



Stopping and Towing Tips for Trucks Equipped with Volvo I-Shift, Mack M-Drive, Eaton Fuller, PACCAR & Detroit DT12 Transmissions

Stopping

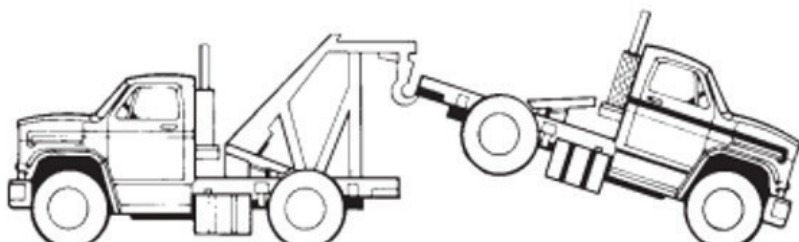
When parking the vehicle, always apply the parking brake and move the gear lever to the "N" position on the gear selector. Make sure the parking brake is holding the vehicle before leaving the drive position. Failure to do so can result in unexpected vehicle movement and can cause serious personal injury or death.

When the vehicle is stopped:

1. Apply the parking brake
2. Move the gear lever to the "N" position on the gear selector
3. Switch the engine to off

WHEN STOPPED!

ALWAYS PLACE THE VEHICLES IN N – NEUTRAL
DO NOT LEAVE THE VEHICLE IN D – DRIVE WITH PARKING BRAKE APPLIED



Towing

CAUTION: You must tow a vehicle equipped with a Volvo I-Shift or Mack M-Drive transmission according to the guidelines below. Failure to do so can result in damage to transmission components.

When towing the vehicle, the output shaft of the transmission must not be allowed to spin or turn. If the vehicle is towed with the drive wheels still in contact with the road surface, the vehicle axles shafts or driveline must be removed or disconnected.

Note: Always follow proper manufacturer towing procedures. Failure to follow proper towing procedures could result in damage to the transmission.

See Illustrations on Page 2



Starting the Vehicle on a Hill

DANGER: The vehicle can roll when stopped on a hill or grade, or when the vehicle is starting from a stop on a hill or grade. Always use the brakes to hold the vehicle stationary on a hill or grade. Failure to do so can result in personal injury or death.

CAUTION: Always use the brakes to hold the vehicle stationary on an uphill stop. Never hold the vehicle stationary on an uphill slope using the accelerator pedal. The clutch could overheat, which could cause it to breakdown.

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Volvo I-Shift & Mack M-Drive Transmissions

Always follow proper manufacturer towing procedures. Failure to follow these procedures could result in damage to transmission components illustrated below.

Clutch Release Bearing
Actuator Has Come Apart



Clutch Has
Broken Apart



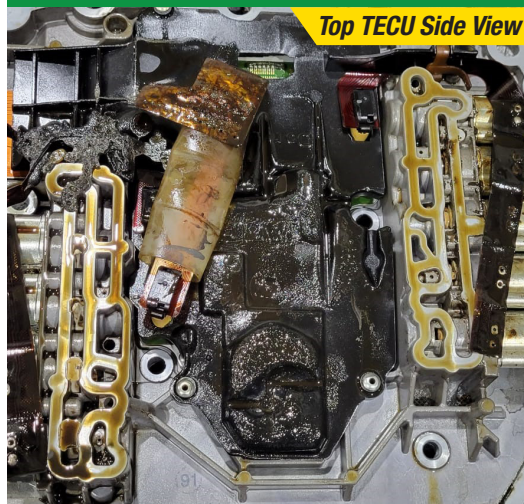
Input Shaft Pilot Bearing
Surface Is Damaged



Internal Gear Box Is Damaged



Shifter Housing Unit Has Broken Apart



Inside Bottom Fork View



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**VIEW VIDEO FOR MORE
DETAILED EXAMPLES OF
TRANSMISSION DAMAGE
RESULTING FROM IMPROPER
TOWING PROCEDURES**

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