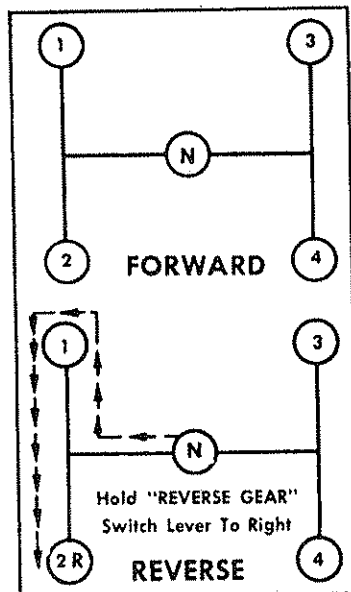


# USE OF TRANSMISSION

## STANDARD 4-SPEED TRANSMISSION

Standard transmission has four forward speeds and one reverse. Shift is made into the various forward speeds with a conventional shift lever. Reverse gear is obtained by using an electric solenoid in conjunction with the shift lever. Solenoid is controlled by a "REVERSE GEAR" switch (4, page 2) on left switch panel.



### Upshifting

Double-clutching method is recommended when shifting gears. Always start vehicle moving in 1st gear and progressively shift to 2nd, 3rd, and 4th; do not skip gears. Remain in each gear until engine reaches governed speed before shifting into the next higher gear.

### Downshifting

Always shift into next lower gear before the engine starts to lug. Use the double-clutching method of shifting. Make use of lower gears going up and down grades, when on *ice*, in *snow*, or in *mud*.

*Use the same gear to go down a grade as would be used to go up the same grade. Bear in mind that the Diesel engine is an effective brake in checking vehicle speed when going down a grade. Braking effect of the engine increases with its speed; however, the maximum engine speed must not exceed its governed speed.*

### Reversing

With coach completely stopped, depress clutch pedal and move transmission shift lever from neutral into 1st gear position.

While holding "REVERSE GEAR" switch to right, move shift lever to reverse position (normally 2nd position).

Slowly release clutch and accelerate as necessary.

To shift out of reverse, the coach must be completely stopped. With clutch pedal depressed, move shift lever from reverse to 1st gear position, and then into neutral. It is not necessary to use the "REVERSE GEAR" switch when shifting out of reverse.

### "HYDRASHIFT" TRANSMISSION

"HYDRASHIFT" consists basically of an arrangement which provides both direct and overdrive in each transmission gear. Shift from direct to overdrive to direct is accomplished under full power without declutching simply by moving a switch button on transmission shift lever.

Button up —overdrive or *Hi*  
Button down —direct drive or *Lo*