***FAQ’s Peterbilt 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.
2. Don’t use Jakes or cruise on inclement weather. The truck shifts based on speed and RPM’s. If you are accelerating and reach the RPM’s and speed that is needed to shift up then the truck will shift up just as you would have done with a manual transmission. If you are slowing down the downshift is the same, when you get to the proper speed and RPM the truck will downshift to the appropriate gear. Driving the truck with gentle throttle and/or brake applications (same as you would in a manual transmission vehicle) generates gentle shifts between gears. If you do not want the truck to change gears then maintain a constant speed without getting high enough or low enough in speed or RPM’s for the truck to shift. It is still a manual transmission and needs to be in the appropriate gear for the speed. The most important thing in bad weather is speed, drive for the conditions you are in.
3. Why are my RPM’s going up so high? Am I going to blow the engine?
4. The RPM’s do go up at times, the truck is designed to keep the engine operating in the torque curve for pulling and for optimal Jake brake performance. It is not uncommon to see1800-2000 RPM’s while using the jakes. In the situation where your RPM’s have reached the 1800-2000 range and are still climbing then use the foundation brakes to slow the vehicle and reduce RPM’s, the same as you would have done on a Manual vehicle.
5. How do I disable neutral coast?
6. On Peterbilt vehicles neutral coast is disabled by the application of the Brakes, Throttle, or by disabling cruise control. Neutral coast is only available while cruise is on and active.
7. How do I back up into a dock with an automated?
8. Using creep mode or by feathering the throttle. (Do not two foot the throttle and the brake) to engage creep put unit in reverse and depress throttle slightly till the clutch fully engages then let off the throttle and truck will remain in gear and travel at idle speed. Gently feathering the throttle can be used to move the vehicle at slow speeds for short distances. i.e such as backing up to a dock or trailer. Letting off the throttle just before contact with the dock or trailer will help protect the vehicles drive train.
9. How do I activate creep mode?

Shift from neutral to either drive or reverse, release the service brakes, and briefly depress the accelerator pedal. Till clutch fully engages (You will notice the clutch engages full just as the engine RPM’s start to come up, this is a gentle application of the throttle)

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. (Peterbilt vehicles do not have audible alert before Hill start aid releases, and I think ours are set at a 1% grade)

1. Is the truck supposed to be skipping gears?
2. Yes when appropriate the transmission may skip shift and this is normal.
3. What are the main different features to the automated manual and how do they work?
4. Primary differences between an automated and manual are the added features like neutral coast, and the ability of the transmission to shift itself. Physically speaking the automated manual and the manual are very similar. Both are Manual transmissions, both have a clutch. This differs from a classic Automatic that uses a torque converter and fluid instead of a clutch.
5. Why don’t I use the high Jake setting?
6. Stage 3 jakes are very strong and are for steeper grades and heavy loads.
7. What is E Coast and when does and doesn’t it work?
8. Neutral coast is only active on the Peterbilt when the cruise control is on and active. When the truck has enough momentum to keep moving at the same speed without the need of the engine the transmission goes into neutral and the engine goes to an idle. Neutral coast is disabled by any user input, brake, throttle, or disabling cruise. Neutral coast also is disabled by exceeding the upper speed limiter (4 mph over cruise set speed) or falling below the lower limit (1.5 mph) under the cruise set speed. When either of those points is reached the transmission re-engages and either accelerates or decelerates depending on which limiter was reached.
9. 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?
10. With this transmission your ability to tell the truck what to do consist of just a throttle for acceleration, brake for deceleration or the Jakes for deceleration. Most of the maintenance is the same, most important being grease interval for the clutch at 50K miles on the Peterbilt. Even though this transmission is automated you can still damage the clutch and drive line. Throttle inputs should be gentle and smooth, harsh throttle inputs will result in harsh shifts and lurching of the vehicle. It does what you tell it to do and the more aggressive you are with the throttle the more aggressive the vehicle will try to accelerate. Harsh or quick acceleration also consumes more fuel and lowers MPG’s
11. Why don’t I need manual mode? I can hold it in a certain gear and prevent a downshift.
12. It is true that with manual mode you can hold the transmission in a given gear. However, maintaining a given speed will also hold in the gear you are in. The truck will only shift up or down based on speed, RPM’s, and load. The transmission operates best in “D” (auto mode). Leaving the truck in auto mode “D” removes one more distraction and leaves his attention on driving the truck, watching the road, and maintaining a safe operating speed for conditions. This is most notable in inclement weather where the attention to what is going on in front of the truck is paramount to being safe. In auto you don’t have to pay attention to gears or shifting, if you were in manual mode you now would have to shift the truck at the appropriate times instead of the truck. When in auto mode the truck is always trying to keep the engine and transmission working together for the best performance and efficiency.