

Driver Instructions

Video Instruction Available

Instructional videos are available for download at no charge at roadranger.com

Videos are also available for purchase. To order, call 1-888-386-4636. Ask for item # RRSD0002

Fuller Heavy Duty Transmissions TRDR0200 September 2007



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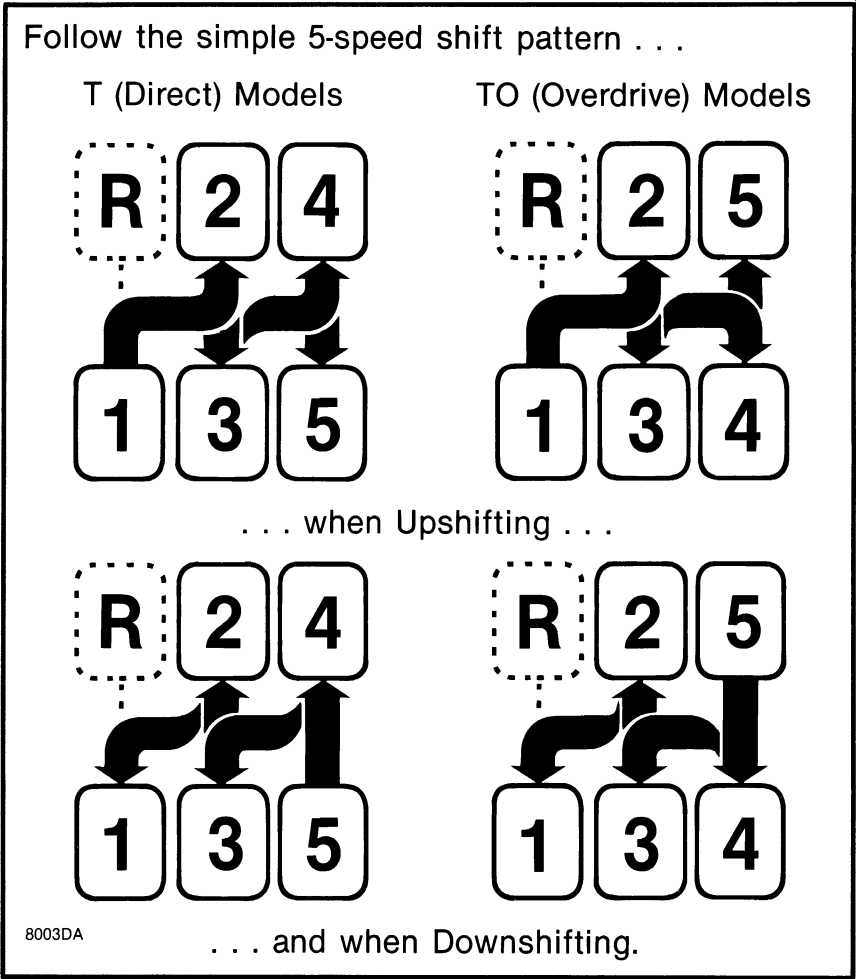
WARNING

Before starting a vehicle always be seated in the drivers seat, place the transmission in neutral, set the parking brakes and disengage the clutch.

Before working on a vehicle place the transmission in neutral, set the parking brakes and block the wheels.

TOWING: To avoid damage to the transmission during towing, place the transmission in neutral, and lift the rear wheels off the ground or disconnect the drive line.

Gear Shift Lever Patterns and Illustrated Shifting Instructions



Model Designations

- T = Twin countershaft transmission.
- O = Used as a letter, denotes overdrive model.
- 9 or 11 x 100 = Nominal torque capacity (Lbs.-ft.).
- 6 = Denotes New Generation model with “multi-mesh” gearing.
Models with conventional gearing are undesignated.
- 05 = Five forward speeds.
- A, B, etc. = Following numbers, denotes a specific set of ratios.

General Information

You shift models in this series as you would any manual transmission, following the simple 5-speed shift pattern. Coordinate the necessary movements of the shift lever and clutch pedal to make each gear engagement. Always double-clutch when making lever shifts (see procedures on Page 4).

Skip-Shifting

After becoming proficient in shifting, you may want to skip some of the ratios. This may be done **ONLY** when operating conditions permit, depending on the load, terrain and road speed.

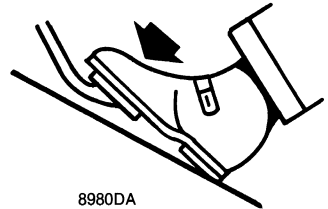
A shift pattern diagram should be in your vehicle. If it has been lost, a replacement may be obtained by writing to: Eaton Corporation, Transmission Division, Service Parts Department, North American Headquarters, P.O. Box 4013, Kalamazoo, MI 49003. Please give the transmission model number when making request.

Optional Equipment — The Clutch Brake

For easier and faster gear engagement, some Fuller transmissions may be equipped with a Clutch Brake. This brake is used to make initial gear engagement into 1st or reverse while the vehicle is standing still. It can also be used while upshifting to help complete the upshift under adverse conditions where vehicle road speed rapidly slows down. For instance, when accelerating up a hill from a standing start.

The brake is applied by fully depressing the clutch pedal to the floor board. When applied the brake slows down the transmission gearing. It is a disc-type brake incorporated into the clutch and transmission drive gear assemblies.

Never use the Clutch Brake when downshifting, or as a brake to slow the vehicle.



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Driving Tips

- For a smooth start, always select an initial starting gear that will provide sufficient reduction for the load and terrain.
- Always use normal double-clutching procedures when making lever shifts. (See Page 4.)
- Never slam or jerk the shift lever to complete gear engagement.
- Never coast with the gear shift lever in the neutral position.
- Never downshift at too high of a road speed.
- In most cases, depending on the engine and axle ratios, you can save valuable fuel by operating the vehicle at less than governed RPM while cruising in 5th.

Service Literature:

Now you can order any available Eaton Fuller Transmission parts and service literature you need. A Technical Literature Order Form may be obtained by writing to Eaton Corporation, Transmission Division, Technical Service Department, P.O. Box 4013, Kalamazoo, Michigan 49003.

Double-Clutching Procedures

When ready to make a shift:

1. Depress pedal to disengage clutch.
2. Move gear shift lever to neutral.
3. Release pedal to engage clutch.*
 - A. Upshifts—decelerate engine until engine RPM and road speed match.
 - B. Downshifts—accelerate engine until engine RPM and road speed match.
4. Quickly depress pedal to disengage clutch and move gear shift lever to next gear speed position.
5. Release pedal to engage clutch.

*By engaging the clutch with the gear shift lever in the neutral position, the operator is able to control the RPM of the mainshaft gears since they are regulated by engine RPM. This procedure enables the operator to match the RPM of the mainshaft gears with those of the mainshaft driven by the vehicle's rear wheels.

Notes:

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For spec'ing or service assistance, call 1-800-826-HELP (4357) or visit www.eaton.com/roadranger. In Mexico, call 001-800-826-4357.

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