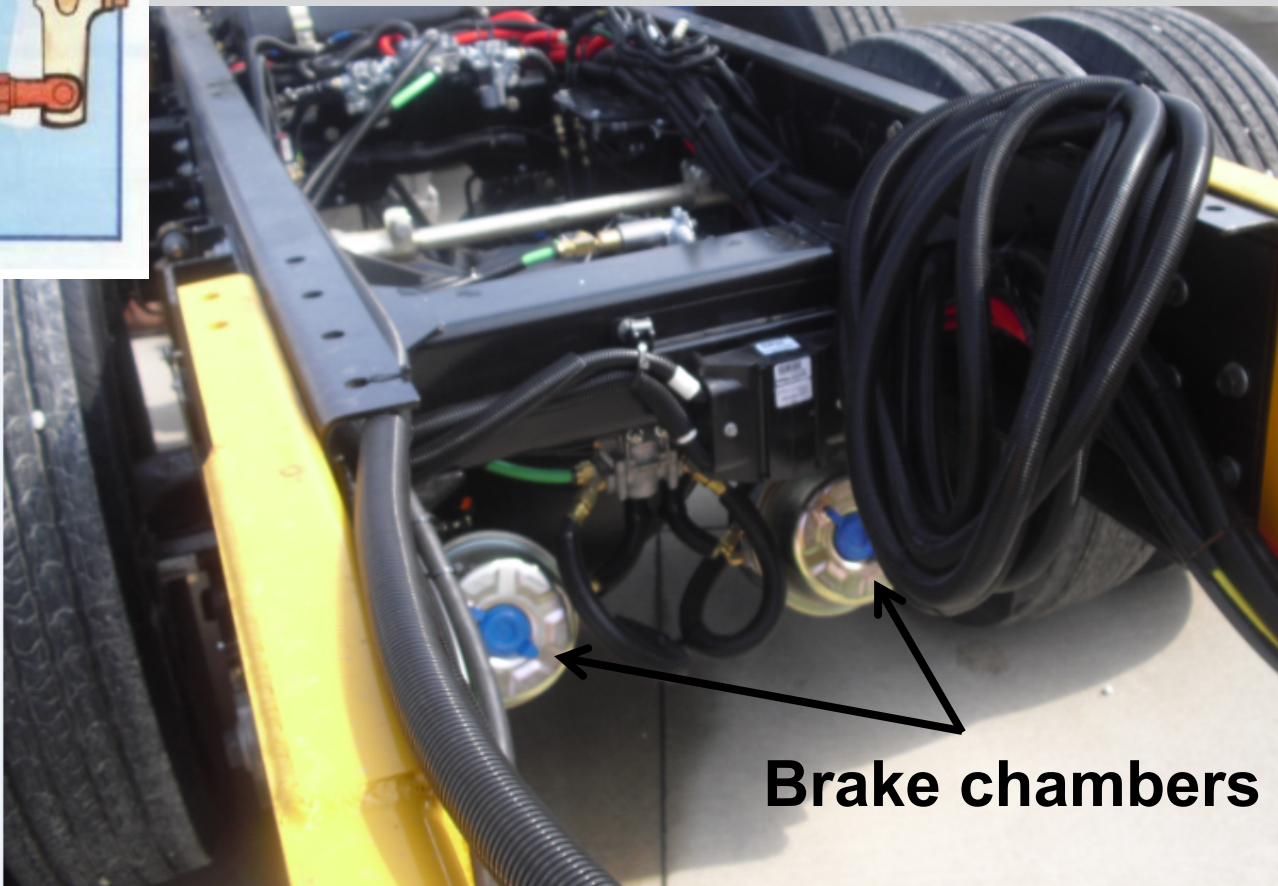
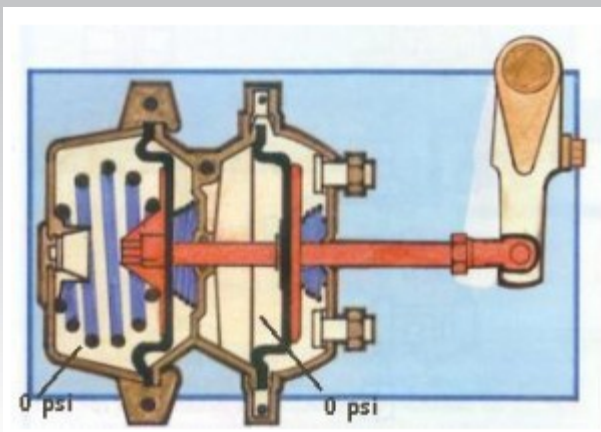


Release the Brakes – Cage the Brakes

FREIGHTLINER

Custom Chassis

Driven By You



Brake chambers

Owner's Manual

Towing

Towing the Vehicle

IMPORTANT: When it is necessary to tow the vehicle, follow the instructions below closely to prevent damage to the vehicle.

On vehicles equipped with an independent front suspension, do not tow the vehicle by the suspension assembly. Components of the suspension can be damaged.

When towing or pushing any vehicle equipped with an Allison transmission, disconnect the driveshaft at the rear axle and support it as necessary, regardless of the distance or speed traveled.

Removing the Transmission from the Park (P) Position

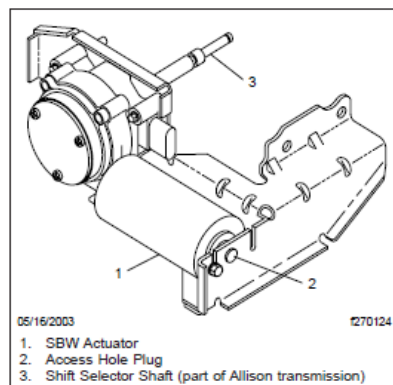
If a vehicle with a shift-by-wire (SBW) system needs to be towed and the system cannot be activated to take the transmission out of Park (P), follow the steps in the procedure below.

1. Set the parking brake on the tow vehicle.
2. Chock the tires of the tow vehicle.
3. Set the parking brake on the disabled vehicle.
4. Chock the tires of the disabled vehicle.
5. Underneath the disabled vehicle, at the transmission, remove the access hole plug at the rear of the SBW actuator. See Fig. 13.1.
6. Insert a 3/16-inch allen wrench or hex key through the access hole into the rear of the actuator. Turn the allen wrench in a clockwise direction until the transmission comes out of the Park (P) position.
7. Replace the access hole plug.
8. Remove the chocks from the tires of both vehicles.

NOTE: The transmission may also be placed in the Park (P) position using this procedure.

Front Towing Hookup

1. Disconnect the battery ground cable.
2. If the vehicle is to be lifted and towed, remove the driveshaft.



05/16/2003

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1. SBW Actuator
2. Access Hole Plug
3. Shift Selector Shaft (part of Allison transmission)

Fig. 13.1, SBW Actuator (at transmission)

NOTICE

Failure to remove the driveshaft when towing the vehicle with the rear wheels on the ground could result in damage to the transmission and other parts.

WARNING

- Due to the many variables that exist in towing, positioning the lifting and towing device is the sole responsibility of the tow vehicle operator. The operator must be familiar with standard towing industry safety measures. Improper procedures could result in personal injury or death.
3. Attach the towing device.
 4. Lift the vehicle and secure the safety towing chains. If additional clearance is needed, remove the front wheels.
 5. Connect the clearance lights, taillights, and signal lights. Connect any special towing lights required by local regulations.

Towing

WARNING

Before releasing the parking brakes, make the connection to the towing vehicle or chock the tires on the disabled vehicle. Failure to do so could result in hazardous conditions because the vehicle could suddenly roll and injury could occur.

6. Release the parking brake.

NOTICE

Before attempting to tow a vehicle with air suspension (and during the towing operation), ensure that the air suspension is properly aired. Air the suspension through the Schrader valve on the air dryer. Attempting to tow a vehicle with an improperly aired suspension may result in damage to the chassis and body.

Rear Towing Hookup

1. Position the front tires so that they point straight ahead and secure the steering wheel in this position.
2. Disconnect the battery ground cable.

WARNING

Due to the many variables that exist in towing, positioning the lifting and towing device is the sole responsibility of the tow vehicle operator. The operator must be familiar with standard towing industry safety measures. Improper procedures could result in personal injury or death.

3. Attach the towing device.
4. Lift the vehicle and secure the safety towing chains. If additional clearance is needed, remove the bumper extension, if so equipped.
5. Connect the clearance lights, taillights, and signal lights. Also connect any special towing lights required by local regulations.

NOTICE

Before attempting to tow a vehicle with air suspension (and during the towing operation), ensure that the air suspension is properly aired. Air

the suspension through the Schrader valve on the air dryer. Attempting to tow a vehicle with an improperly aired suspension may result in damage to the chassis and body.

Towing With the Vehicle

WARNING

Freightliner neither recommends nor approves connecting a trailer or other towed vehicle's braking system directly to the vehicle braking system. Freightliner also neither recommends nor approves tapping into the vehicle air brake system, nor operating a towed vehicle or trailer's braking system by means of the vehicle braking system. Failure to observe this warning could result in severe injury or death, or substantial property damage.

The towing vehicle's brake system is rated for operation at the GVWR and does not include the towed weight. Separate functional brake systems and chocks must be used for safe control and parking of towed vehicles and trailers weighing more than 1500 lbs (681 kg).

Do not tow unbraked vehicles if the combined weight of both vehicles is more than the sum of the gross axle weight ratings (GAWR) of the towing vehicle. Otherwise brake capacity will be inadequate, which could result in personal injury or death.

General Information

IMPORTANT: An auxiliary braking system is strongly recommended when towing. Follow your state's motor vehicle regulations and the body builder's recommendations to determine if an auxiliary system is required for towing.

1. Never load the vehicle over the Gross Vehicle Weight Rating (GVWR). Considerable damage to the drivetrain may result if the vehicle is over its GVWR. Check the GVWR safety compliance certification label (provided by the final manufacturer) to find the GVWR.
2. Use the Gross Combined Weight Rating (GCWR) and Gross Vehicle Weight (GVW) to determine

Owner's Manual



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