

Freightliner Severe-Duty Trucks



FLD 120SD Conventional

THE MOST TAILORED SOLUTION TO THE TOUGHEST JOBS.

More and more severe-duty truck owners are turning to the Freightliner FLD 120SD. To understand why, just make a few comparisons.



Clean frame rails and outboard components located to your specifications help simplify and accelerate body installation.

But Freightliner designed the FLD 120SD for the needs of the '90s. We incorporated the latest ideas in easy maintenance and driver productivity, and used computer-aided techniques that put strength where it's needed without taking pounds from payload capacity.

Second, compare truck options and manufacturer

flexibility. Freightliner can best match components and their placement to your application. Choose the optional set-forward front axle to meet bridge law requirements. Choose all-wheel-drive with a choice of step or subframe. Specify dual-steer axles, lift axles, frame rail and insert packages rated to over 6.8 million RBM. Add high-capacity suspensions, front or rear PTOs — you name it, Freightliner delivers.



Choose set-forward or set-back front axle to match your maneuverability and weight distribution requirements.

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Swept-back bumper and fender design make the FLD 120SD more maneuverable and less prone to body damage.

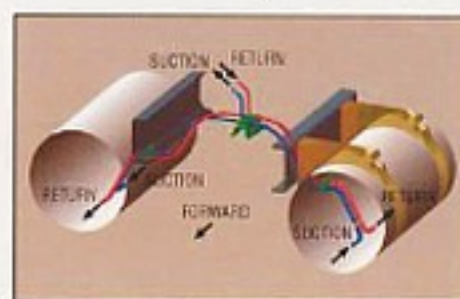
To get to the severe-duty configuration you need, you can specify components from the ground up or tailor our standard SD package to your operation. In any case, the best place to start is at your Freightliner Dealer today.

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BUILT FOR ROUGH SERVICE EVERYWHERE BUT IN THE SHOP.

When Freightliner began to design a modern alternative in severe-duty vehicles, customers said they wanted a truck whose maintenance and service wouldn't nickel-and-dime their profit margins away. So the FLD 120SD sets a new high standard for reliability and efficient repair.



To improve ground clearance, Freightliner's advanced EquiFlo Inboard Fuel System eliminates fittings at the bottom of the fuel tank and crossover lines between tanks.

For example, the FLD 120SD was designed to resist many of the stresses that lead to loose bolts, rivets and welds. By using advanced computer-aided analysis, we locate the front cab mounts at the point of least deflection of the frame rails to best isolate the cab from movement. If you wish, you can also specify HUCKBOLT® fasteners.

There's a world of difference between preventing maintenance and preventive maintenance: the FLD 120SD encourages timely inspection and maintenance with easily accessible daily checkpoints. Access to service points is simple too, thanks to the easy-tilt torsion-bar hood and rear engine access from up front, rather than through the interior of the cab. Brake drums are outboard-mounted. Components are custom-located for your convenience, not ours.



The high capacity of our optional cowl-mounted air cleaners assures full power in dusty conditions.

Only Freightliner crimps and solders its electrical connectors for uncompromising reliability.

The biggest improvement in truck serviceability? Most technicians name the FLD 120SD's centrally located, simply organized electrical system. Instead of starting with existing components, Freightliner designed this electrical system from the ground up for greater reliability and easy repair.

The circuit breaker panel and bus bar are centrally located inside the cab. All electrical components are neatly arranged and the number-coded wiring is easy to trace.



Choose from a wide selection of fuel tank capacities and configurations mounted to your specifications, including a variety of split hydraulic/fuel tanks.



Even the FLD 120SD's standard wiring system is sufficient to handle triple trailer operations without modification. To help prevent corrosion, all external connectors and wiring are protected from moisture, dirt, salt and abrasion. All electrical connectors are crimped and soldered for unshakable reliability. The electrical panel consists of circuit breakers, not fuses — many reset automatically. The number-coded wiring remains easy to trace long after color-coded wiring fades away. Plus, twin isolated circuits for headlights, trailer marker lights and tail lamps protect against the total failure of any illumination system.

Throughout, this is a truck that keeps service simple. The riveted cab is easy to repair. The flat glass windshields are easy and economical to replace. The air lines are isolated and protected from vibration. Freightliner's advanced EquiFlo® fuel system eliminates crossover lines to increase ground clearance and to improve fuel flow in colder weather. In every detail, Freightliner does things right to save time and money.



The easy-tilt torsion-bar hood encourages daily maintenance.

Choose from a wide selection of fuel tank capacities and configurations mounted to your specifications, including a variety of split hydraulic/fuel tanks.

The battery box can be mounted under the steps, where access is quick and easy.



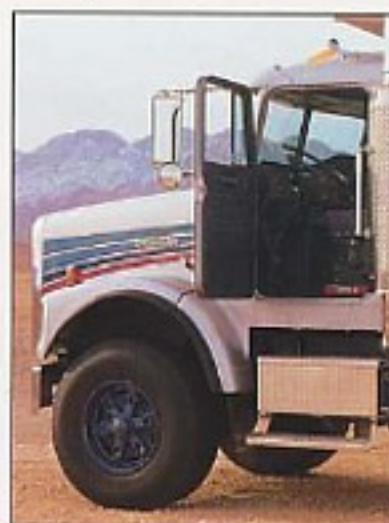
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MAKING THE DUTIES OF THE DRIVER A LITTLE LESS SEVERE.

Attention to ergonomics was a high priority in the design of the FLD 120SD and it shows. Freightliner gives drivers every opportunity to concentrate on the job at hand — and gives them an extra edge at critical moments.



Wide steps, aggressive tread design, well-positioned grab handles and optimum, 75-degree door opening permit effortless entry and exit.

To help keep drivers alert and productive, the FLD 120 includes standard features like power steering, a comfortable heater/air conditioning system, and a carefully designed entry and exit system with optimum door opening angles and strategically located steps and grab handles. The operator has excellent leverage on the foot pedals, allowing use of their full range without discomfort or fatigue.

An air-ride driver's seat is standard — but you can name virtually any brand, model or style of seating you prefer. The same goes for manual and automatic transmissions. Select from a full range of suspensions, too, including beam, composite spring, and Freightliner's own AirLiner air suspension — one of the most effective and easily maintained air suspensions on the market.

Giving drivers that extra edge when they need it begins with the FLD 120SD's set-back front axle, excellent turning radius, and swept-back bumper and fender design. These features mean better maneuverability on narrow truck landings and amid the chaos of construction sites.



Many operations specify this optional 20" x 36" rear window for maximum visibility.

A driver works better when he has a better view to begin with. So we designed the FLD 120SD with commanding visibility — out the big, wide, flat windshields, over the sloped hood, through the wide-angle lens in the passenger door, in the big West Coast-style side mirrors, and through the two-spoke steering wheel to the well-organized instrument panel.

Finally, drivers and owners enjoy the ultimate edge with Freightliner's acclaimed anti-lock braking system. We were the first North American manufacturer to offer advanced ABS for heavy-duty trucks. Our standard ABS proves its value each time it permits controlled braking in



The wrap-around dash is famous for its good looks and its intelligent organization of all standard and optional instruments.

panic stops, especially on wet or slippery surfaces.



User-friendly heater/AC controls can be operated without taking your eyes from your driving.

Whether you drive your own truck or you're looking to recruit and retain good drivers — do yourself a favor: discover why the FLD 120SD is an investment that runs circles around its competitors. Let your Freightliner Dealer help you spec out exactly the truck you need for your severe-duty environment.



Choose from a wide selection of seating, upholstery and other interior furnishings to make your FLD 120SD fit your tastes, budget and operating style.

Typical Specifications

Typical specifications for the Freightliner FLD 120SD Dump Truck shown on the front cover include a combination of standard and optional equipment.

Model: FLD 120SD Conventional, set-back front axle, dual drive truck. (Dump body not included.)

Cab: 120" BHC aluminum, non-sleeper, with heavy-duty cab kit.

Engine: Caterpillar 3406C, 425 hp @ 1900 rpm with engine brake; 1500 watt/115 volt block heater with receptacle mounted under RH door.

Clutch: Rockwell Hi-Capacity 15.5" dampened ceramic 2-plate.

Cooling System: 1203 sq. in. cross-flow radiator with draincock; anti-freeze to -30° F with Nalcool 2000; Fleetguard coolant filter; Horton S-Series on/off fan clutch with dash switch for automatic control.

Air Intake: Center top-of-cowl with firewall-mounted 11" Donaldson ECG air cleaner.

Exhaust: Dual 5", stationary, cab-mounted with curved vertical tailpipes, chrome upper stacks/elbows/clamps and stainless steel muffler shields.

Transmission: Fuller RTLO-14618A 18-speed with frame-mounted transmission cooler and rear support leaf spring.

Front Axle: Rockwell FL-941, 20,000 lbs. capacity.

Power Steering: Ross TAS-65 frame-mounted steering gear with RH ram assist.

Rear Axle: Rockwell RT-46-160P, 46,000 lbs. capacity; driver-controlled full-locking main differential on both rear axles.

Front Brakes: Rockwell 16.5" x 6" Q-series cam with automatic slack adjusters and non-asbestos brake linings.

Rear Brakes: Rockwell 16.5" x 7" Q Plus cam with automatic slack adjusters and non-asbestos brake linings.

Front Suspension: Taperleaf with shock absorbers and 7/8" U-bolts; 20,000 lbs. capacity.

Rear Suspension: Hendrickson RS160 rubber mount with transverse control rods, steel beams and bronze center bushing; 52" axle spacing; 46,000 lbs. capacity.

Anti-Lock: Rockwell WABCO 4-sensor system with blink-code diagnostics; with or without traction control.

Frame: 11/2" x 10 7/16" heat-treated steel; HUCKBOLT™ chassis fasteners.

Wheelbase: 190".

Fuel Tank: Single RH 100-gallon aluminum, 23" diameter with Freightliner EquiFlo™ inboard fuel system.

Tires: *Front:* Michelin XZY 425/65R 22.5 18-ply. *Rear:* Michelin XZY 11R22.5 16-ply.

Wheels: *Front:* Alcoa aluminum disc, 22.5 x 12.25. *Rear:* Accuride steel disc, 22.5 x 8.25.

Bumper: 12" chromed steel.

Cab Interior: Charcoal Premier vinyl with black, double-insulated floor mats; additional cab and firewall insulation; Dura-Form high-back, air-ride driver's seat with armrests, and high-back, tube-frame passenger's seat; adjustable steering column; 3-point seat belts; dash-mounted Panasonic AM/FM/cassette stereo; thermos and cup holders; AIS manifest boxes in LH/RH doors; backup alarm; Vernier-type hand throttle.

Cab Exterior: Fiberglass construction hood with recessed integral handle for tilting and 82° spring-assist tilt; bright finish grille surround; 12" chromed steel bumper; stainless steel exterior sun visor; door-mounted 7" x 16" heated stainless steel mirrors; tinted windshield and door glass.

Cab Paint Shown: Plum metallic with New Houston design.

Chassis Paint Shown: Black.

Chassis Wt: 17,400 lbs.

GVWR: 66,000 lbs.

Available Options*

Following is a partial list of the options available to customize your truck to meet your specific severe-duty requirements.

Engines: Caterpillar, Detroit Diesel and Cummins, electronic and mechanical, from 10 to 14 liter displacement with up to 550 hp.

Air Intake: Cowl-mounted on driver's side with firewall-mounted single element Donaldson air cleaner.

Power-Take-Offs: Front or rear engine-mounted PTOs available on some engines.

Transmissions: Fuller and Rockwell manual models; auxiliary and Allison automatics also available.

Front Axles: Rockwell and Eaton models rated to 20,000 lbs.; set-back and set-forward positions; factory-warranted all-wheel drive available to 20,000 lbs. capacity; dual steer axles rated to 40,000 lbs.

Rear Axles: Rockwell and Eaton models rated to 70,000 lbs.; pusher and tag axles rated to 25,000 lbs., including liftable axles.

Front Suspensions: Taperleaf and flatleaf rated to 20,000 lbs.

Rear Suspensions: Spring rated to 40,000 lbs., air rated to 46,000 lbs., and beam rated to 65,000 lbs.; Freightliner, Hendrickson, Neway, Reyco and Chalmers models; special High CG (center of gravity) package for Freightliner 36/40,000 lb. spring suspensions.

Wheelbases: From 150" to 284".

Frame: 11/2" x 10 7/16" or 10 7/16", and 7/16" x 11 7/16", all available with 1/2" full-length C-channel frame inserts. Integral front frame extension available for hydraulic pumps and snow plow mounts.

Paint: Your design or Freightliner's in a rainbow of colors.

Extras: Extra gauges, provisions for C.B. radio, vehicle management systems, truck positioning and location systems, premium sound system, power door locks, additional insulation, quarter fenders, tool boxes, tow hooks, Gunite spoke wheels, split fuel/hydraulic tanks.

Upholstery: Available in a variety of styles and colors.

Severe-Duty Standard Features

A few of the quality features that come as standard equipment on the FLD 120SD are:

- Aluminum semi-monocoque cab construction for weight-saving strength, durability and ease of repair; rubber cab mount; driver's side battery box step and passenger's side fuel tank steps; 10" x 26" back-of-cab window with clear glass.

- Fiberglass hood with circular fenders to accommodate extra-wide tires.
- 82° spring-assisted tilt hood for easy engine access.
- Lower RH door window with Fresnel lens for greater visibility.
- Power steering for easy maneuverability.
- Freightliner EquiFlo inboard fuel system for increased ground clearance.

- Heater/air conditioner with environmentally friendly R-134a air conditioning refrigerant; mounted under dash and redesigned for improved serviceability and durability.
- Freightliner 36,000 lb. capacity multi-leaf spring suspension; 3" x 42.36" springs, aluminum alloy spring brackets, steel equalizer with interchangeable steel control rods, 7/8" U-bolts, adjusting shims, greasable zerk fitting on equalizer, steel suspension crossmember.

*These are only a sample of the many options available from Freightliner. For more information on these and other Freightliner products contact your local Freightliner Dealer. Optional equipment shown is available on request. Specifications are subject to change without notice. Copyright 1998, Freightliner Corporation, Portland, OR, 97208. All rights reserved. Freightliner Corporation is a wholly-owned subsidiary of Daimler-Benz, A.G. www.freightliner.com Litho U.S.A., 1998, MKC-B-200

