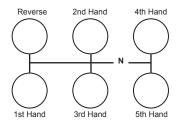
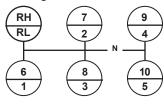
DRIVER INSTRUCTIONS SHIFTING THE TREMEC 10-SPEED TRANSMISSION

TREMEC 10-Speed Shift Pattern

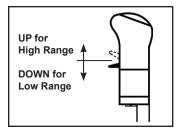


Progressive Shift Pattern



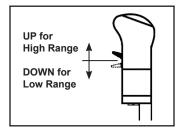
Starting Vehicle From A Stop

- 1. a With the gear shift lever in neutral,
 - b Clutch pedal depressed,
 - c And brakes set.
 - d Start the engine. Allow it to build to maximum air pressure
- a With the clutch pedal fully depressed to engage the clutch brake (see "Clutch Brake").
 - b Position the range selector to low range. Move the gear shift lever into 1st gear position.



- Release the tractor parking brakes and trailer parking brakes where applicable.
 - b Release the clutch pedal gradually to full position.
 - c Depress the throttle to start the vehicle moving.
- 4. a After attaining optimal speed in 1st gear,
 - b Depress the clutch pedal.
 - c Move the gear shift lever to neutral (See "Double Clutching: Upshifting").
 - d Then move the gear shift lever to 2nd gear.

- a Continue the above procedures through 5th gear position.
- 6. a To continue upshifting (6th gear through 10th gear)
 - b Preselect high range on the range selector.
 - c Depress the clutch pedal.
 - d Move the gear shift lever from the 5th gear position to neutral (See "Double Clutching: Upshifting")
 - e Then move the gear shift lever into 6th gear position.



- 7. a After attaining optimal speed in 6th gear,
 - b Depress the clutch pedal.
 - c Move the gear shift lever to neutral (see "Double Clutching: Upshifting")
 - d Then move the gear shift lever into 7th gear position.
- a Continue the above procedure for 3rd hand position (8th gear), 4th hand position (9th gear) and 5th hand positions (10th gear).

Trucking Tips Downshifting

Downshifting is actually just the reverse of upshifting (see "Double Clutching: Downshifting").

Clutch Brake

The clutch brake used with this unit is designed for stopping gear rotation so you can shift into 1st and reverse gears. The last one inch of clutch pedal travel activates the clutch brake. So on shifts other than 1st or reverse from a stop, only depress the clutch pedal enough to release the clutch. Depressing the pedal to the floorboard will activate the clutch brake and could cause gear hang-up or hard shifting.

When selecting a starting gear, if you have a butt-tooth condition, gradually

release the clutch so the drive gear can rotate to align the gear clutching teeth to complete the shift.

Double Clutching

Upshifting: The normal double clutching technique is suggested. When you want to shift, depress the clutch and move the lever to neutral. Engage the clutch and allow the engine RPM to drop so engine speed and driveline speed match. Depress the clutch and move the lever into gear. Engage the clutch and accelerate as conditions permit.

Downshifting: Downshifting is the reverse of upshifting. As the engine approaches the shift point (start the downshift approximately 50 -100 RPM above the shift point), depress the clutch and move the lever to neutral. Engage the clutch and raise the engine RPM until the engine and driveline speeds are equal (normally, governed speed). Depress the clutch, then shift into the next lower gear. Engage the clutch.

Skip Shifting: Experienced drivers sometimes want to skip some of the rations. This is acceptable. However, you should do this only when operating conditions allow. Your speed, the load, and the road type and condition should be considered.

Reminders

- Double clutch when shifting.
- Use steady force on the shift lever to complete shifts. Avoid forcing the shift.
- √ Don't coast in neutral.
- Avoid downshifting at road speeds that are too fast.
- ✓ Never change ranges when the transmission is in reverse gear.
- / Chassis and trailer brake life can be increased by downshifting through all the gear speeds when you are slowing down.

For further assistance, contact your local truck dealer or call:



14700 Helm Ct. | Plymouth, MI 48170 U.S. Toll Free: 800.401.9866 Outside of U.S. 734.456-3700 www.tremec.com