STEERING WHEEL AND CONTROLS

Steering wheel (1, Figure 32-2) will telescope in and out and adjust through a tilt angle to provide a comfortable wheel position for most operators.

Horn Button

Horn (2, Figure 32-2) is actuated by pushing the button in the center of the steering wheel. Operation of the horn is to be verified before moving the truck. Observe all local safety rules regarding the use of the horn as a warning signal device before starting engine and moving the vehicle.

Tlilt / Telescope Lever

The steering column can be telescoped or the wheel tilted with tilt/telescope lever (3, Figure 32-2).

Adjust the tilt of the steering wheel by pulling the lever toward the steering wheel and moving the wheel to the desired angle. Releasing the lever will lock the wheel in the desired location.

Adjust the telescope function by pushing the lever forward to unlock. After positioning as desired, release the lever to lock position.

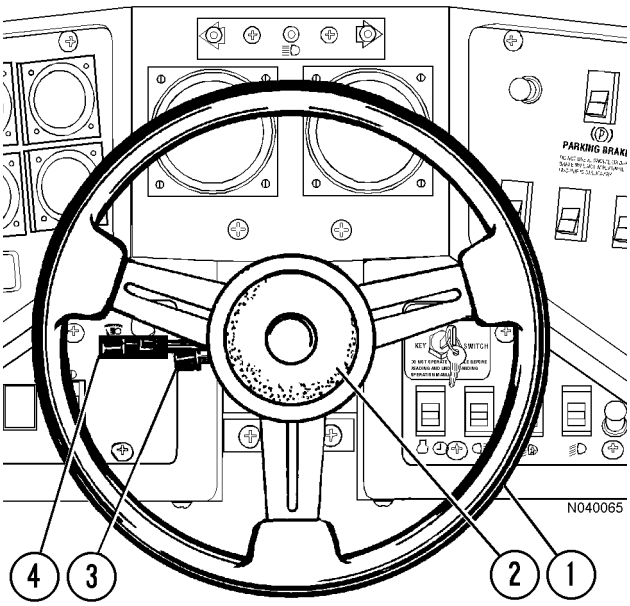

FIGURE 32-2. STEERING WHEEL AND CONTROLS

1.Steering Wheel
2.Horn
3.Tilt Adjustment
4.Multi-Function Turn Signal

Multi-Function Turn Signal Switch

FIGURE 32-3. MULTI-FUNCTION TURN SIGNAL SWITCH

Multi-function turn signal switch (4, Figure 32-2) is used to activate the turn signal lights, the windshield wipers, and to select either high or low beam headlights.

Turn Signal Operation

Move the lever upward to signal a turn to the right.

An indicator in the top, center of the instrument panel will illuminate to indicate turn direction selected. Refer to Instrument Panel and Indicator Lights in this section.

Move the lever downward to signal a turn to the left.

NOTE: The turn signal will not automatically stop after a turn has been completed.

High Beam Headlight Operation

Moving the lever inward toward the rear of the cab changes the headlights to high beam. When the high beams are selected, the indicator in the top, center of the instrument panel will illuminate. Moving the switch back to the original position will return the headlights to low beam.

Windshield Wiper Operation

- Windshield wipers off
- Intermittent - Long Delay
- Intermittent - Medium Delay
- Intermittent - Short Delay
- Low Speed
- High Speed
- Depressing the button at the end of the lever will activate the windshield washer.

SERVICE BRAKE PEDAL

Service brake pedal (2, Figure 32-4) is a foot-operated pedal which applies the service brakes.

NOTE: In some optional installations, this pedal may not be present, because it is incorporated into a single pedal function with retarder pedal (3).

DYNAMIC RETARDER PEDAL

Dynamic retarder pedal (3, Figure 32-4) is a foot-operated pedal which allows the operator to slow the truck and maintain a safe productive speed without the use of the service brakes. For normal truck operation, only dynamic retarding is to be used to slow and control the speed of the truck. Grade/speed chart (8, Figure 32-1) is to be followed to determine maximum safe truck speeds for descending various grades with a loaded truck. Service brakes are to be applied only when dynamic retarding requires additional braking force to slow the truck speed quickly and to bring the truck to a complete stop.

When dynamic retarding is in operation, the engine rpm will automatically go to an advance rpm retard speed setting (usually 1250 RPM)*. Dynamic retarding will be applied automatically, if the speed of the truck reaches the predetermined overspeed retard setting. Dynamic retarding is available in forward/reverse at all truck speeds above 0 kph/mph, but is available in NEUTRAL only when truck speed is above 4.8 kph (3 mph).

** NOTE: The exact engine speed in retarding may vary (1250 - 1650 rpm) due to the temperature of certain components; this is controlled by the Statex III control system.*

Optional - Dual Function / Single Pedal

The dynamic retarding/brake pedal is a single foot-operated pedal which controls both retarding and service brake functions. Thus, the operator must first apply, and maintain, full dynamic retarding in order to apply the service brakes.

When the pedal is partially depressed, the dynamic retarding is actuated (actuation is modulated). As the pedal is further depressed, dynamic retarding is fully applied; then, while maintaining full retarding, the service brakes are actuated (a slight increase in pedal resistance will be felt) through a hydraulic valve, which modulates pressure to the service brakes. Completely depressing the pedal causes full application of both dynamic retarding and the service brakes.

THROTTLE PEDAL

Throttle pedal (4, Figure 32-4) is a foot-operated pedal which allows the operator to control engine rpm, depending on pedal angle.

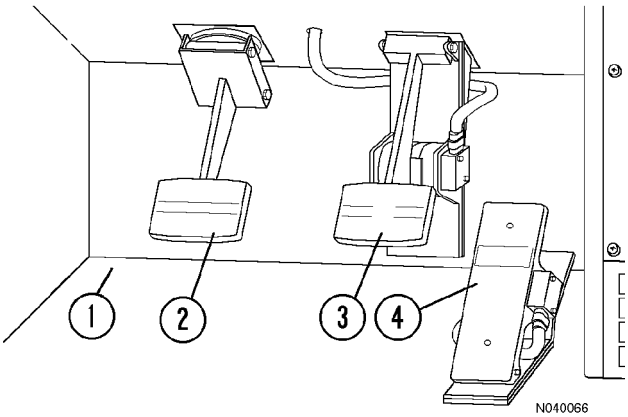

FIGURE 32-4. PEDALS

1.Cab Floor
2.Service Brake Pedal
3.Retarder Pedal
4.Throttle / Accelerator

HEATER / AIR CONDITIONER VENTS

The operator has complete control of the air flow in the cab. Heater/air conditioner vents (5, Figure 32-1) are flapper type which may be individually opened or closed and may be rotated 360° for optimum air flow. There are four (three not shown) across the top of the panel, two in front of the operator (one each in right and left panel modules), and four below the panel.