



## ZF Aftermarket scores with top market coverage for release forks

- **Release forks of commercial vehicle clutches are subject to heavy exposure**
- **Problems with the release system can be solved quickly and at low cost**
- **ZF Aftermarket sells a market-leading product range of ready-to-assemble complete kits for release forks**

**Operators of commercial vehicles fear nothing more than long downtimes due to repairs. If the clutch system is defective expensive and lengthy work may be necessary. With one exception: Repairs of the release system can be done relatively quickly – especially with the Sachs complete kits by ZF Aftermarket.**

Clutches of commercial vehicles are subject to heavy loads. The use of the release fork with every clutch actuation leads to heavy wear on the fork, shaft and bearing. In the long term, this can result in a one-sided clutch actuation or not completely reaching the release path. Consequences can include increased bearing wear or shifting problems. The correct function of the release system is also essential for the fault-free operation of automated manual transmissions such as ZF's AS Tronic.

Malfunctions can lead to long downtimes and thus to high costs. For this reason, CV workshops should make their customers aware to visit the workshop at the first sign of such malfunctions. If problems with the release system are the cause, they can be repaired relatively quickly and inexpensively, this way the described consequential damage can be prevented in the first place.

The experts at ZF Aftermarket differentiate between two basic types of damage in the release system:



1. Off-center alignment of the clutch release bearing:  
Bent or worn guide sleeves or release forks lead to off-center alignment and thus to an uneven actuation of the diaphragm spring. The result is a disproportionate abrasion at the contact point between the diaphragm spring and the pressure plate (roof slope). Due to the worn roof pitch of the pressure plate, the axial position of the membrane spring changes. The pedal force is then no longer sufficient, resulting in a slipping clutch. The premature failure of the release and clutch is thus inevitable.
  
2. Worn components in the release system:  
Wear on the actuating mechanism requires increased pedal force in the long term. Special attention must be paid to:
  - the contact surfaces of the release fork and the release shaft,
  - the release fork itself.If any of these indicate advanced stages of wear, are dry, bent, worn or broken, the mechanism becomes stiff. Clutch grab, separation difficulties or a sluggishness in the clutch are the consequences. Due to the lack of release force, a manual movement check of the release shaft is not enough. Only a visual inspection allows a clear assessment.

When repairing it is important to work according to the assembly instructions to avoid tilting the release fork. The first sign of wear can be a difficult operation of the clutch. In addition, the release path is shortened and separation difficulties may occur. Due to the tilting, the force of the diaphragm spring is no longer effective and the clutch starts to slip after a short running time.

### **Release forks in original equipment quality**

As an OE supplier, ZF also provides release forks in original equipment quality into the aftermarket. One of the largest product ranges is available to the replacement market under the Sachs brand. The Schweinfurt/Germany-based company can supply spare parts for more than half of the world's commercial vehicle parc. The range includes



## PRESSE-INFORMATION

Page 3/4, 06-09-2020

output forks for ZF's own transmissions but also for third-party brands. Spare parts kits containing all necessary components such as shafts, seals, or screws may be particularly interesting for CV workshops. These can help saving time for the workshop when it comes to selecting and ordering parts but also avoid the risk of delays in repairs due to missing components.

### Caption:

The complete kits of Sachs release forks contain all necessary components such as shafts, seals or screws.

Photo: ZF

### Press contact:

#### **Fabiola Wagner,**

Head of Aftermarket Communication

Phone: +49 9721 4756-110, Fax: +49 4755-658,

E-mail: [fabiola.wagner@zf.com](mailto:fabiola.wagner@zf.com)

#### **Patric Roos,**

Aftermarket Communications International

Phone: +49 9721 4756-516, Fax: +49 4755-658,

E-mail: [patric.roos@zf.com](mailto:patric.roos@zf.com)



## PRESSE-INFORMATION

Page 4/4, 06-09-2020

### **ZF Friedrichshafen AG**

ZF is a global technology company and supplies systems for passenger cars, commercial vehicles and industrial technology, enabling the next generation of mobility. ZF allows vehicles to see, think and act. In the four technology domains Vehicle Motion Control, Integrated Safety, Automated Driving, and Electric Mobility, ZF offers comprehensive solutions for established vehicle manufacturers and newly emerging transport and mobility service providers. ZF electrifies different kinds of vehicles. With its products, the company contributes to reducing emissions and protecting the climate.

ZF, which acquired WABCO Holdings Inc. on May 29, 2020, now has 160,000 employees worldwide with approximately 260 locations in 41 countries. In 2019, the two then-independent companies achieved sales of €36.5 billion (ZF) and \$3.4 billion (WABCO).

With integrated solutions and the entire ZF product portfolio, the ZF Aftermarket Division of ZF Friedrichshafen AG guarantees the performance and efficiency of vehicles throughout their life cycle. Its combination of established product brands, digital innovations, customized products and services, and a worldwide service network has made ZF a sought-after partner and number two in the global automotive aftermarket.

For further press information and photos please visit: [press.zf.com](https://press.zf.com)