

HORTON FAN CLUTCH ACHIEVES 950,000KM, SERVICE FREE

AIM OF TRIAL

The aim of the trial was to test the Horton RCV250 Dual Speed viscous fan clutch and fan, and determine the benefits that the fully enclosed the RCV250 Dual Speed fan clutch offers, i.e. less engagements due to dual-speed operation, no wear items and/or maintenance, longer belt life due to smoother viscous engagements.

REGAL TRANSPORT

Regal Transport are a trucking and transport company based in Hazelmere, Perth and service towns such as Broome, Karratha and Port Headland. They run a fleet of over 100 trucks where typical loads involved 4 trailers and up to 240 tonne. Enduring some of the harshest conditions in Australia, they wished to improve reliability, reduce service frequency and additional wear and tear on cooling equipment.

Any reduction in vehicle downtime saves money. Peter Quick, Workshop Manager from Regal transport agrees:



“To have a truck go for over 950,000km and nearly 4 years with no service or maintenance required on the fan clutch is a huge advantage to our business. This has been the most successful product trial we have been involved with.”

TRIAL TRUCK AND FAN CLUTCH SPECS

	MAKE & MODEL	FITTED & ON ROAD	FAN CLUTCH	FAN
TRUCK 1	WESTERN STAR 4900, DD15	DECEMBER 2013	RCV250 DUAL SPEED 1.2:1 (FCM91506)	11 BLADE
TRUCK 2	WESTERN STAR 4900, DD15	DECEMBER 2013	RCV250 DUAL SPEED 1.2:1 (FCM91506)	11 BLADE

HOW DOES THE HORTON RCV250 DUAL SPEED FAN CLUTCH WORK?

The Horton RCV250 is a completely enclosed viscous fan clutch which is electronically controlled by the Detroit DD15 ECM to maintain the optimum engine temperature. The electric signal opens a valve which allows viscous fluid to enter the working area which generates torque to drive the fan. The Dual Speed has two speed settings: low (~400-500fRPM) and fully engaged speed.

The low speed works with of a small quantity of viscous fluid constantly supplied in the working area at all times.

The fully engaged speed supplies all the viscous fluid to the working area. Due to the viscous drive of the clutch there will always be a slight amount of slip when fully engaged.

TRIAL RESULTS

	DISTANCE TRAVELED	END OF OPERATION	ENGINE STATUS	FAN CLUTCH STATUS
TRUCK 1	~960,000KM	SEPTEMBER 2017 (3YRS 9MTHS)	WORKING	WORKING, NO MAINTENANCE REQUIRED
TRUCK 2	~800,000KM	DECEMBER 2013 (3YRS 6MTHS)	ENGINE REQUIRED REBUILD	WORKING, NO MAINTENANCE REQUIRED

Due to the success of this trial, Regal Transport, has agreed to purchase additional viscous clutches.

For more information feel free to contact us on how we can pass these savings on to you.

We currently have models to suit:

- Western Star Detroit DD15
- Western Star Cummins ISX
- Freightliner Argosy Cummins ISX
- Freightliner Argosy Detroit DD15
- Freightliner Coronado Detroit DD15
- Kenworth K200 Cummins ISX



Horton RCV250 Viscous Dual Speed Installed on Western Star 4900