CONTROL MAINTENANCE

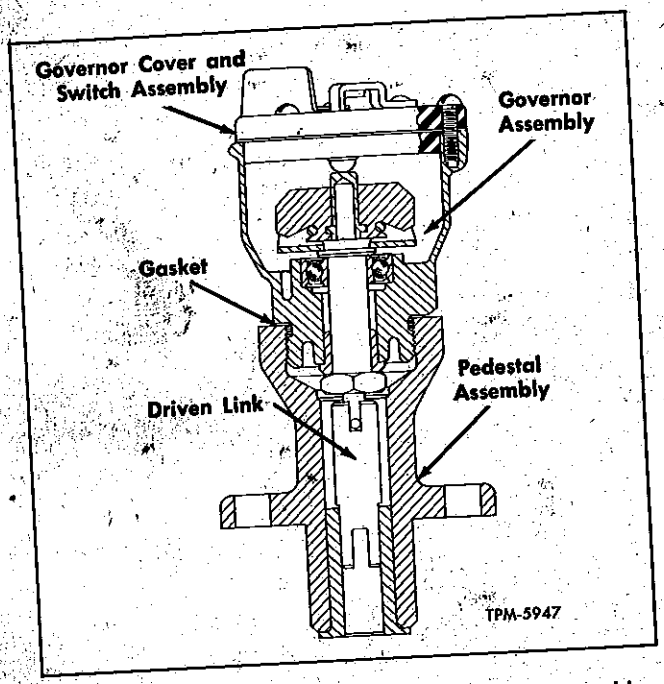

Figure 20—Transmission Governor and Pedestal Assembly

Governor RPM Determination

1. In "Governor RPM Chart," locate figures representing tire size and axle ratio of coach. Tire size and axle ratio are shown on "Final Vehicle Check-Out Record" supplied operator at delivery of coach. Axle ratio is also stamped on underside of carrier near propeller shaft.

2. Recommended road speeds and corresponding governor speeds are shown on chart. If shift speeds other than those recommended are desired, use following method to obtain governor rpm:

a. Multiply factor (in right-hand column) by road speeds (MPH) at which both downshift and upshift are desired. Product is governor speed (rpm).

EXAMPLE: With an axle ratio of 4-5/7:1 and 11:00/20 tires, factor is 39.05. Assuming that shift speeds of 17 and 25 MPH are required, multiply speeds and factor, as follows:

	MPH		Factor		Governor RPM
Downshift:	17	x	39.05	=	664
Upshift:	25	x	39.05	=	976

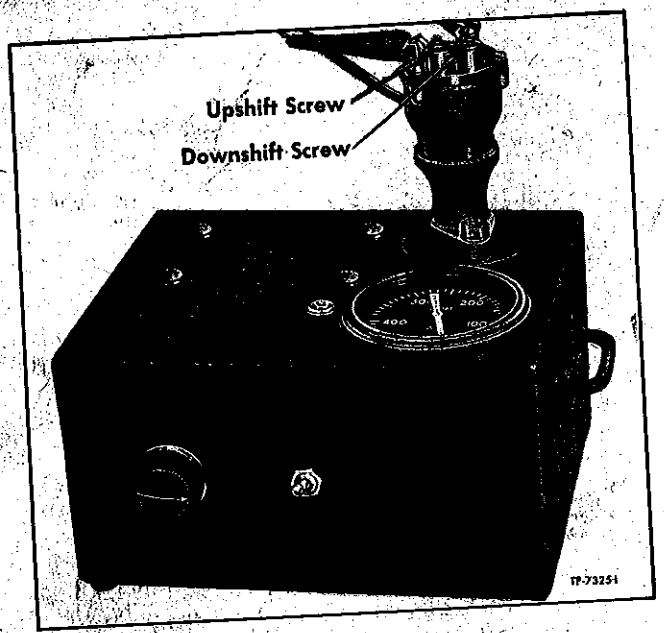

Figure 21—Transmission Governor Adjustment

Use of Governor Tester

1. Remove governor and pedestal assembly from transmission and mount on tester, making sure drive is properly meshed.

2. Attach lead wires to governor terminals.

3. Turn tester speed control to low speed position. Plug cord of tester into 110-volt AC or DC current supply. Turn switch on.

4. IMPORTANT: When adjusting speed of governor tester, always turn speed control slowly.

5. To adjust upshift, from hydraulic to direct drive, slowly increase speed and note RPM at which light turns on. Reduce speed until light is off, then adjust upshift screw (fig. 20) as necessary (in to lower or out to increase) to obtain desired setting. CAUTION: Do not turn upshift screw in too far.

6. To adjust downshift, from direct to hydraulic, increase speed until light turns on, then slowly decrease speed until light is off. Adjust downshift screw (fig. 20) as necessary (in to lower and out to increase) to obtain desired setting.

7. When adjustments are completed, fill cavity around screws with high melting point (200°F.) resin type sealing wax to prevent unauthorized adjustments.

TEST ON VEHICLE

Test is made with voltmeter, using leads long enough to extend from transmission governor to inside of coach.

NOTE: Test lamp cannot be used since lamp will give no indication of fluttering contacts, one characteristic of an improperly adjusted governor. Test is made as follows:

1. With voltmeter, determine which governor terminal is "dead." Connect one voltmeter lead to this terminal; ground other voltmeter lead.

2. Voltmeter leads should be brought into coach through window.

3. Road test coach, noting speeds at which upshift (current on) and downshift (current off) take place.

4. Make sure voltmeter needle does not flicker