***FAQ’s Automated***

1. How do I drive automated in inclement weather without manual mode? It will shift when I don’t want it too and I could lose control on ice or snow. Do not use the cruise or the engine brakes. On the Freightliner drive the proper speed for the conditions. Shifting is based off of the speed and the RPM’S. When you start down a grade you want to start at a slow and safe speed, keep light pressure on the brake pedal ( not to apply the brakes but just to illuminate the brake lights) and this will keep the transmission from going into “E coast.” Then use the service brake as needed to maintain your speed by applying light pressure, the same way you would with a manual transmission.
2. Why are my RPM’s going up so high? Am I going to blow the engine? The RPM’S on the DT-12 do run a little higher and times they may even spike over 2000 RPM’S when using the engine brake, this is normal.
3. How do I disable neutral coast? The “E Coast” on the Freightliner cannot be disabled. But, when the transmission is in the “E Coast “ mode anything you touch like the brake pedal, throttle pedal or even the cruise switch will take the transmission out of “E Coast.”
4. How do I back up into a dock with an automated?

Using creep mode.

1. How do I activate creep mode?

Shift from neutral to either drive or reverse, release the service brakes, and briefly depress the accelerator pedal. The transmission system will disable Creep Mode if it determines the clutch temperature is too high. A display message notifies the driver when creep mode is about to be aborted. Creep Mode cannot be engaged on

grades greater than 3%.

1. What is creep mode?

Improves low speed maneuverability, making it ideal for backing up to a loading dock or in traffic.

1. How do I stop from rolling back on hills?

Hill Start Aid engages and holds the foundation brakes of the tractor and trailer on grades greater than 3% to allow the driver time to transition from the service brake

to the accelerator pedal. This feature prevents the vehicle from rolling backwards and permits the driver time to safely pull away from an intersection. Hill start aid is engaged by pressing the service brake firmly. Hill start aid will remain active for 3 seconds at which time an audible warning will be given to the driver notifying him or her that the brakes are about to be released.

1. Is the truck supposed to be skipping gears? Yes, the transmission will shift and skip gears as needed to maintain the best performance and MPG. This is called “Skip Shifting.”
2. Why don’t I use the high Jake setting? Using the Stage 3 (High) Jake brake setting is not recommended because the engine brakes is much stronger on these unit. It can be used when needed, depending on the weight of the load and the conditions.
3. I have heard about descent control but what is it? Descent Control—This is designed to help descend a grade by the engine and the transmission working together to help maintain the proper speed. To engage “Descent Control” be sure that the Jake brakes and the Cruise Control are both turned off. Then at the top of the hill, before you start down the grade set your Jake brakes on Stage 2, then set your cruise control to the desired and safe speed and the engine and transmission will work together to bring you down the grade. You may have to still use your service brake as needed to maintain speed, depending on the weight of the load.
4. Freightliners have a CC band (Jake Brake/Cruise Control Feature ), but what does that mean? CC Band- (Jake Brake/Cruise Control Feature ) --The CC Band controls the vehicle speed above the cruise control set point. This is automatically determined by the I.P.M. When the I.P.M. determines that the truck is going faster than the cruise control setting by 3 or 5 mph it will automatically engage the stage 2 Jake brakes. In order for the Cruise Control Band to function the shifter stalk needs to be in the Auto or fully upward position.
5. What is E Coast and when does and doesn’t it work? eCoast is a feature that can improve fuel economy. When conditions permit, the driveline is disengaged and the engine goes to neutral. eCoast works when the Cruise Control on or off. When the conditions listed below terminate eCoast, the transmission will automatically select the proper gear and re-engage the driveline. \* When eCoast is active an "E" is displayed in the gear display window on the instrument cluster. \*The eCoast function does not initiate when any of the following occur: The accelerator pedal is pressed. \* The service brake pedal is pressed. \* The engine brake is in use. \* An On-Guard event occurs \* Vehicle speed exceeds the cruise control set speed by more than approximately 2.5 mph (4 km/h). \* The speed limiter is active and the maximum speed set is exceeded. \*· PTO (if equipped) is in use.
6. What do I need to know about the operation of this transmission that is different than my manual I have been driving for 30 years? The Detroit DT12 Transmission has twelve forward gears and four reverse gears that are shifted automatically. Shifting and clutch actuation are computer controlled and there is no clutch pedal needed to operate the vehicle. In all cases, shifts depend on the following factors: engine speed, accelerator pedal position, engine brake operation, vehicle load status, and road conditions. The main thing to know is to let the transmission do “Its thing!”
7. Why don’t I need manual mode? I can hold it in a certain gear and prevent a downshift. You do not need the “Manual Mode” because the transmission can determine the weight of the load, the percent of the grade and it uses Intelligent Powertrain Management (IPM) which knows the route ahead and will accelerate, preselect gears, eCoast and brake the engine to maximize efficiency. Using preloaded terrain maps, IPM will adjust the DT12 transmission shifting, Engine torque output, eCoast and Engine braking level to ensure the truck is carrying the most efficient momentum into road conditions ahead. Since IPM is integrated with cruise control, there are ideal driving situations and terrains where the fuel efficiency benefit is greatest.