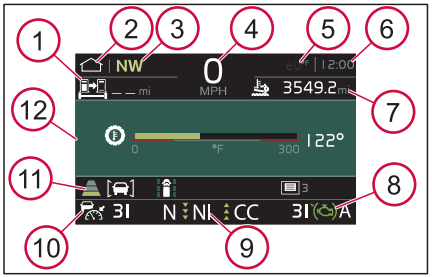


1 Favorites
2 Home
3 Compass
4 Speedometer
5 Ambient Temperature
6 Time
7 Odometer
8 Engine Brake
9 Transmission Selection (D, R, N)
10 Cruise Control
11 Adaptive Cruise Control (ACC)
12 Favorites

Note: When brake air pressure is low, the Brake Air pressure warning indicator will display in the #9 position.

Steering Wheel Button Functions

- Toggle/Scroll Up/Down/Enter Button; This button is used to open, scroll through menus, adjust values or make selections.
- Options; Pressing this button opens the main Options menu.
- Home Button; Pressing this button returns the DID screen to the main Home screen.
- Applications/Previous; Pressing this button opens the main Applications menu. Also, pressing this button while in a menu, moves the view to the previous screen.

NOTE

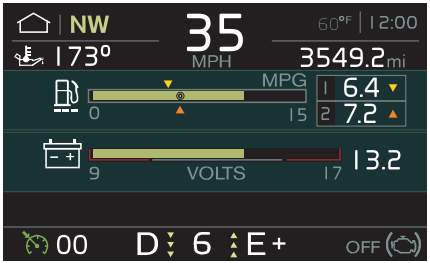
When in a menu, if the opposite menu button is pressed, the opposite DID menu screen opens. An example occurs when working in an Applications menu. This menu is accessed by pressing the left-hand steering wheel control button. If the right-hand steering wheel button (Options menu) is pressed then the Options menu screen displays. It is possible to operate in the Options menu at that time. The Applications menu stays open in the background.
Press the Home button to return to the previous menu screen.

NOTE

The Home button toggles between the previous screen and the Home screen.

Selecting a Menu

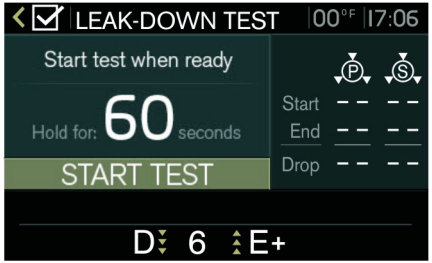
The following illustration displays the Home screen. This is what is displayed when starting the truck and also while driving. The current conditions/selections display in the Home screen.



To select a menu from the Home screen, Using the steering wheel DID buttons, complete the following:

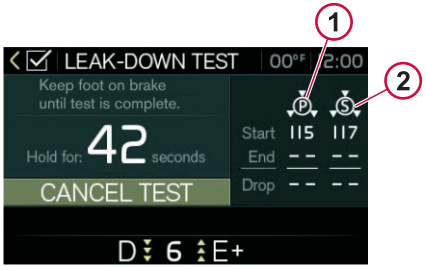
1 To display the available Options menus, press the Options button. To display the available Application menus, press the Application button.
2 To scroll through the list of menus, press the Toggle button up or down.
3 To select a menu, press the Toggle/ Enter button in.

2 When the test is ready to start, the following screen displays.



Press and hold the brake pedal until the test is completed.

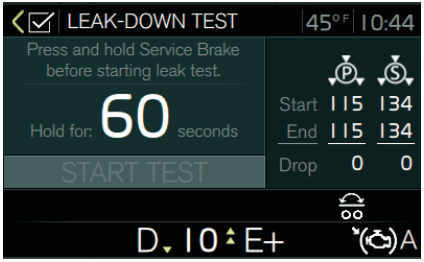
To begin the test, press Enter.



1 *Initial Park Brake Air Pressure*

2 *Initial Service Brake Air Pressure*

When the test is completed, the following screen displays. The test results are displayed on the right side of the screen for both the park and service brakes.



PRE-TRIP INSPECTION QUICK LIST

- Air tubing and electrical wiring: secured against snagging and chafing.

Left Fuel Tank(s)

- Securely mounted and not damaged or leaking.
- Fuel lines secure and not leaking. Check that shut-off valves are open.
- Tank(s) full of fuel. Cap on and secure.

Battery Area

- Open the battery box. Battery box securely mounted to vehicle.
- Batteries secured against movement.
- Battery cases not broken or leaking. Battery cables free from damage.
- Tops of batteries and terminals clean and free from foreign material.
- If equipped, replace battery lid and make sure it is securely fastened.

In the Cab

Check steps and grab handles for looseness or breakage. Also, clean them if there is any substance that makes them slippery, which makes cab entry/exit hazardous.

- Start the engine. If equipped, check that exhaust rain cap opens when accelerating engine.
- Check gauges and tell-tale light function. See the Instruments and Controls section.
- Check function of Brake Air pressure warning.
- Check clutch function. If equipped, check for clutch brake function.
- Check windshield wipers and washers and horns, including back-up alarm, if equipped.
- Clean inside windshield, door windows and instruments. Clean mirrors.
- Check temperature control and defroster. If equipped, check mirror heater.
- Check condition of warning triangles, fire extinguisher and flares.
- Adjust the seat. Check mirror adjustment.
- Check safety belts for function and damage.
- Apply service brakes. After initial drop, pressure should hold steady, or increase slightly, with engine at idle.
- Check steering wheel for excessive free play.
- Check for loose items in the cab. Secure them if necessary.

Hooking Up To Trailer

Hook-Up Preparation

- Check kingpin and mounting plate on trailer, free from wear, bends or damage.
- Chock trailer wheels.

Fifth Wheel or Trailer Hitch

- No visible space between fifth wheel and trailer.
- Locking jaws around the shank and not the head of kingpin.
- Release lever properly seated and safety latch/lock engaged.
- Check all connections to dolly or trailer hitch and safety chains are secured.
- Check function of trailer air supply valve and trailer brakes.

Sliding Fifth Wheel

- Check that fifth wheel is not so far forward that the tractor frame

panel. When air pressure drops below 517 ± 34 kPa (75 ± 5 psi) in either system at any time other than vehicle startup, pull to the side of the road and determine the problem. If air pressure continues to drop below 55 ± 5 psi in BOTH systems, the Brake Air pressure warning indicator and buzzer will be activated if low air pressure occurs in either circuit.

In tractor applications, the Trailer Supply Valve (red octagonal knob) will immediately pop out in the event of a trailer breakaway or sudden trailer air line failure, which will apply the trailer spring brakes. In the event of a slow leak in the trailer air system, the trailer supply valve will pop out when system Pressure reaches 70 psi. This protects the tractor air system from further pressure loss.

If the Trailer Supply Valve is held in, in an attempt to override application of the trailer spring brakes, the Park Brake Valve (yellow diamond knob) will automatically pop out and apply the parking brakes when system pressure drops to approximately 20–45 psi. The trailer will pop first and then the tractor.

The air brake system consists of three main elements:

- The compressor, governor and reservoirs supply and store the air pressure.
- The brake application valve controls the brake application pressures.
- The brake chambers control the brake mechanism.

Air Brake Operation

⚠ CAUTION

Avoid sudden stops. Constant, sudden stops may negatively affect the performance of braking and driving parts.

When slowing for a stop, leave the clutch engaged for as long as possible to use the braking effect of the engine. When forward speed has dropped to a little above idling speed, push clutch pedal in and brake to a complete stop.

Automatic Slack Adjuster

⚠ DANGER

Automatic slack adjusters MUST NOT be manually adjusted in an effort to correct excessive push rod stroke, as this condition indicates that a problem exists with the automatic adjuster, installation of the automatic slack adjuster or problems related to components of the foundation brakes. These conditions will not be corrected by manually adjusting the automatic slack adjusters. Manual adjustment of automatic slack adjusters is a dangerous practice that could result in serious consequences. This practice gives the vehicle operator a false sense of security about the effectiveness of the brakes, and the brakes will likely soon be out of adjustment again.

Automatic slack adjusters are designed to automatically maintain proper brake chamber pushrod travel and compensate for brake lining wear during normal use. Manual adjustment of an automatic slack adjuster should never be performed except when performing brake or wheel service (such as backing off the brake shoes for wheel removal, brake shoe relining/replacement, brake drum reconditioning, etc.).

When pushrod travel exceeds specifications (as given in the "BRAKE ADJUSTMENT" section of the Maintenance and Lubrication Manual, on