



## Jayco MS22-2 All-Terrain

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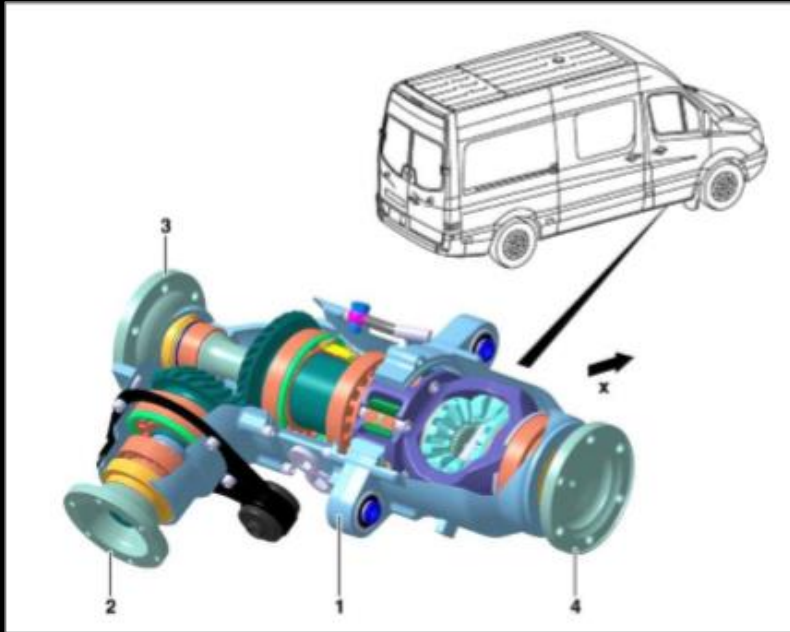


# All-Wheel Drive components

The All-Wheel Drive Sprinter utilises a transfer case and front differential along with the standard rear differential from the RWD Sprinter.

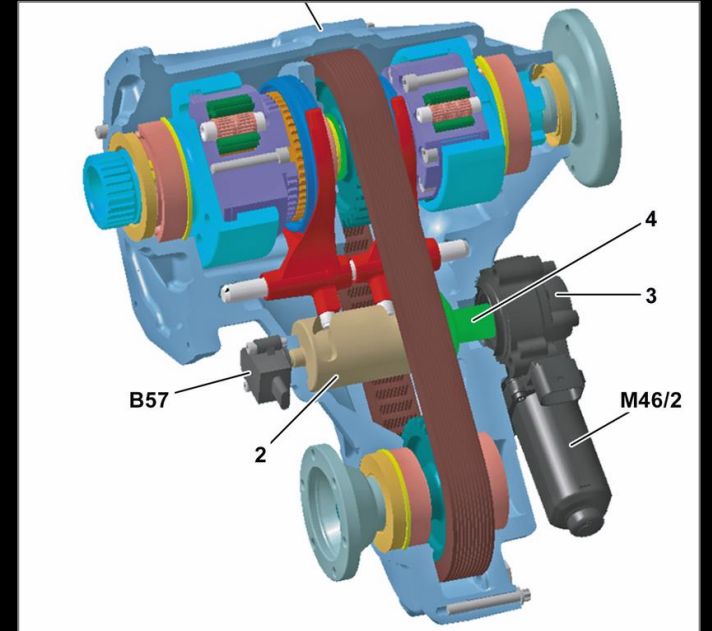
The AWD system has a ration of 33% front drive and 67% rear drive.

Low Range function is activated via an electric motor on the transfer case.



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# All-Wheel Drive function

All-Wheel Drive must be activated below 14km/h.  
Low range must be activated stationary with AWD engaged.

To engage the all-wheel the button in the picture must be pressed.

During activation, the light-emitting diode (LED) in the all-wheel drive button flashes and the indicator lamps for the ESP® as well as acceleration skid control (ASR) light up in the display.

If the all-wheel drive is switched on successfully, the LED in the all wheel drive activation button lights up permanently and the indicator lamps in the display for the ESP® as well as ASR go out.

The vehicle will then be required be driven forward to engage the AWD system as it requires a rotation of the drum in the transfer case to lock in the drive to the front wheels.

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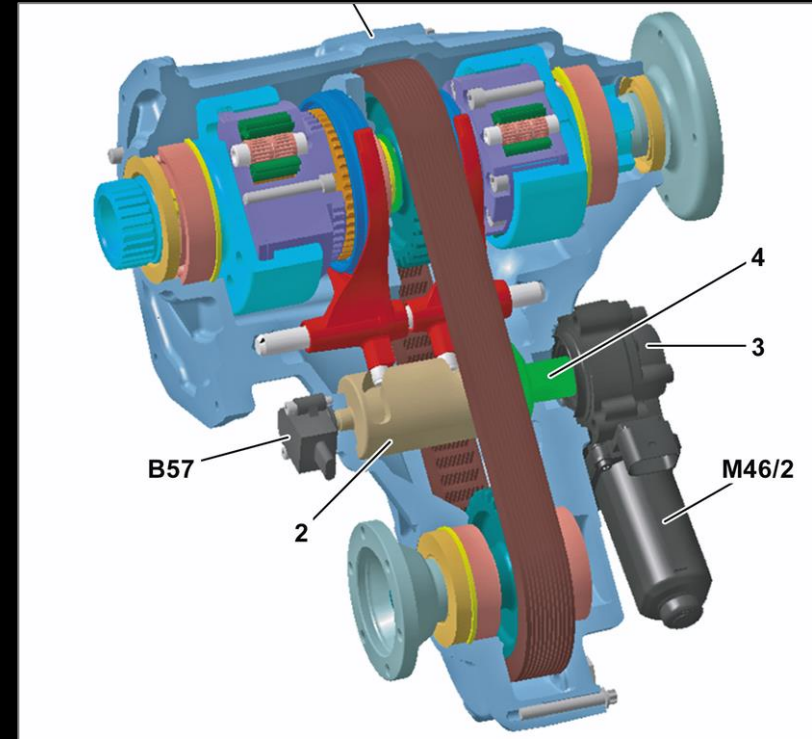
NOTE: ASR and ESP® are not available during all-wheel drive activation. ABS is available.



# All-Wheel Drive – low range activation

Low range must be activated stationary with AWD engaged, transmission in neutral position and brake pedal pressed. After pressing the button it will flash until successfully engaged.

Low Range will provide a ratio of 1:1.432



Note: If all-wheel drive or low range cannot be engaged, the LED in the all-wheel drive/low range activation button flashes 3 times.



# All-Wheel Drive – use of ESP® instead of diff locks

The all wheel drive Sprinter is unique as it does not utilize longitudinal or transverse differential locks. Instead, the all-wheel drive system operates together with the ESP® that is specifically tuned to the all-wheel drive.

When this occurs, it selectively brakes the spinning wheel or the spinning wheels and/or influences the engine torque.

This simultaneously increases the drive torque at those wheels that still have sufficient road grip.

Automatic brake application by the ESP® can simulate the effect provided by up to 3 differential locks.

The engageable all-wheel drive enables the number of driven wheels and therefore the degree of road adhesion to be improved. As a result, slip is reduced and the driving power is distributed to all of the wheels. The distributed driving power results in higher traction and higher lateral stability at the wheels.

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