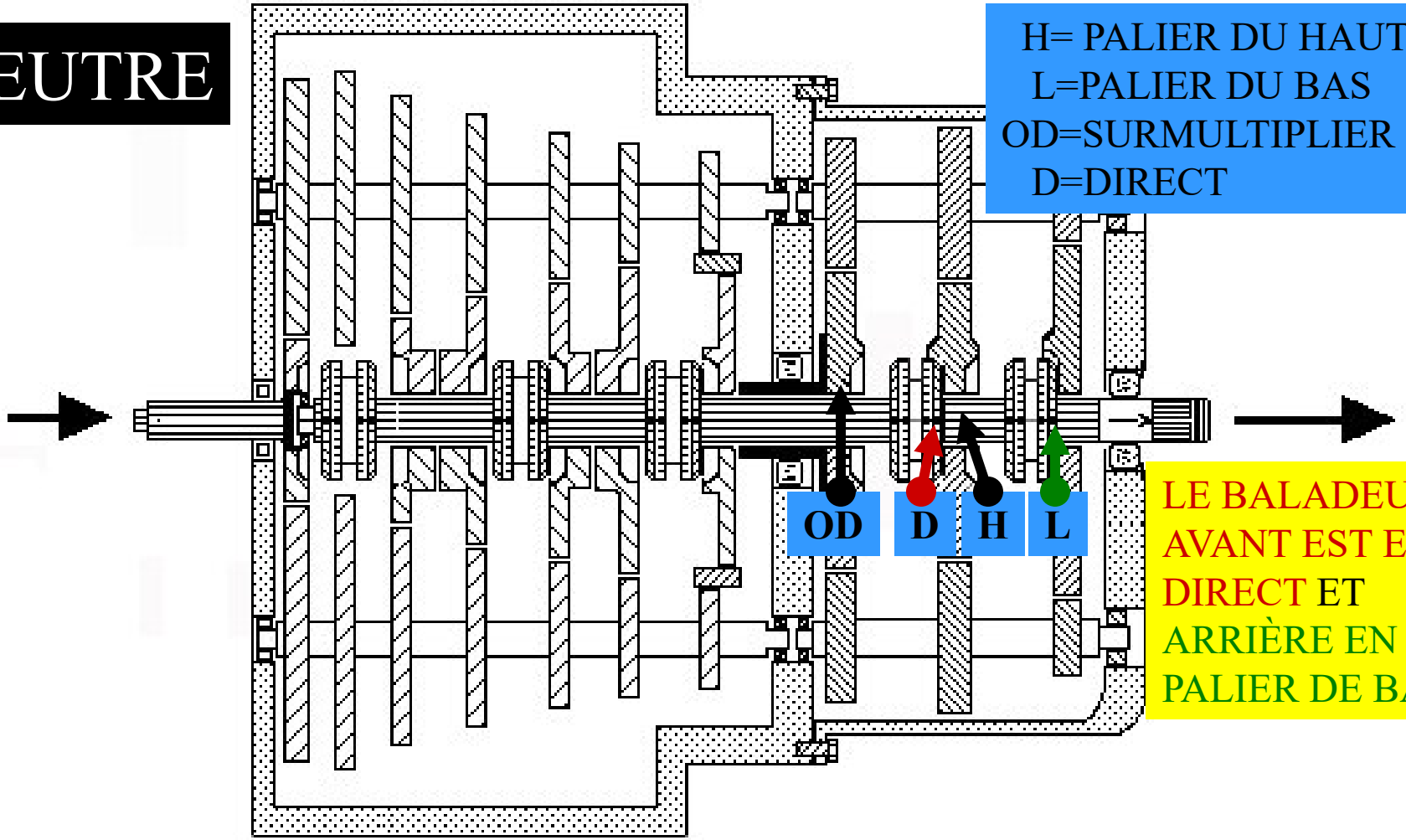
NEUTRE



H= PALIER DU HAUT
L=PALIER DU BAS
OD=SURMULTIPLIER
D=DIRECT

LE BALADEUR AVANT EST EN DIRECT ET ARRIÈRE EN PALIER DE BAS

00

1 Er Vitesse Sur 18

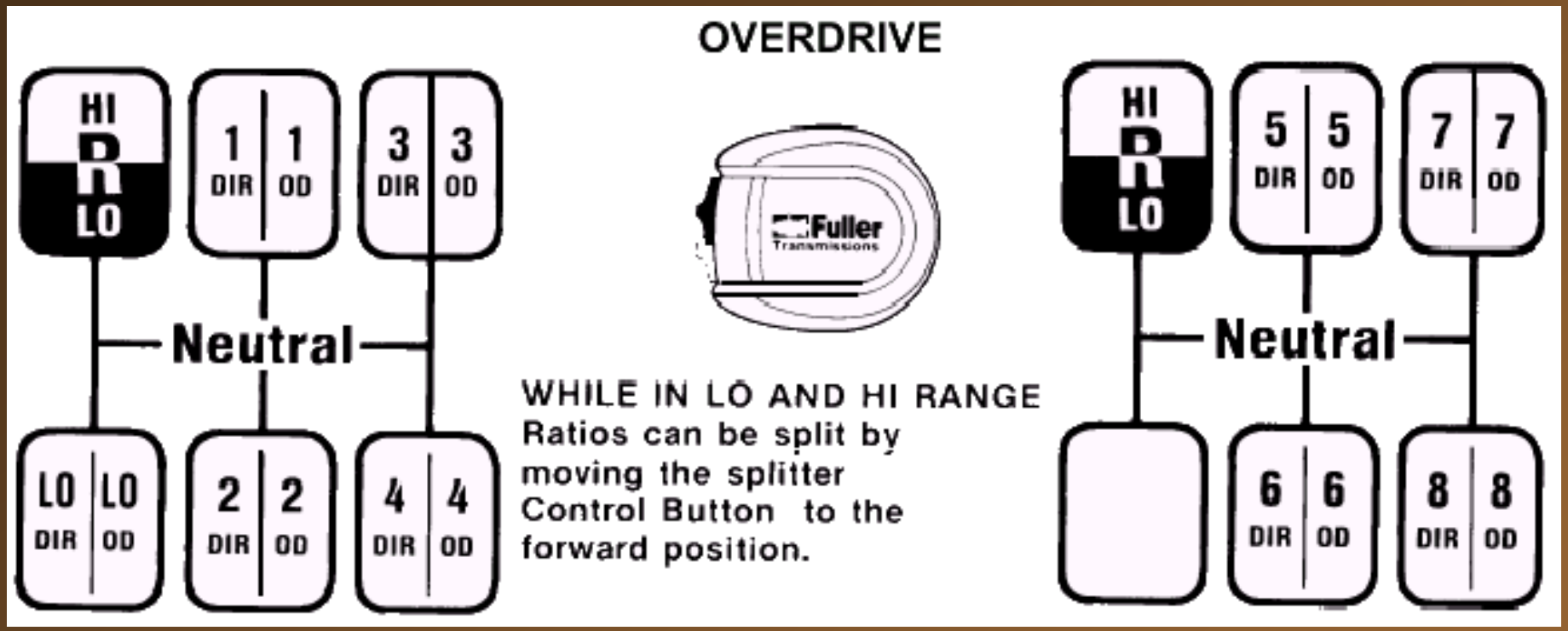
(LOW)

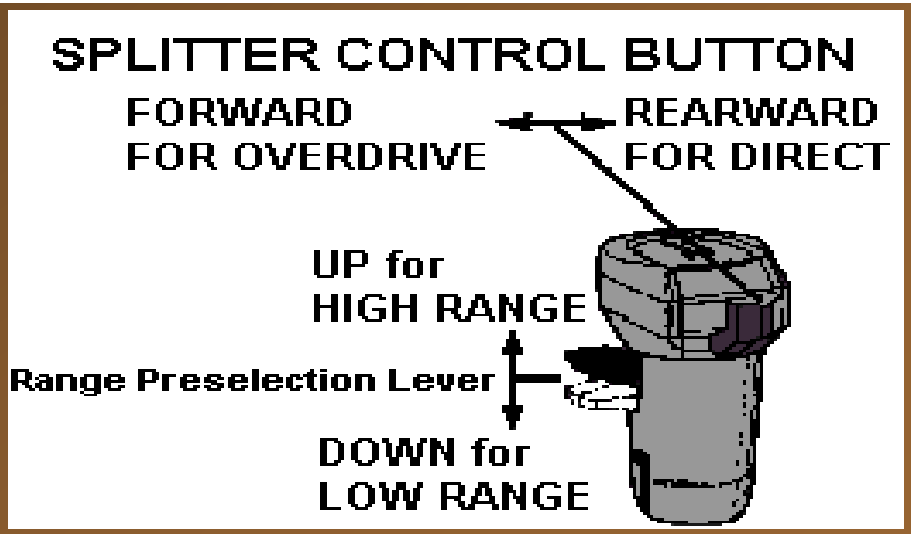
Lorsque le véhicule est stationné, le moteur en marche le levier de vitesses est au point mort, l ’embrayage relâché.

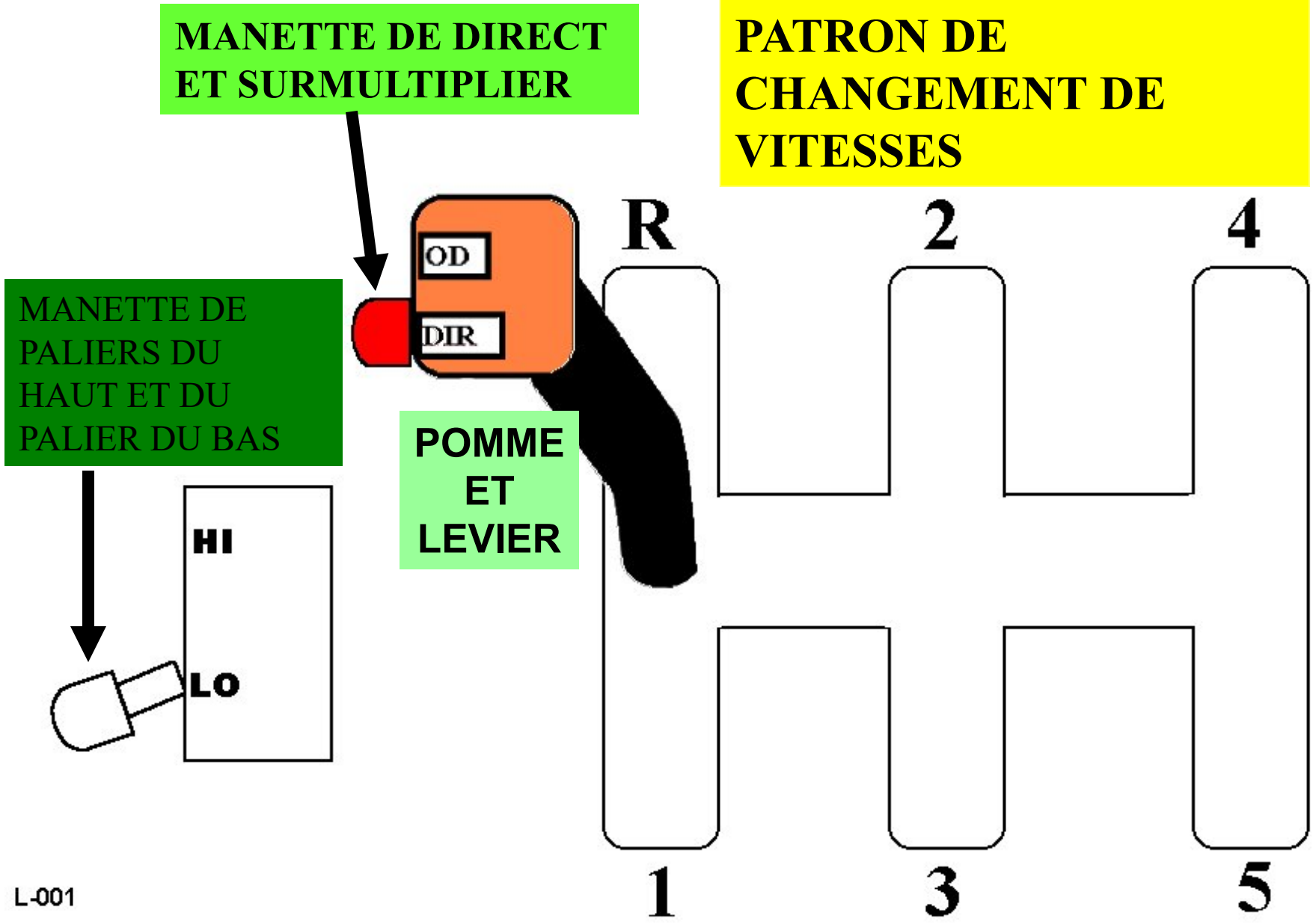
Pour mettre en marche le chauffeur place les manettes en palier inférieur(low) et le médiateur en direct(D).

REM : dans l ’animation la manette du palier inférieur et supérieur est déplacée de la pomme pour une meilleur compréhension du mouvement.

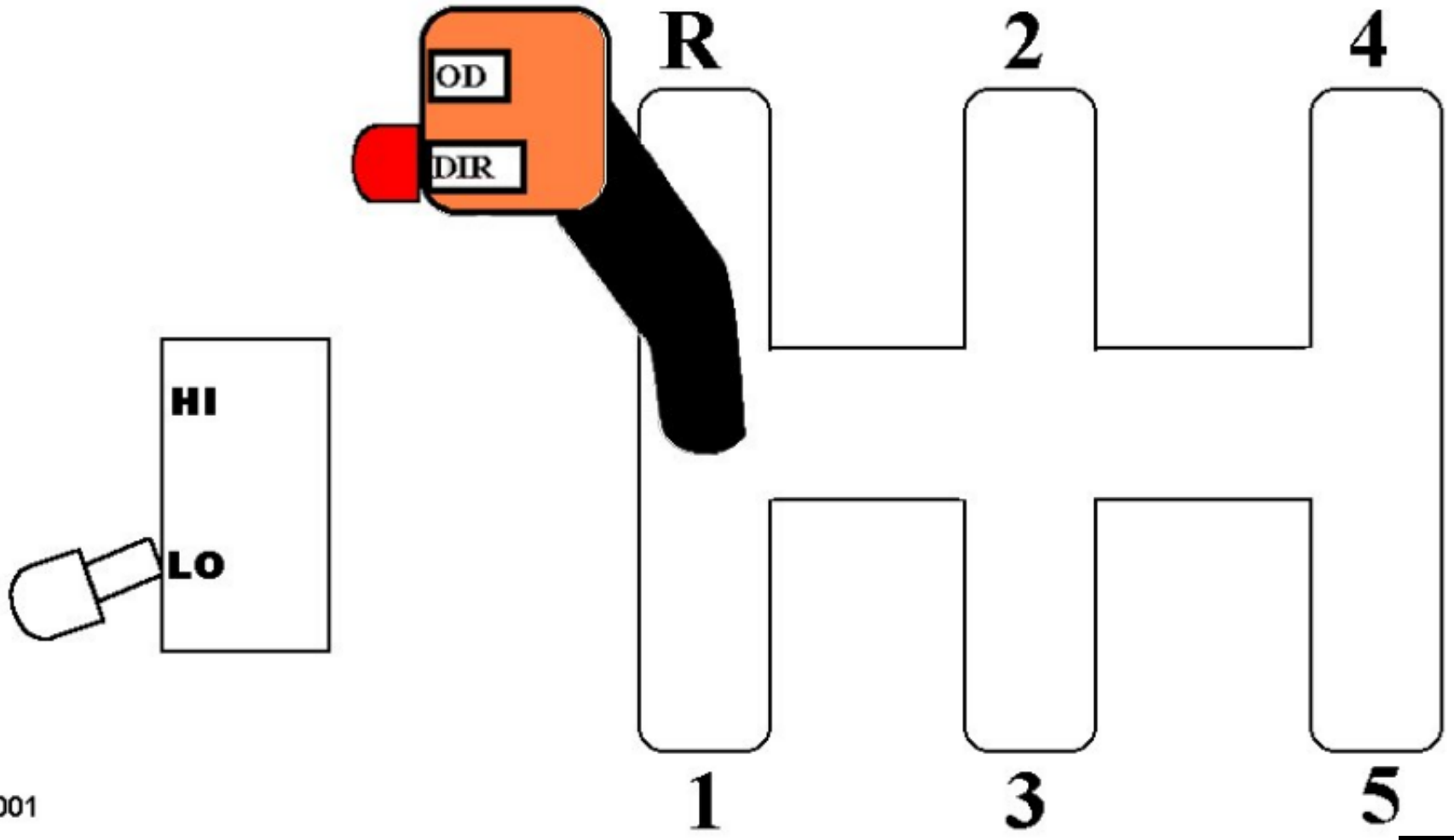
« POMMETTE »


OVERDRIVE
HI
D
LO
1 DIR 1 OD
3 DIR 3 OD
Neutral
LO DIR LO OD
2 DIR 2 OD
4 DIR 4 OD
Fuller Transmissions
WHILE IN LO AND HI RANGE
Ratios can be split by
moving the splitter
Control Button to the
forward position.
HI
D
LO
5 DIR 5 OD
7 DIR 7 OD
Neutral
6 DIR 6 OD
8 DIR 8 OD

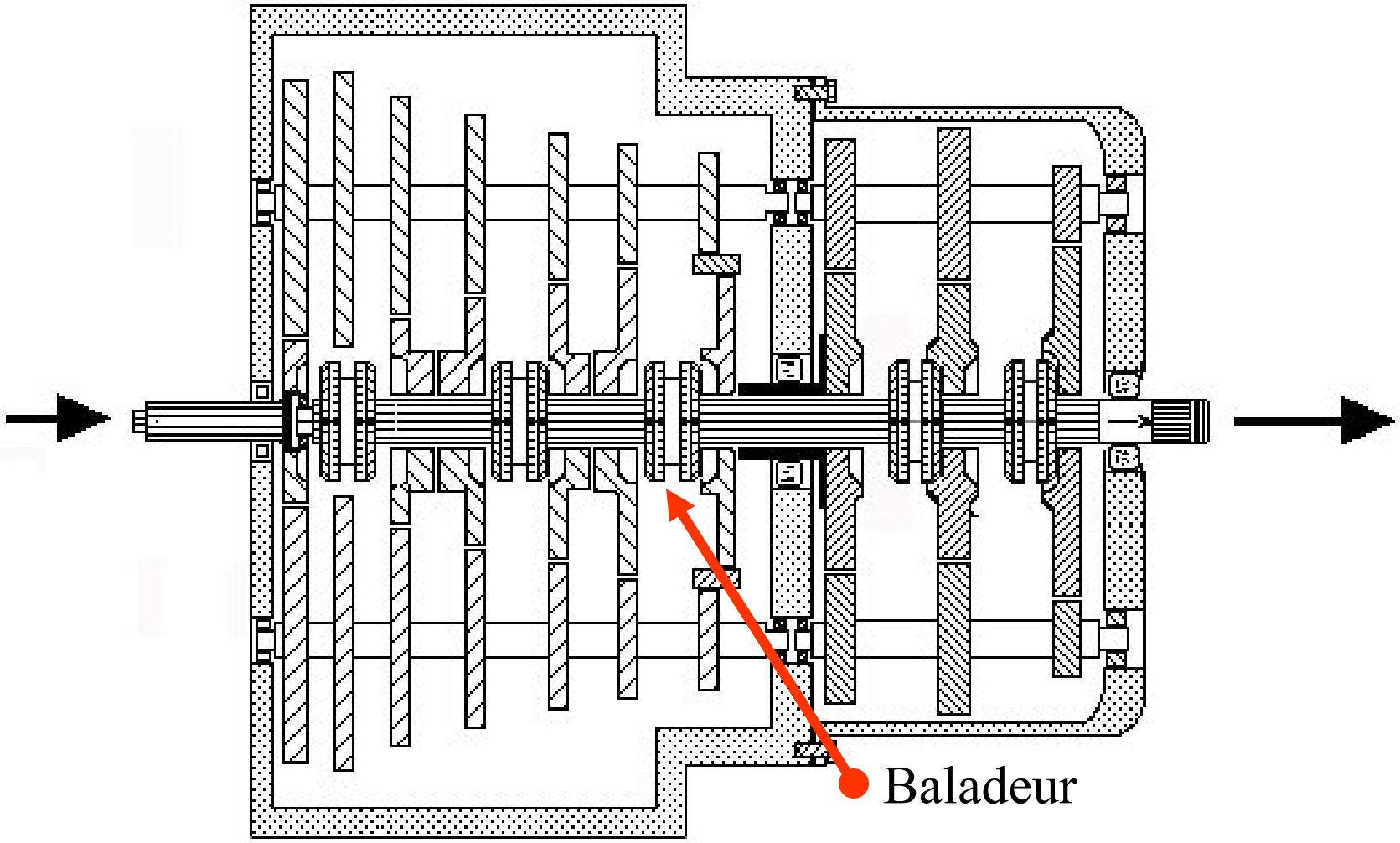

SPLITTER CONTROL BUTTON
FORWARD
FOR OVERDRIVE
REARWARD
FOR DIRECT
UP for
HIGH RANGE
Range Preselection Lever
DOWN for
LOW RANGE


MANETTE DE DIRECT ET SURMULTIPLIER
PATRON DE CHANGEMENT DE VITESSES
MANETTE DE PALIERS DU HAUT ET DU PALIER DU BAS
POMME ET LEVIER
OD
DIR
HI
LO
R
2
4
1
3
5
L-001

Le levier est au point mort, le chauffeur presse la pédale d’embrayage et déplace le levier de vitesses en position 1er sur la transmission et le system pneumatique est positionné dans le palier inférieur et la manette médiane en directe.



L-001



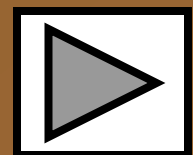
00

L’opérateur

relâche lentement

l ’embrayage.

L ’accélération du véhicule a pour effet de faire révolutionné le moteur de plus en plus vite. Lorsque le moteur a atteint 1700 RPM le chauffeur doit faire passer la transmission du 1er au 2em rapport.



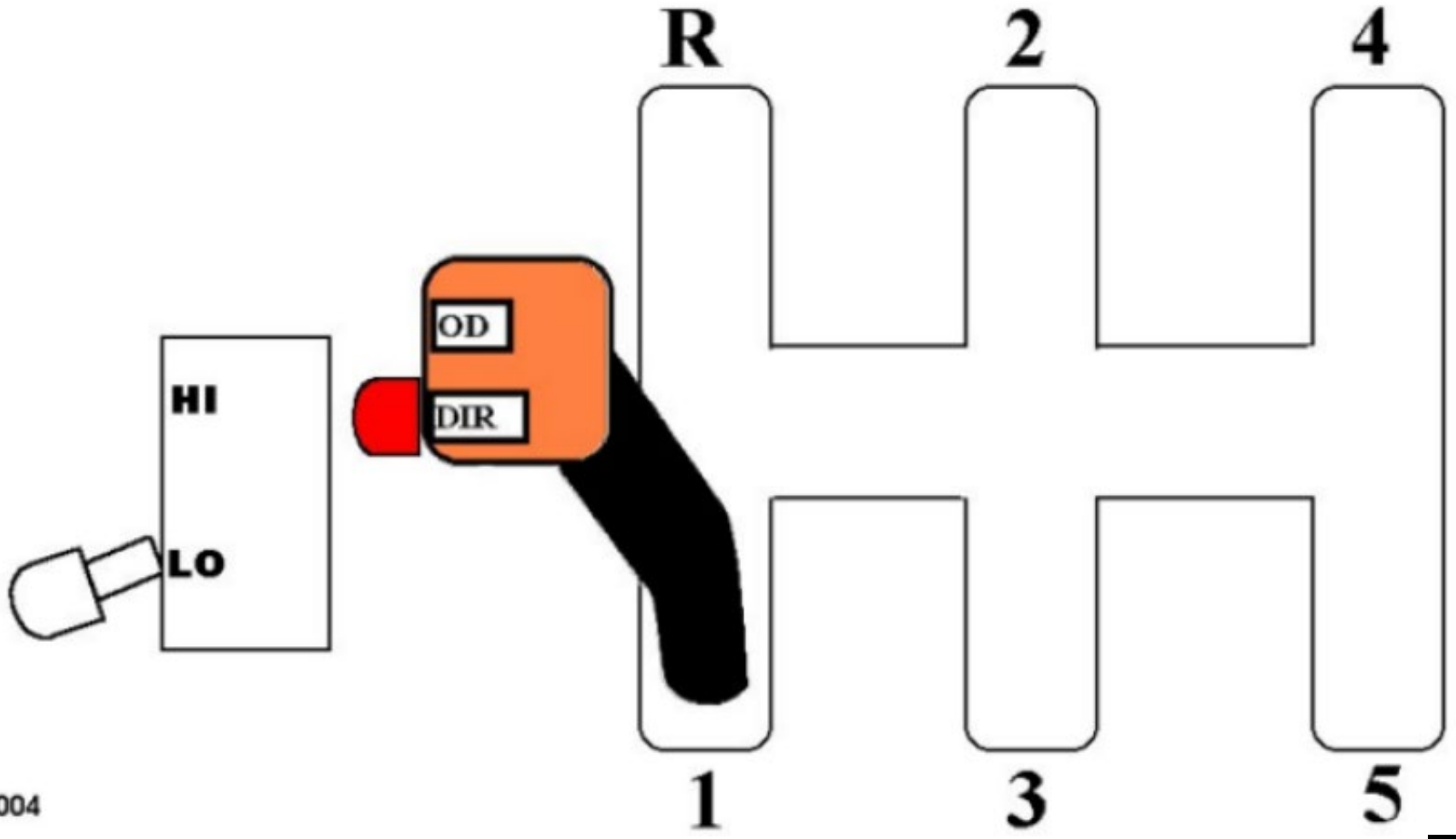
Il est temps pour le chauffeur déplace la manette de la position direct(D) à la position surmultiplié(OD), il relâche l'accélérateur assez longtemps pour permettre au moteur de réduire son R.P.M. de 1700 à 1500 R.P.M. .

2em vitesse sur 18

IMPORTANT

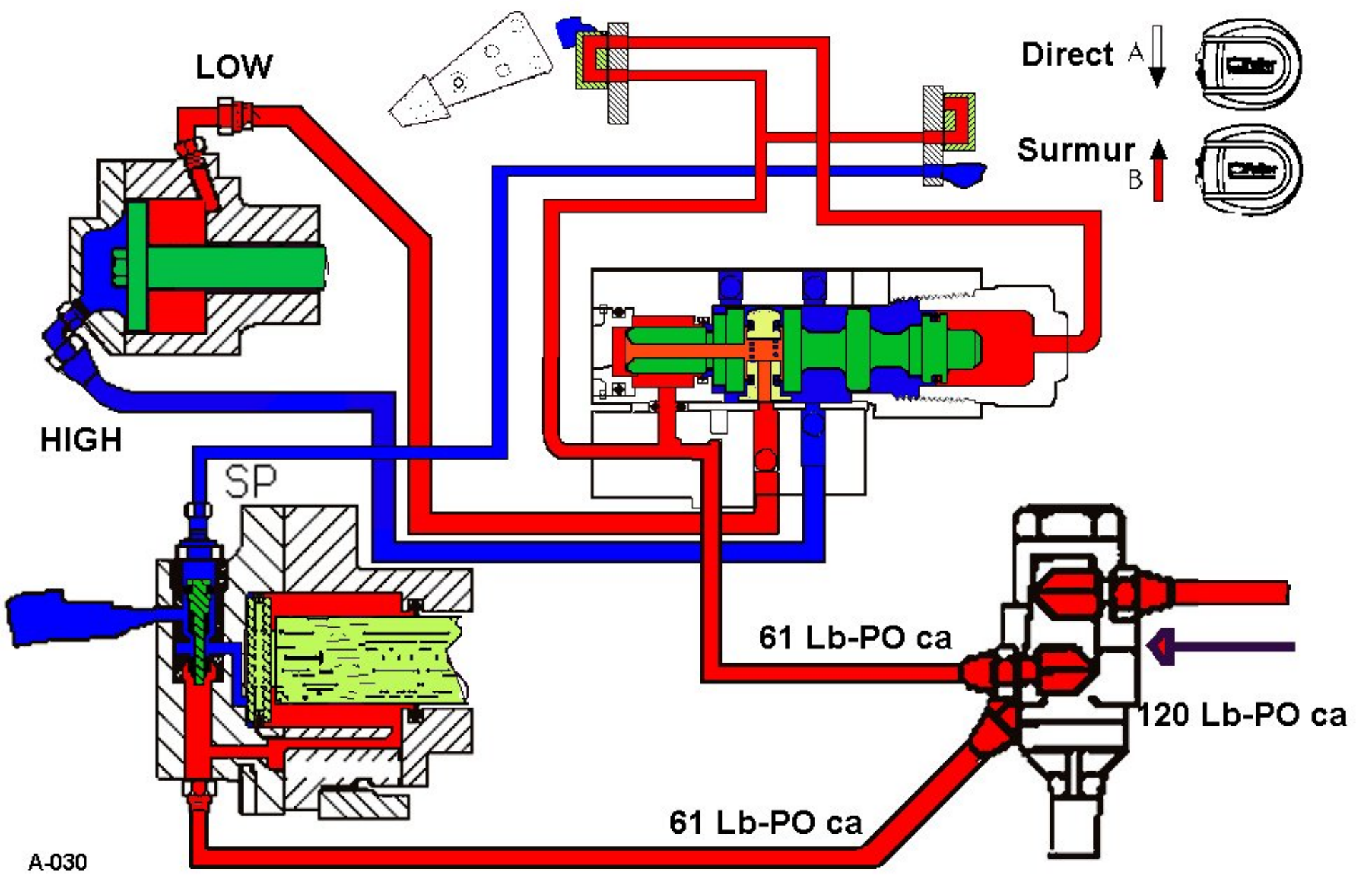
Si on ne laisse pas le temps au moteur de réduire son R.P.M. les deux groupes de pignons seront à des R.P.M. differents. Se choqueront et s 'useront rapidement.

(LOW)

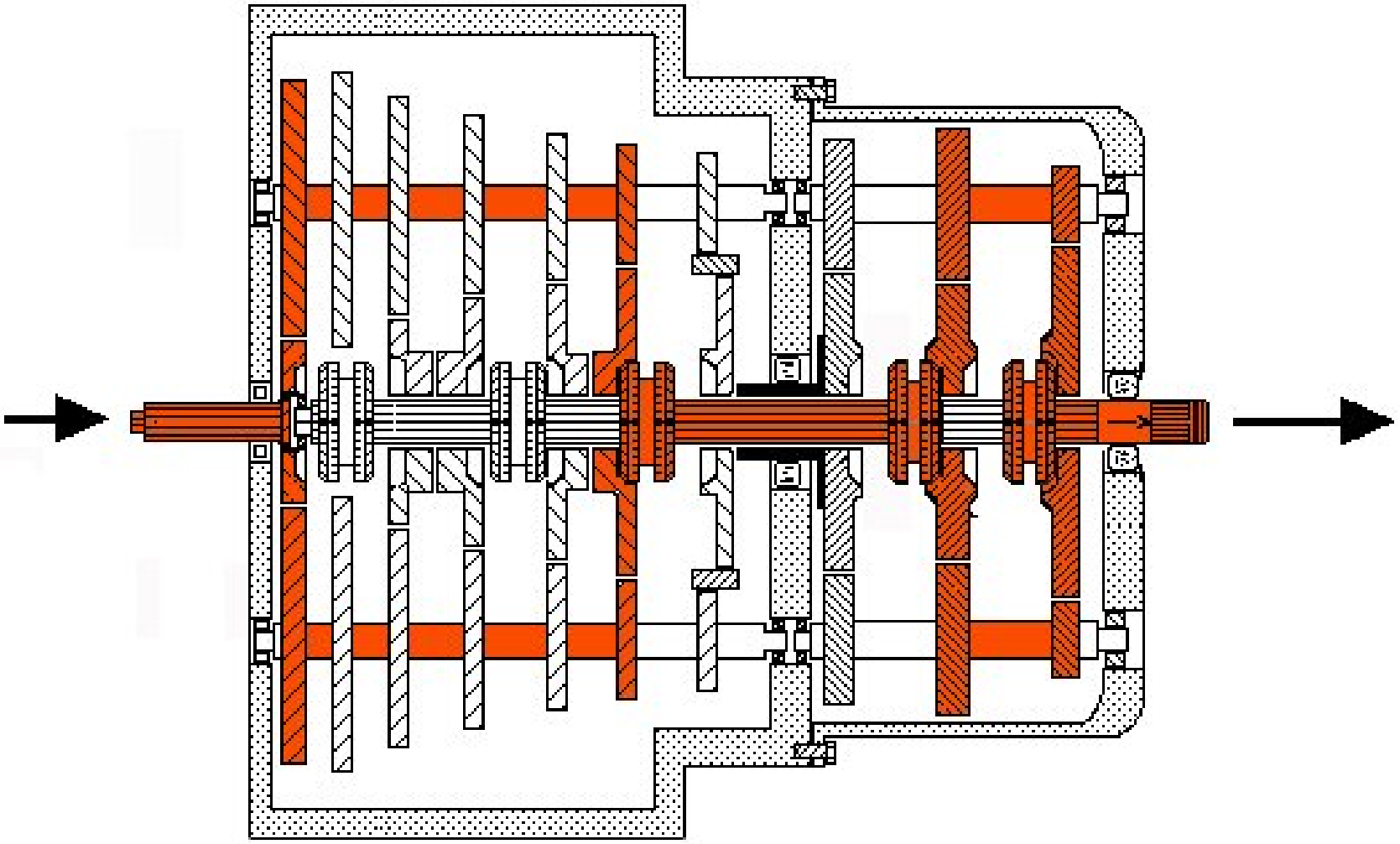


L-004

Mouvement du système pneumatique


LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-030

Mouvement mécanique dans la section auxiliaire.



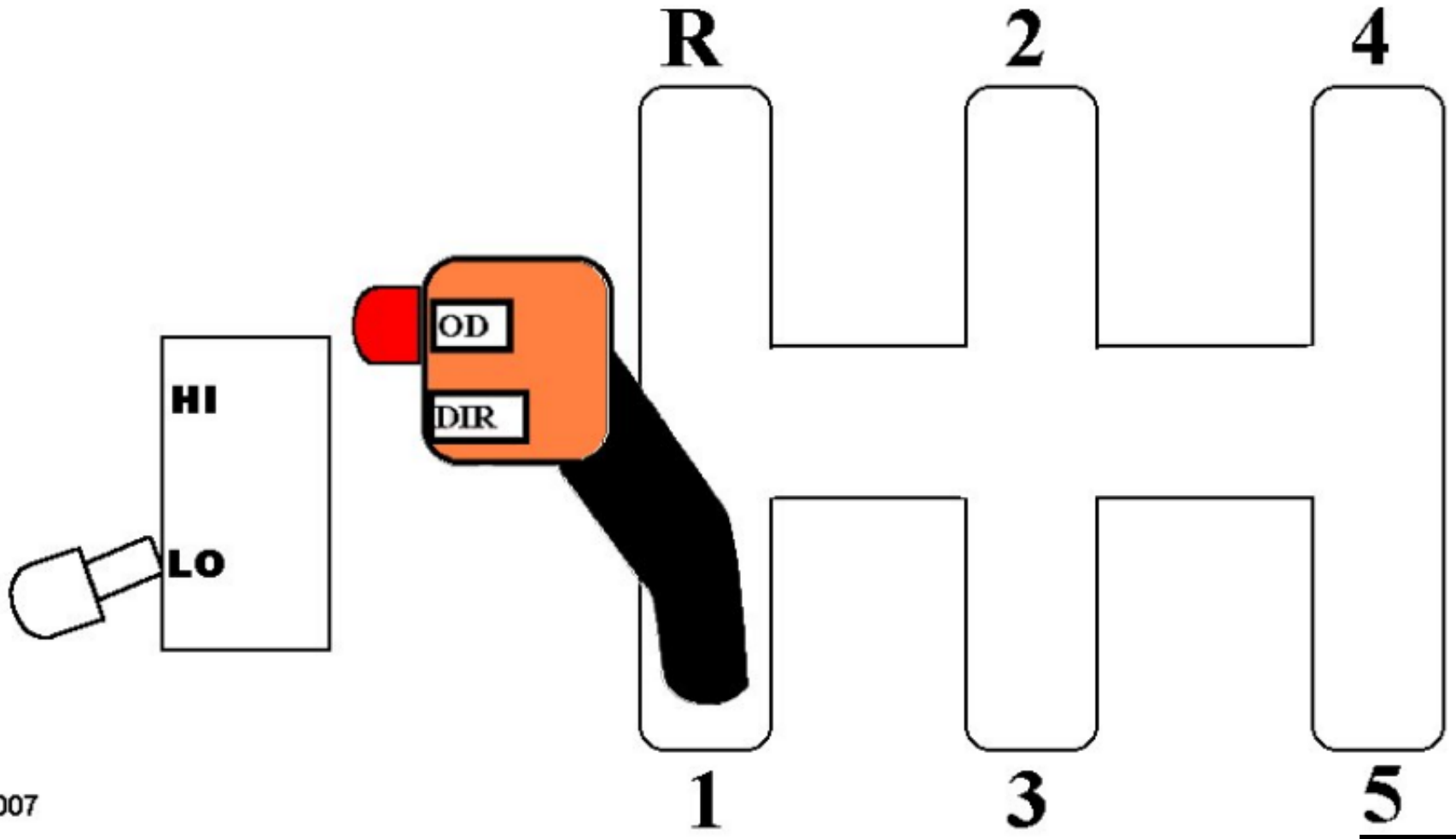
PASSAGE DU 2em AU 3em RAPPORT

Lorsque le RPM du moteur est 1900 R.P.M. Le chauffeur relâche l ’accélérateur, presse l ’embrayage et déplace le levier au point mort, relâche l ’embrayage, et presse l ’embrayage à nouveau et le R.P.M. Du moteur est +- à 1400 R.M.P. Engage le levier à la position 2 de la boîte avant et en même temps déplace la manette médiane D/OD de surmultiplication à direct

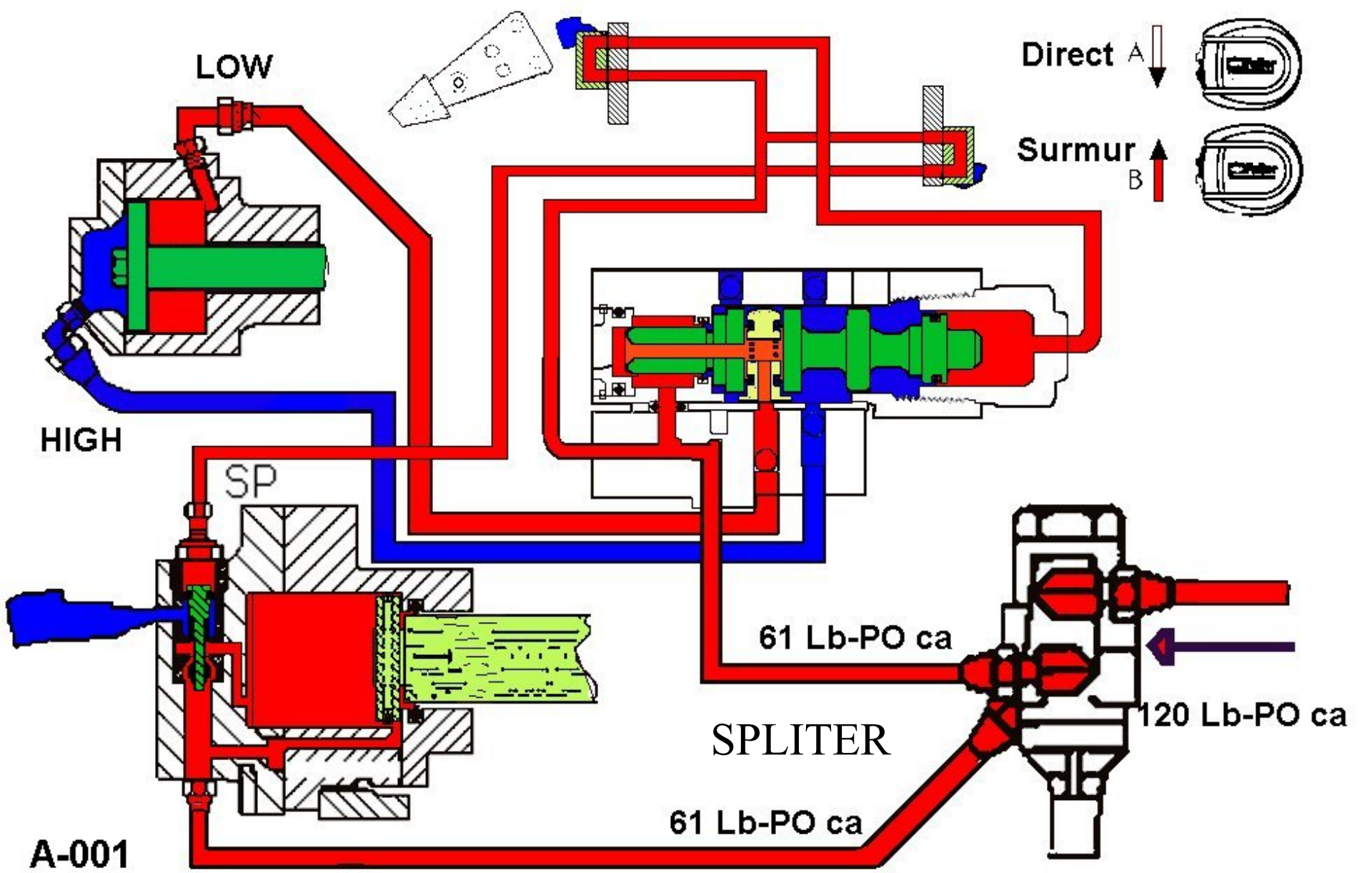
REMARQUE: la vitesse de changement dépend de: l ’ordre et la manipulation de l ’embrayage peut varier selon le type de moteur, de la charge et de la pente

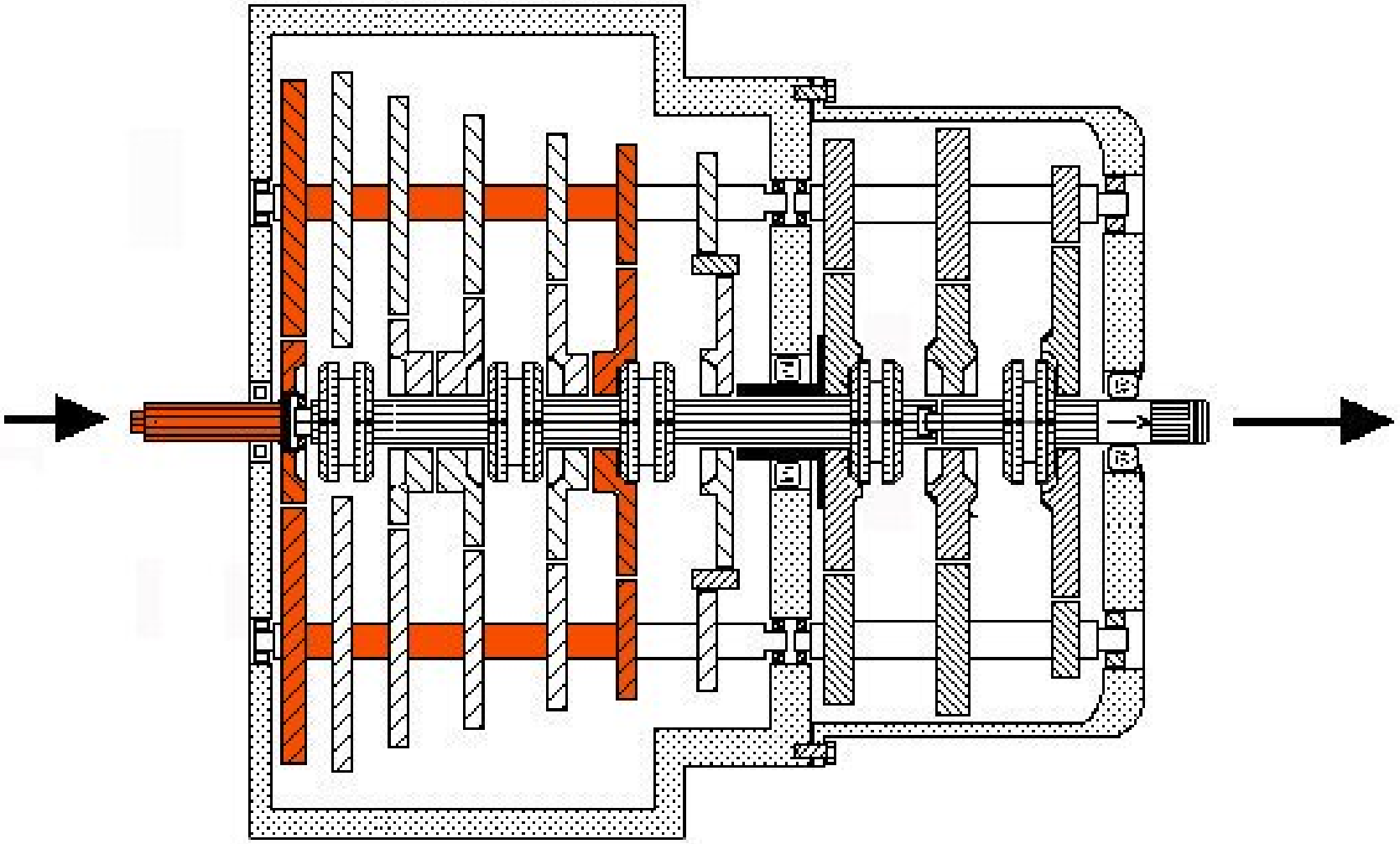
3 Em Vitesse Sur 18

(1)



L-007

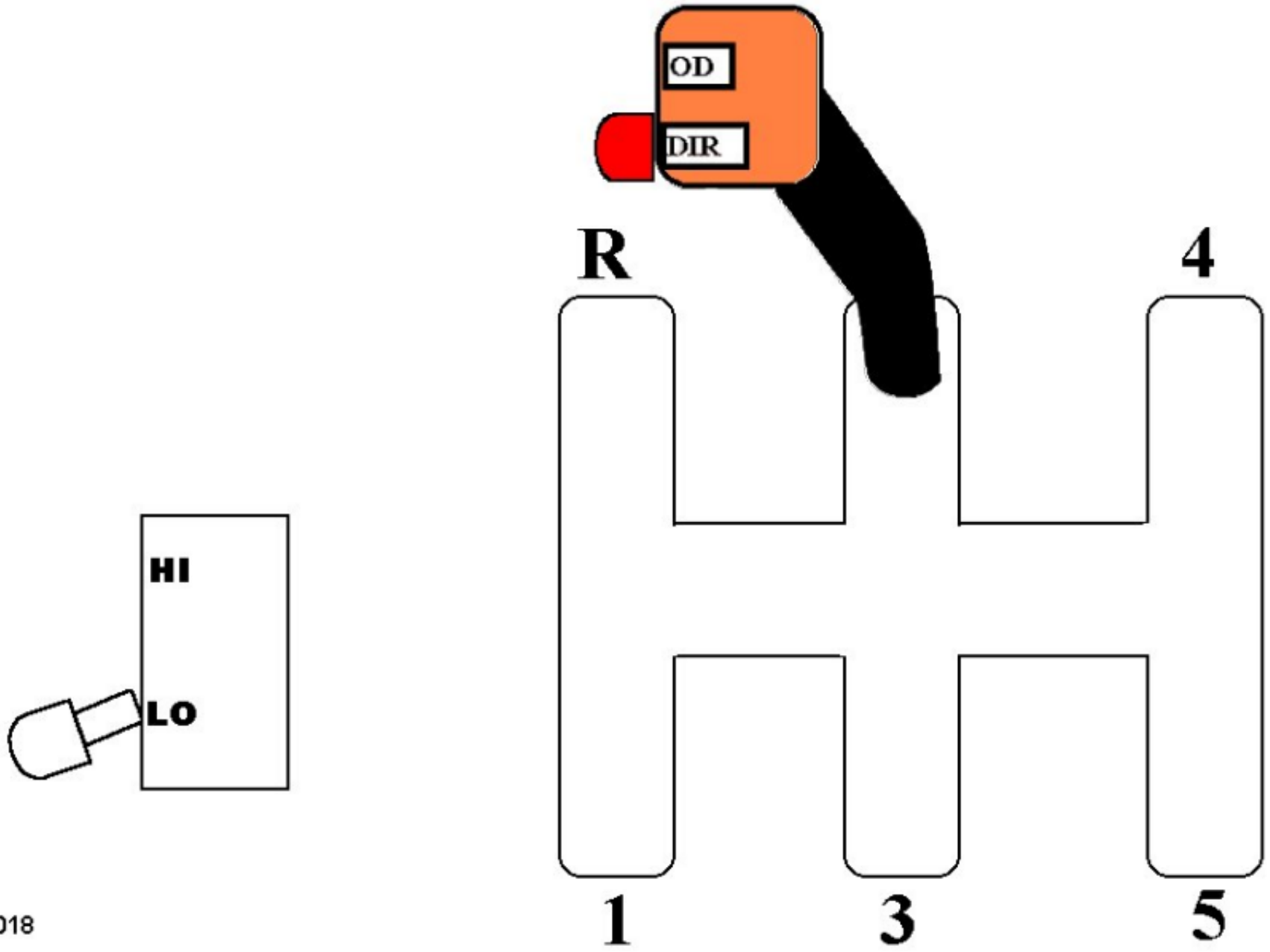

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
SPLITER
61 Lb-PO ca
A-001



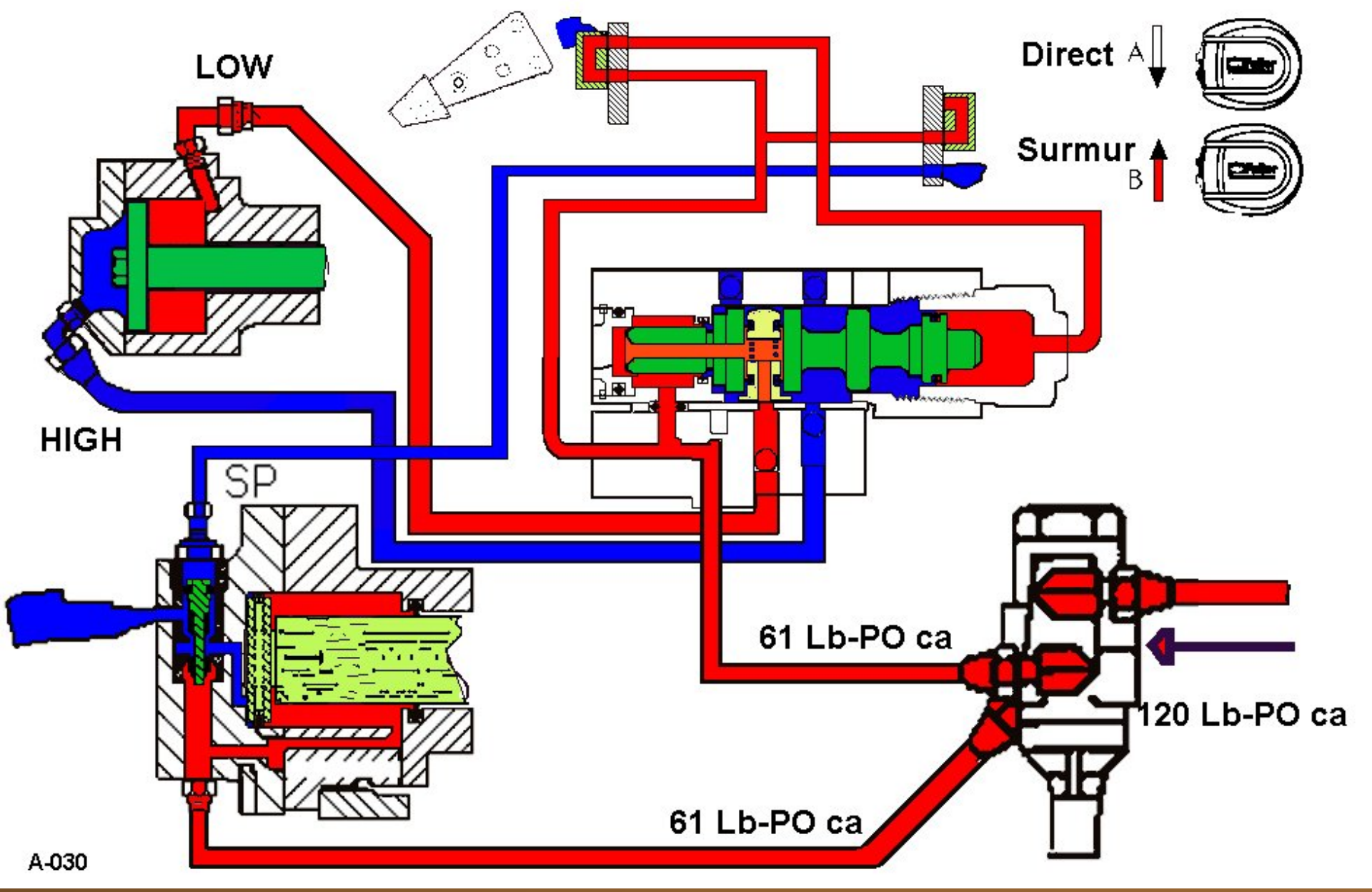
- Pour les changements de rapports qui suivent l ’animation des systèmes sera continuent du 4em au 10em rapport

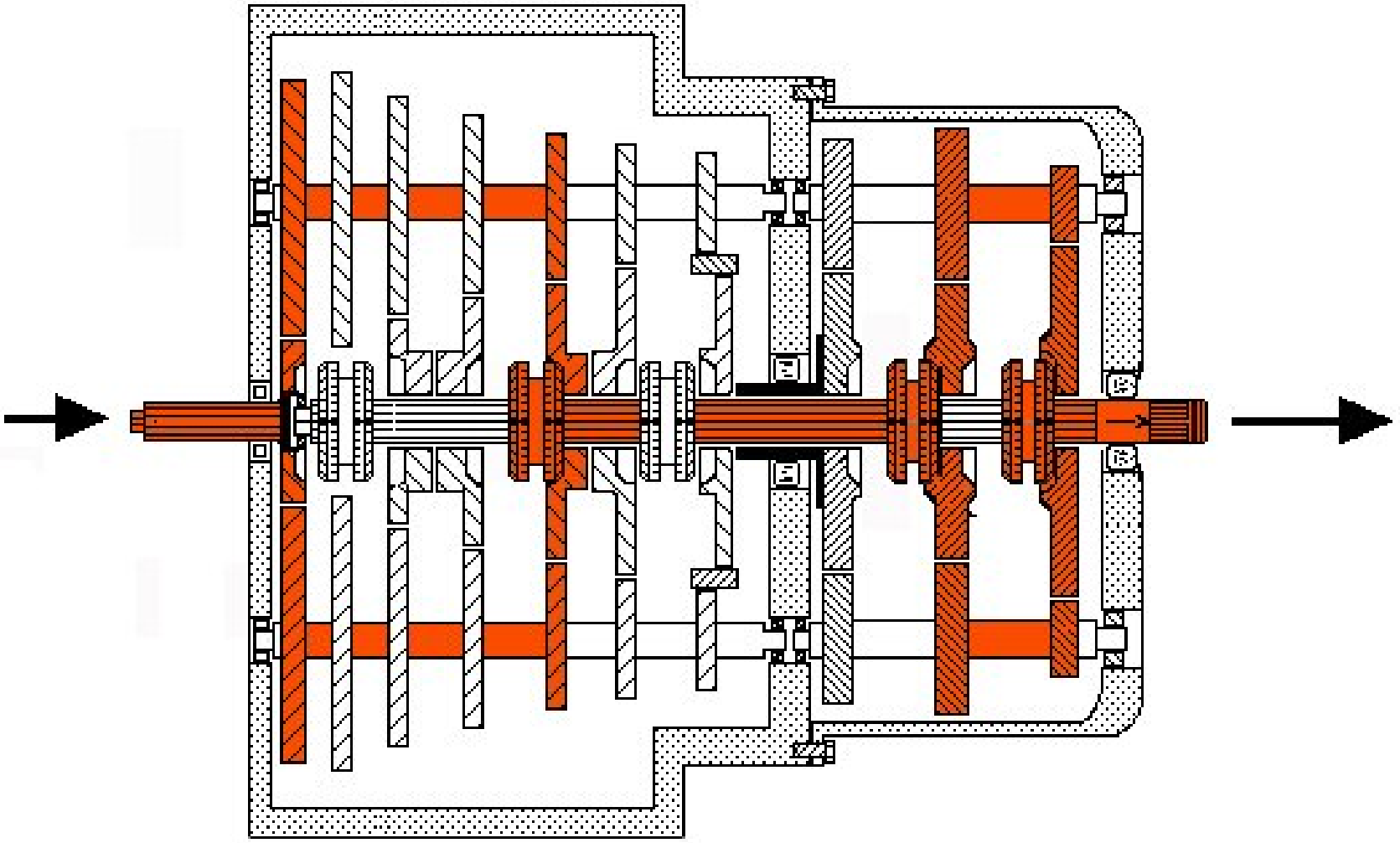
4Em Vitesse Sur 18

(1)



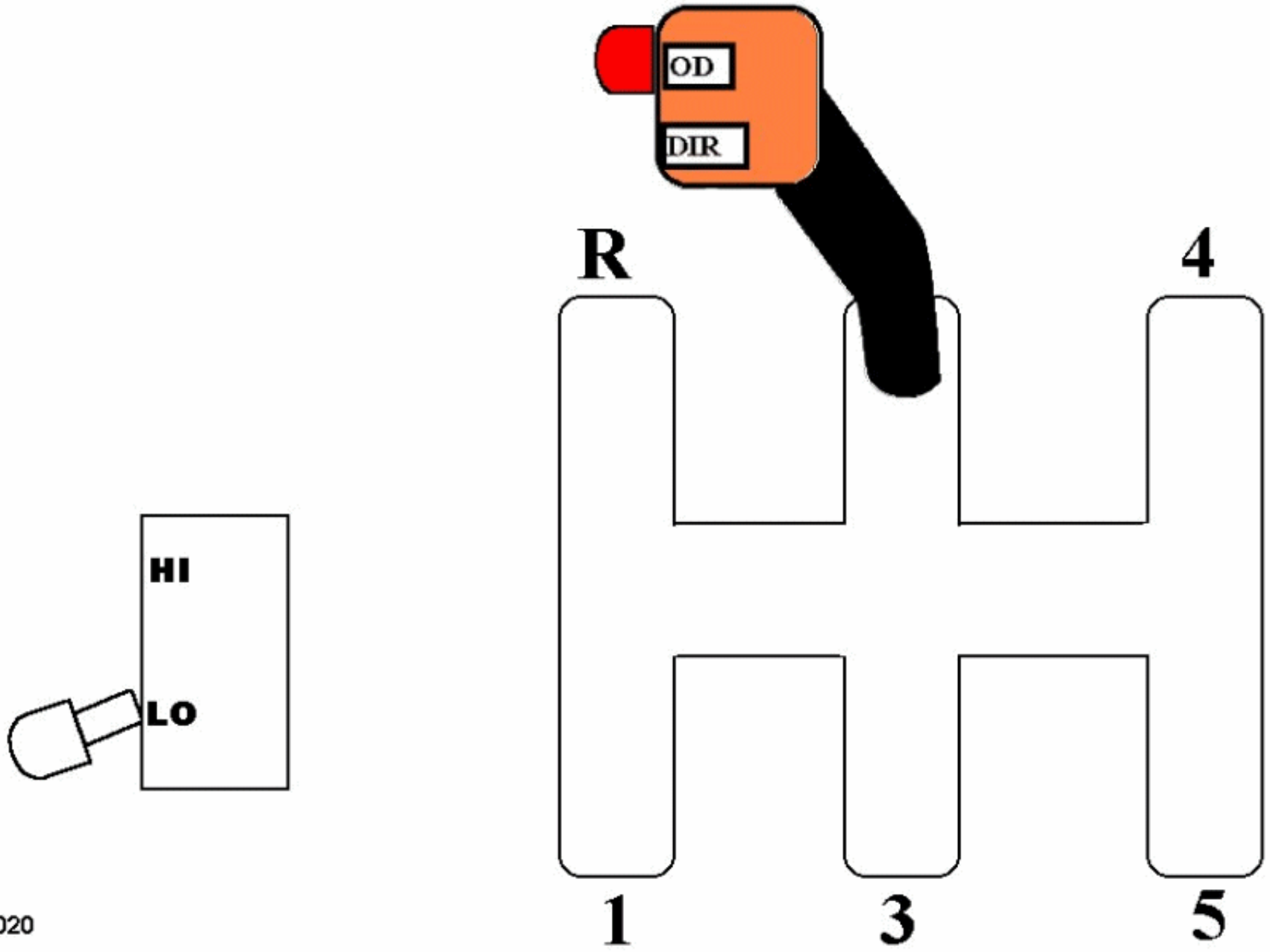
L-018


LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-030

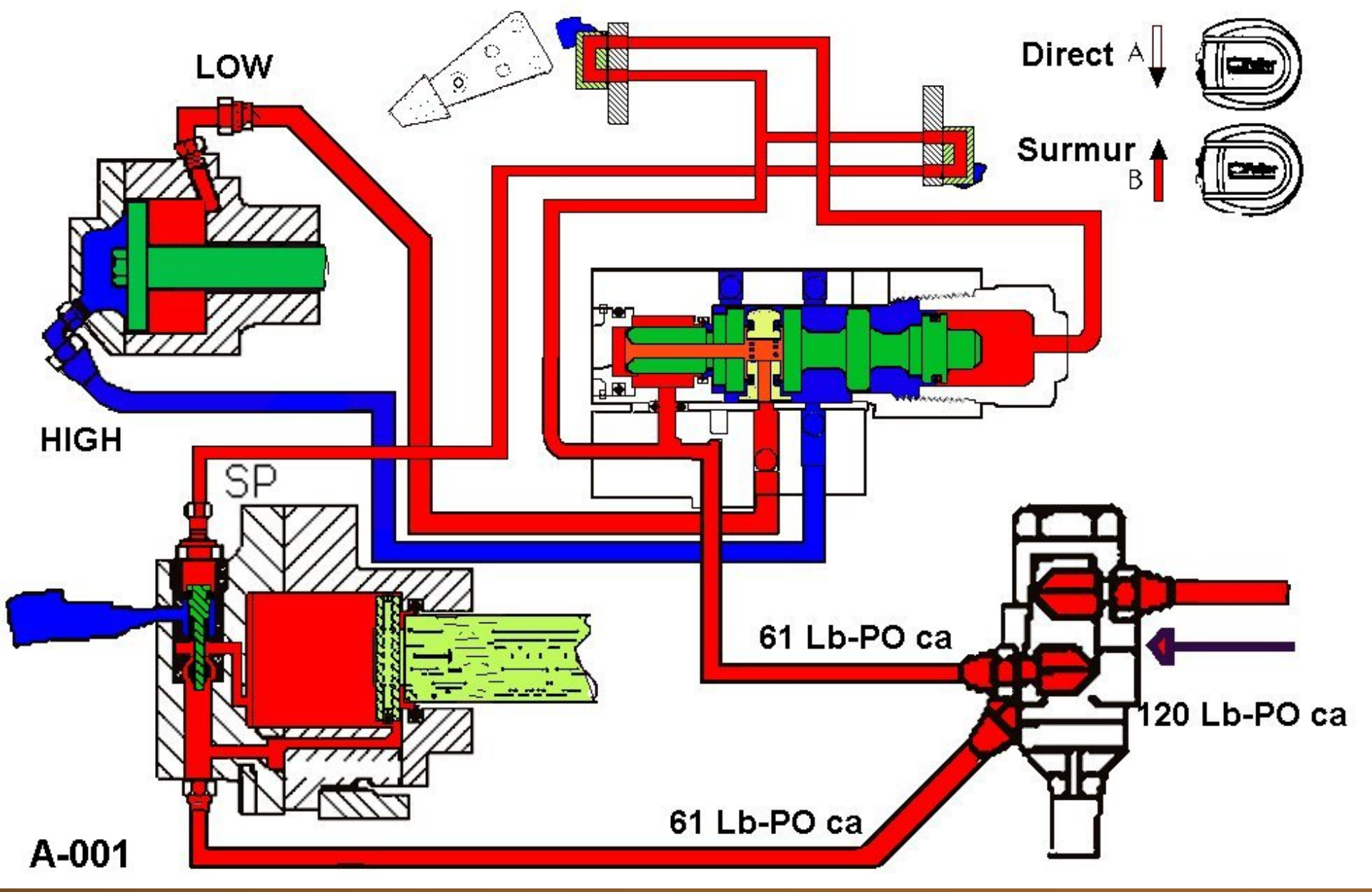


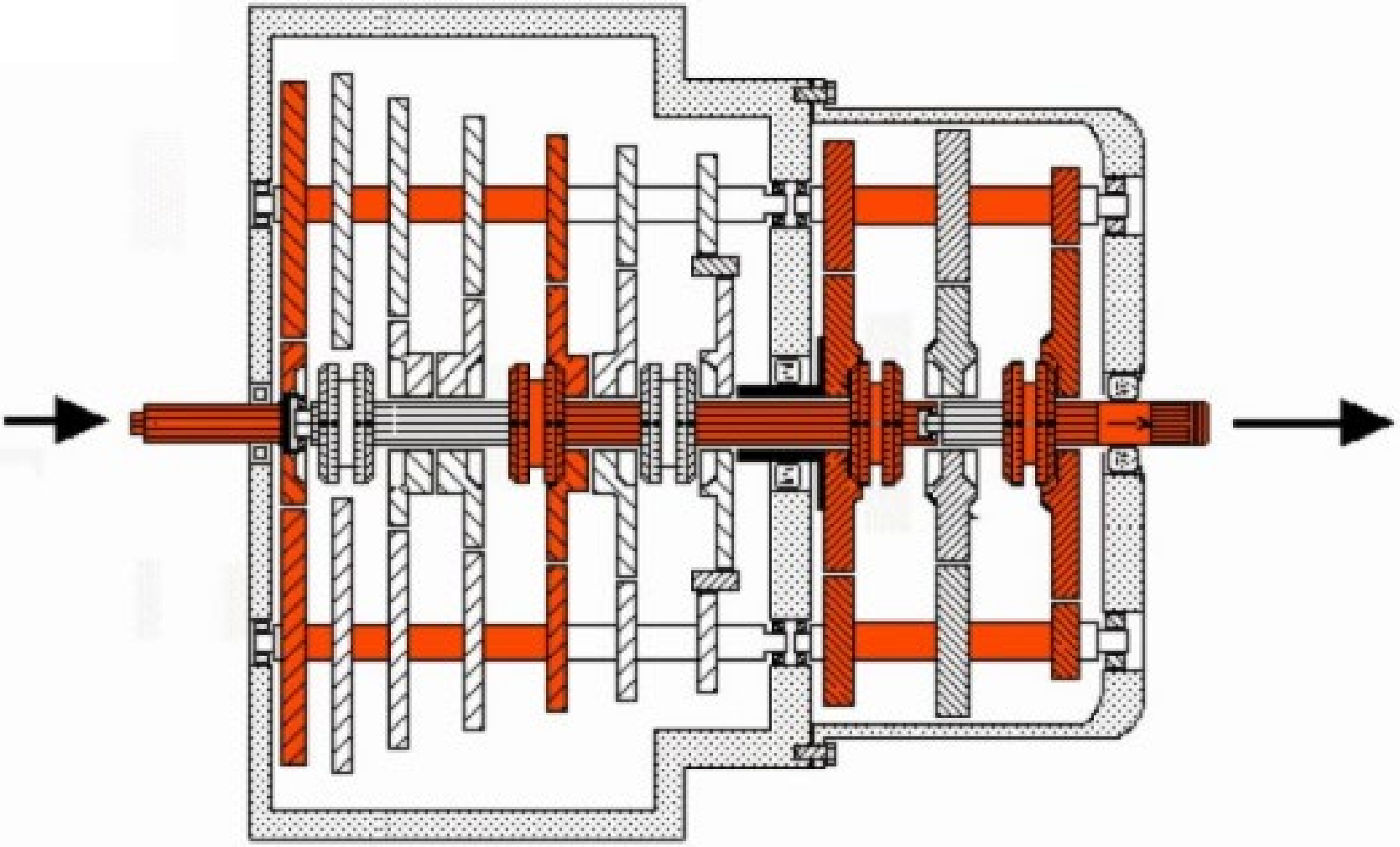
5em Vitesse Sur 18

(2)



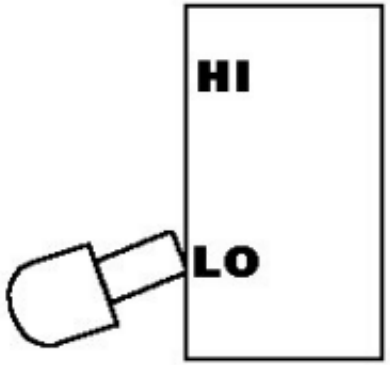
L-020

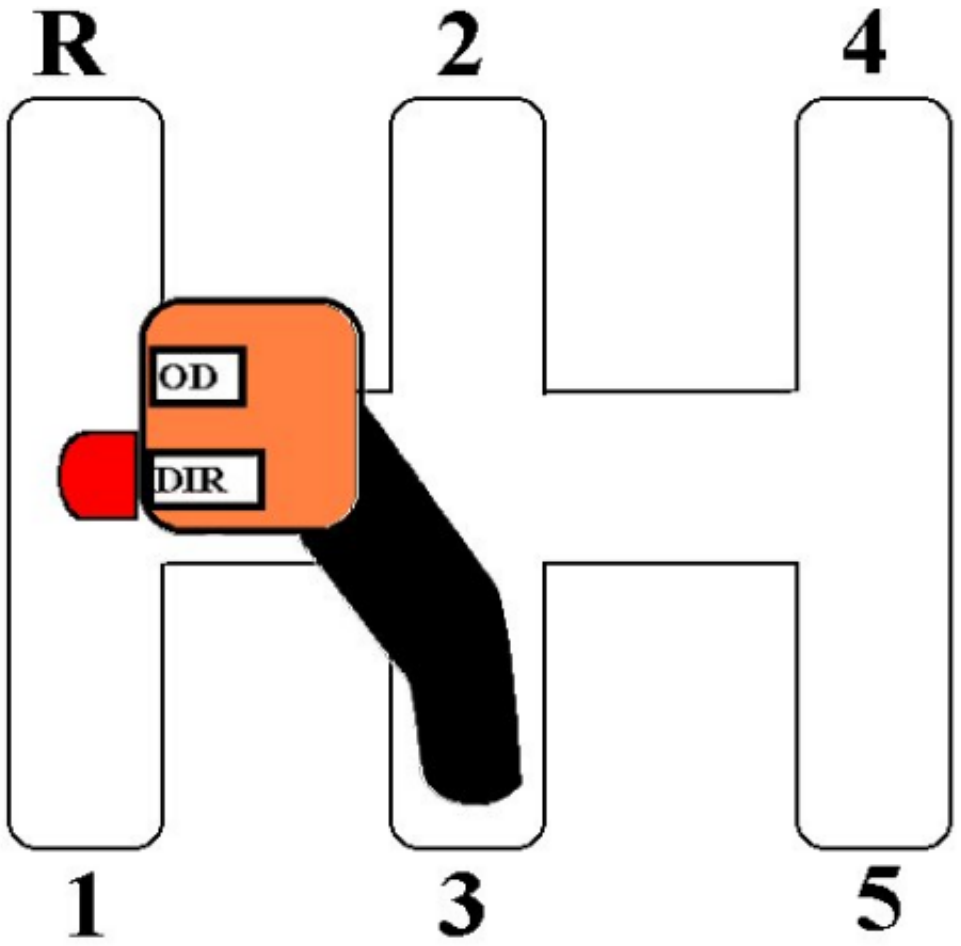

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001



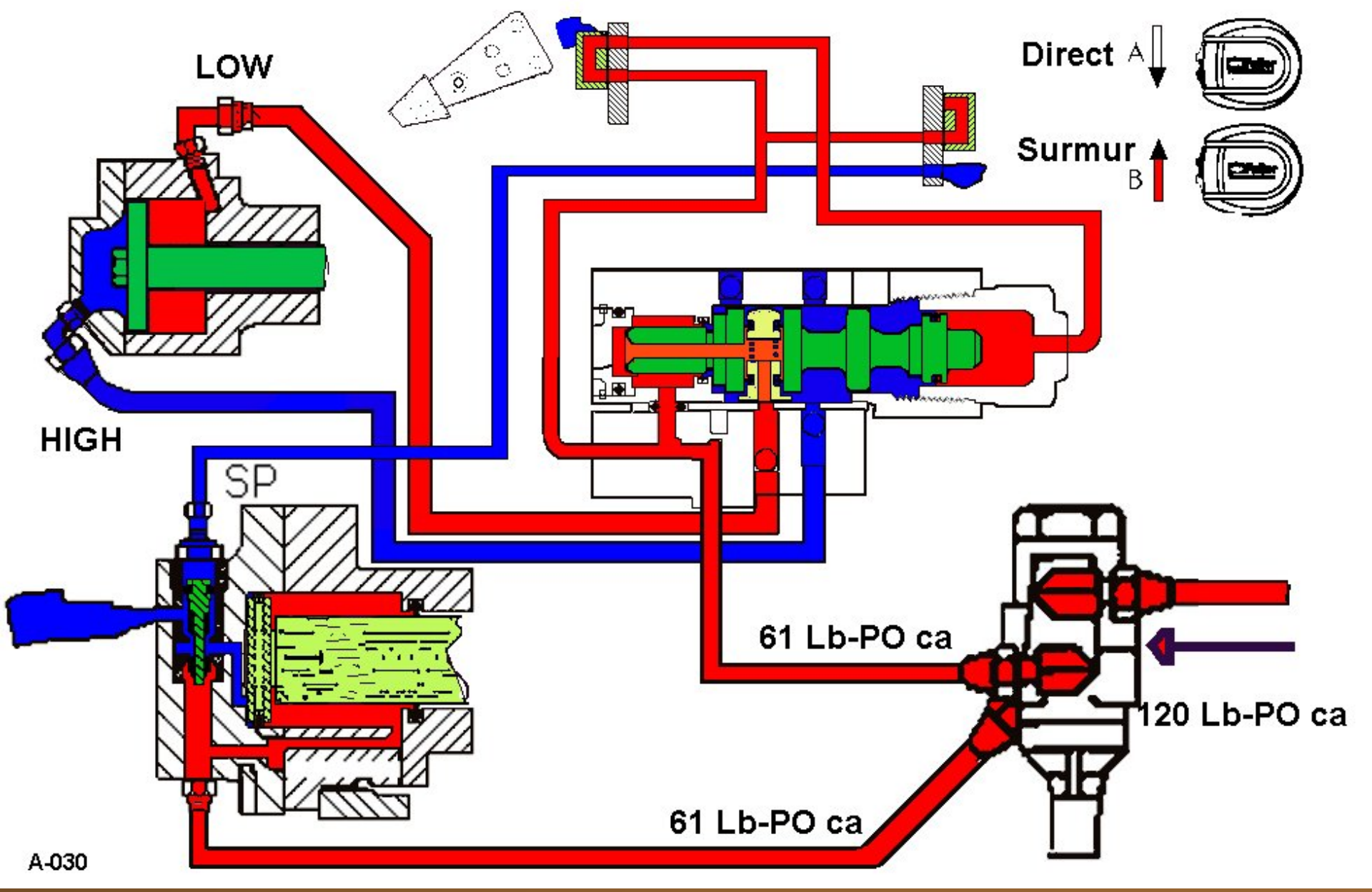
6em Vitesse Sur 18

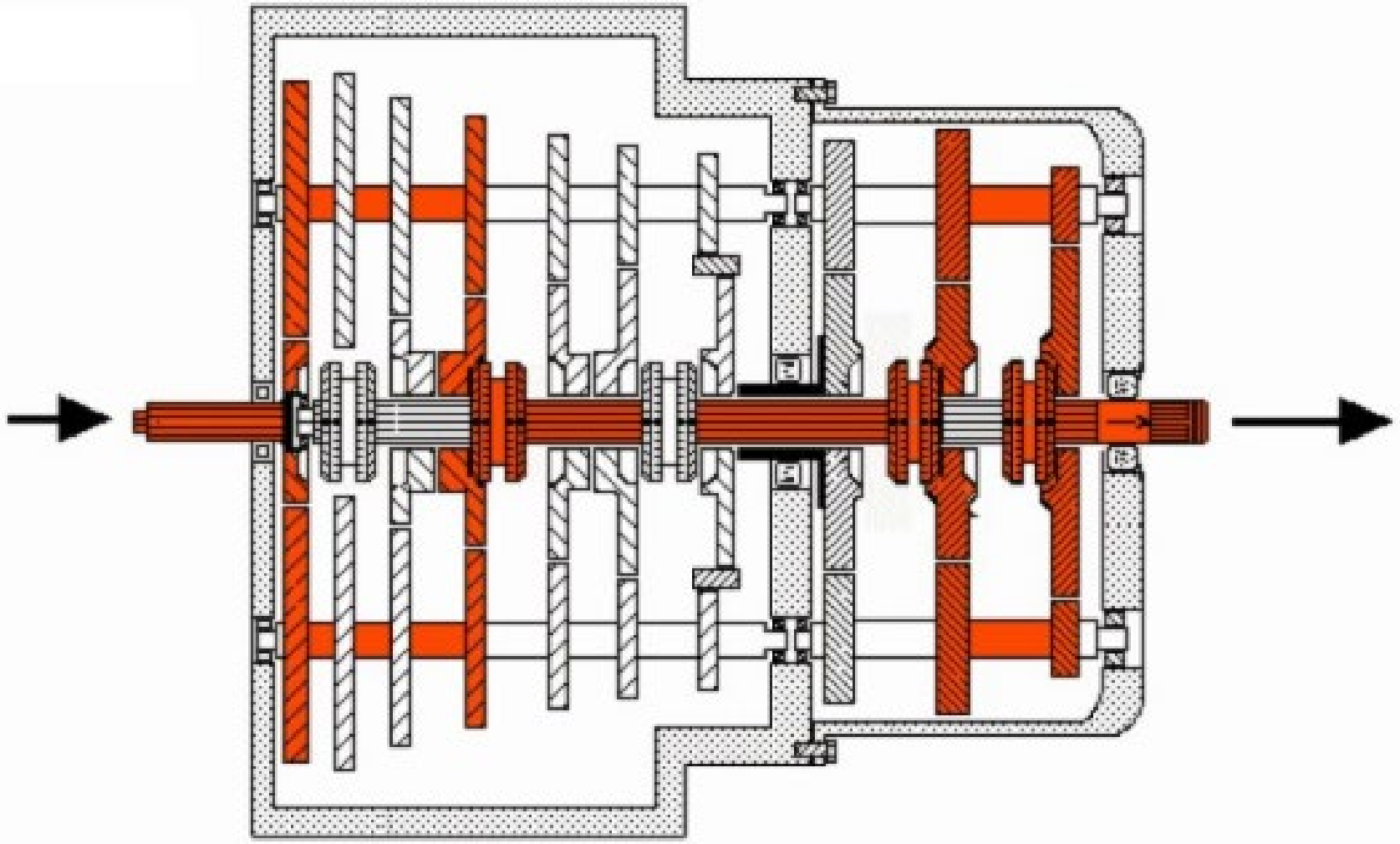
(2)





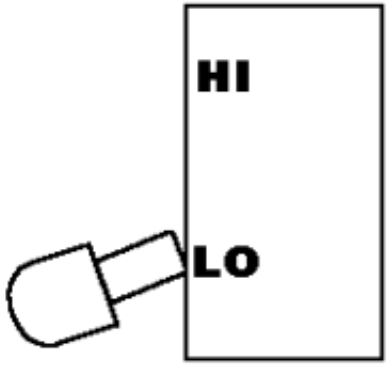
L-025

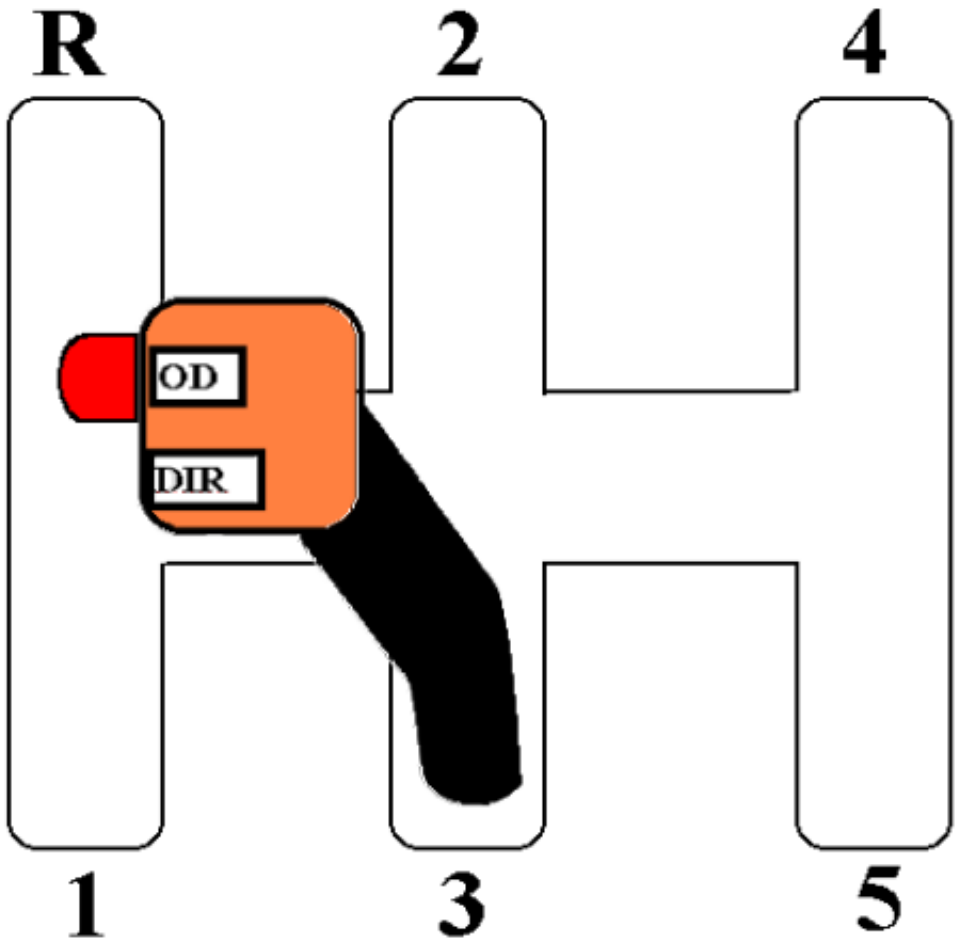

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-030



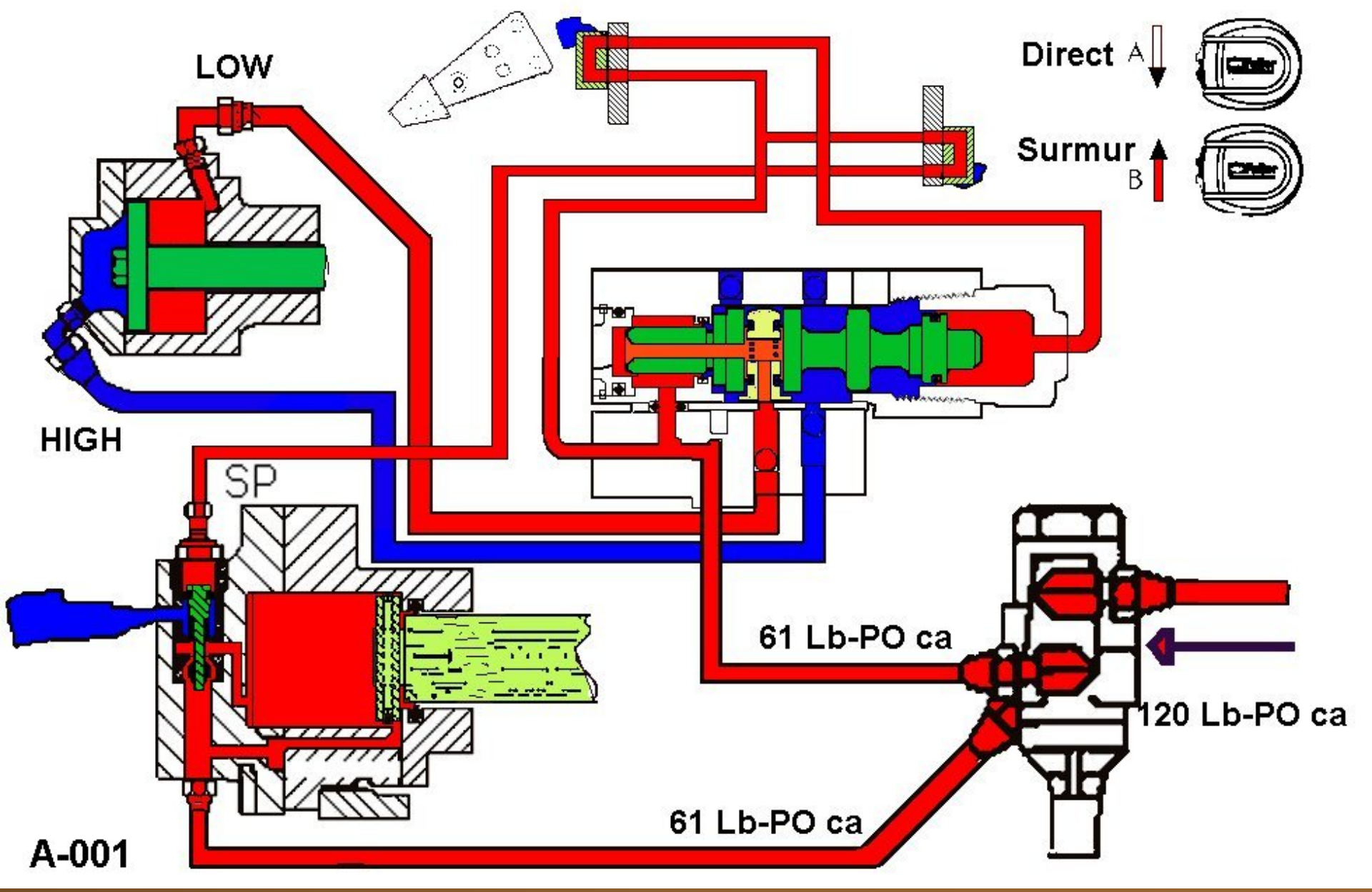
7em Vitesse Sur 18

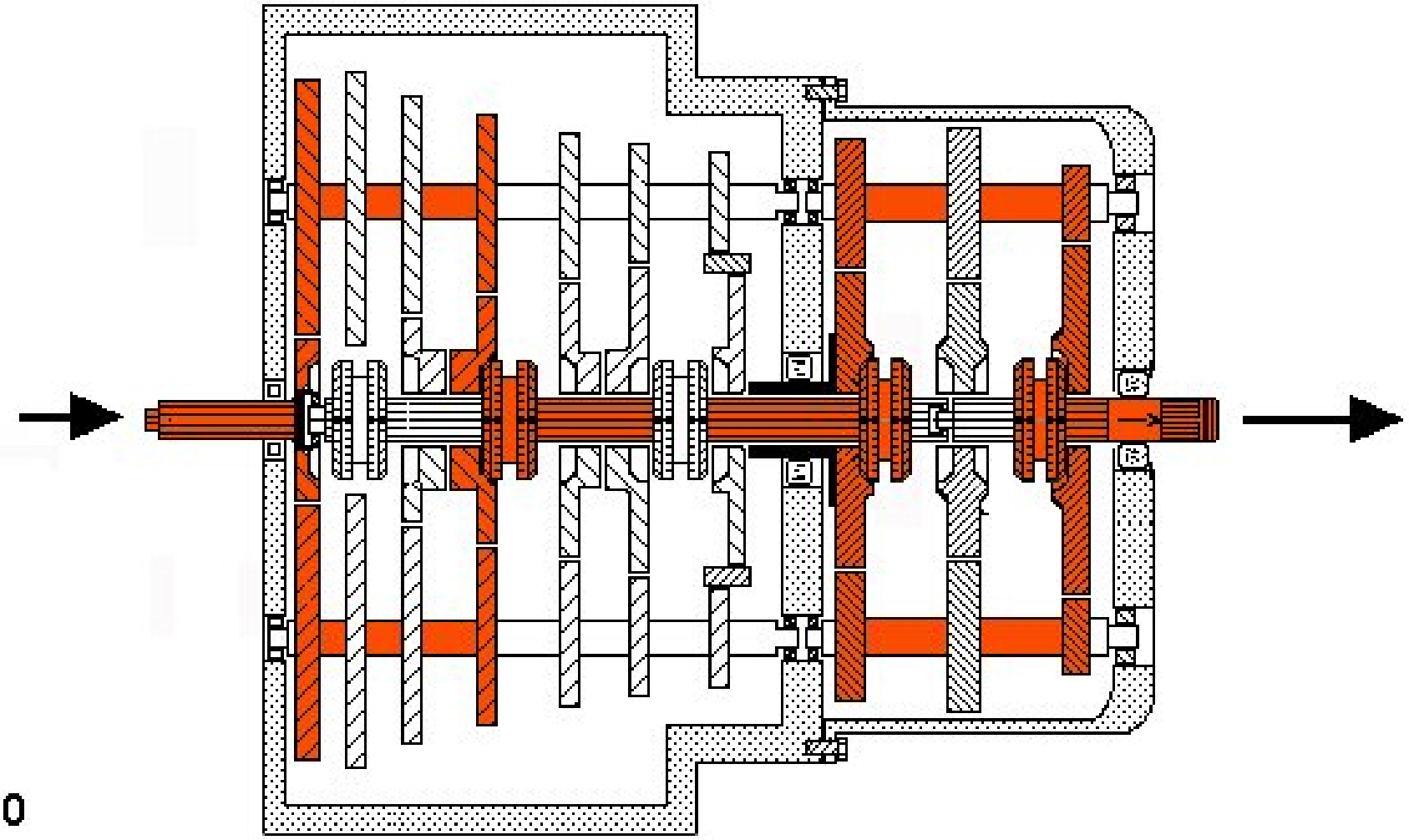
(3)





L-028

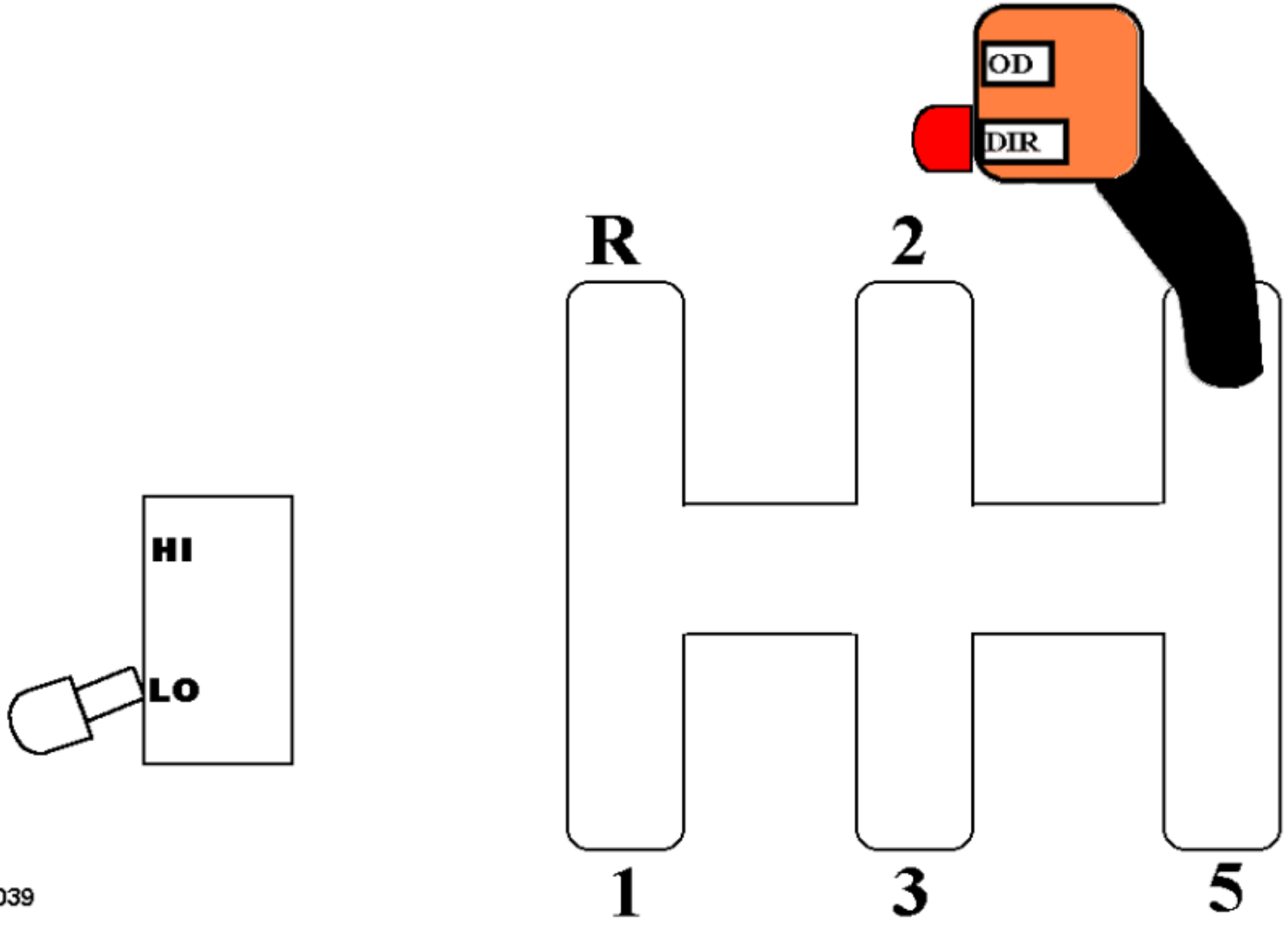

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001



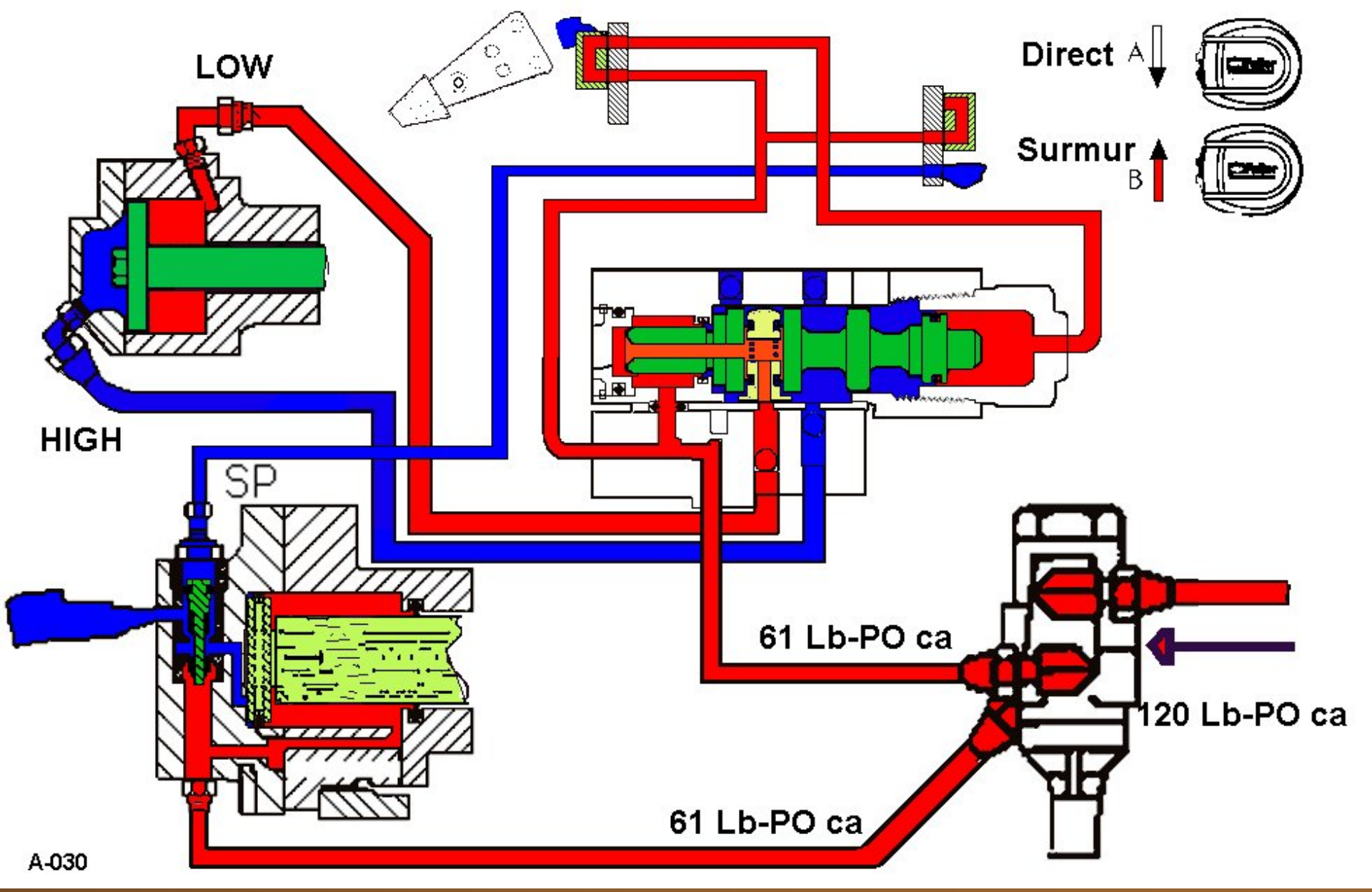
200

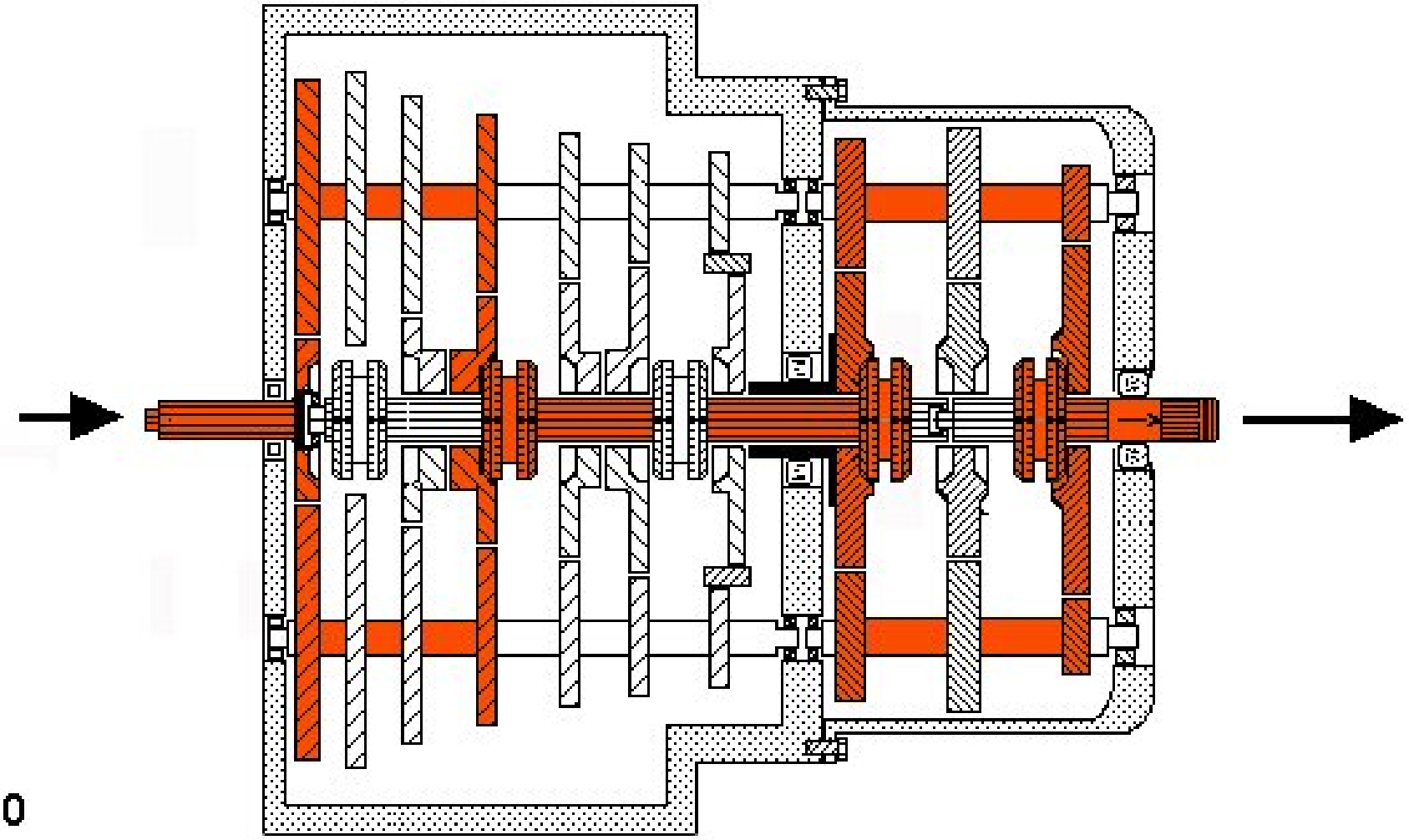
8em Vitesse Sur 18

(3)



L-039

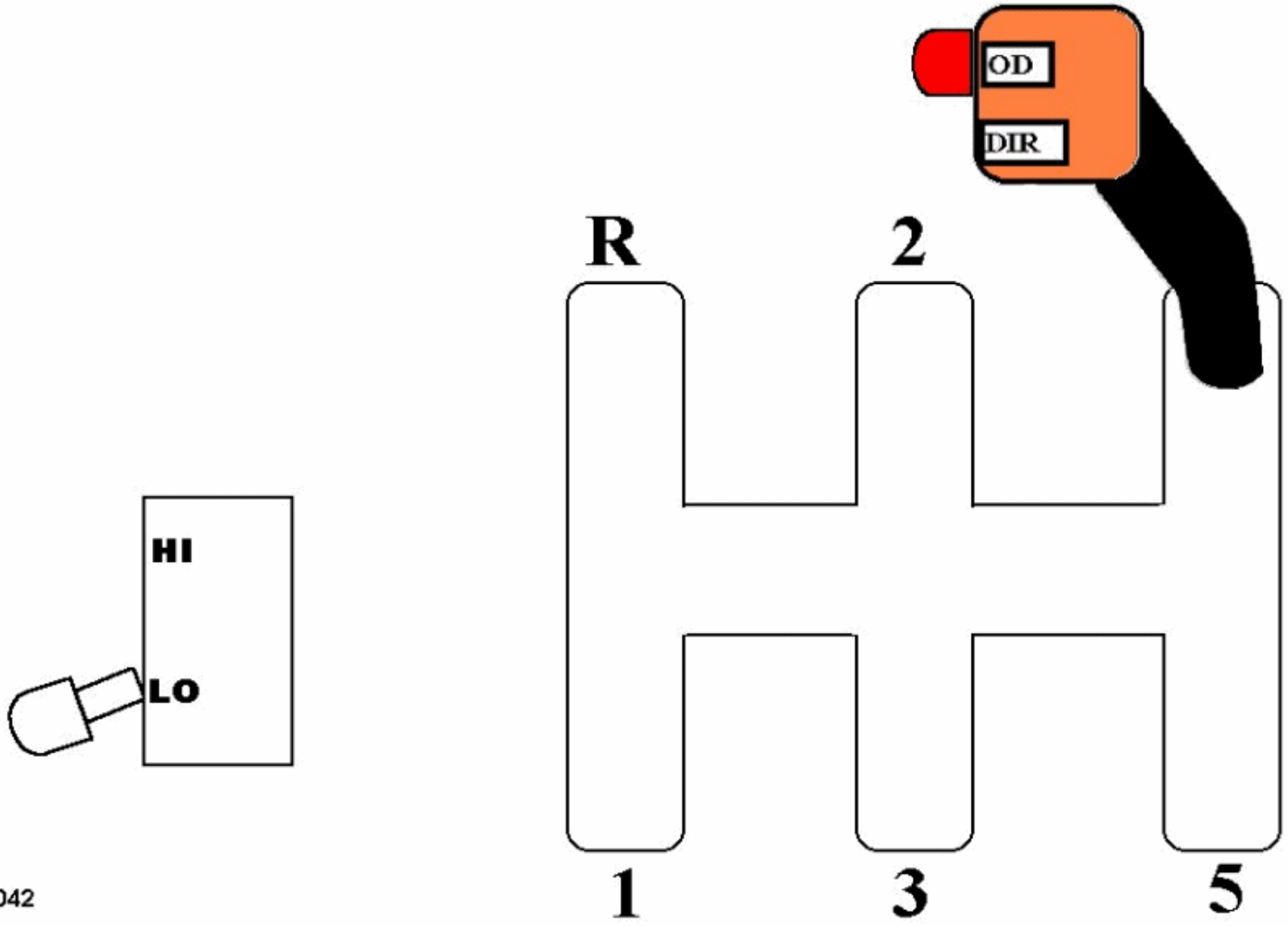

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-030



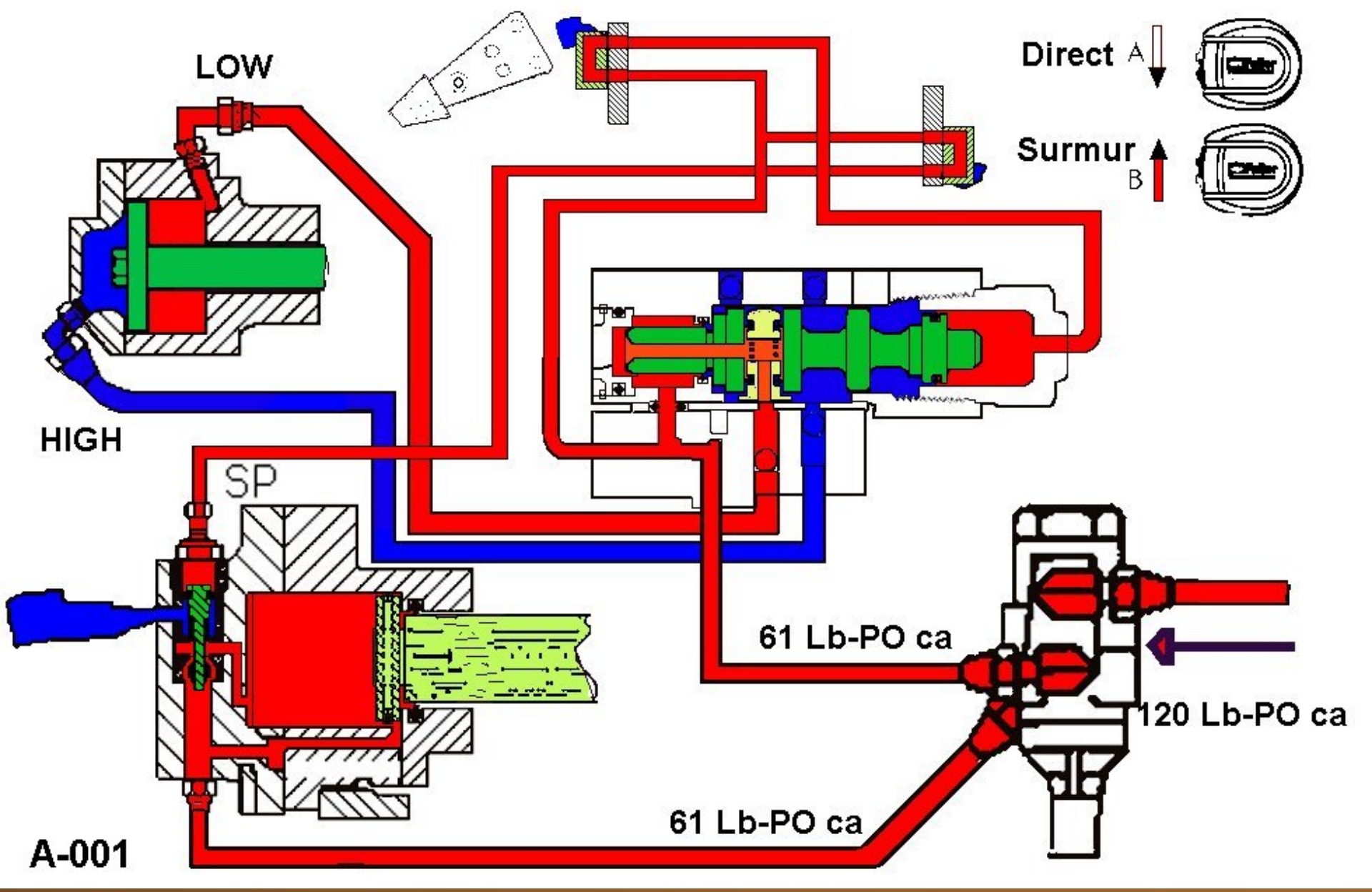
200

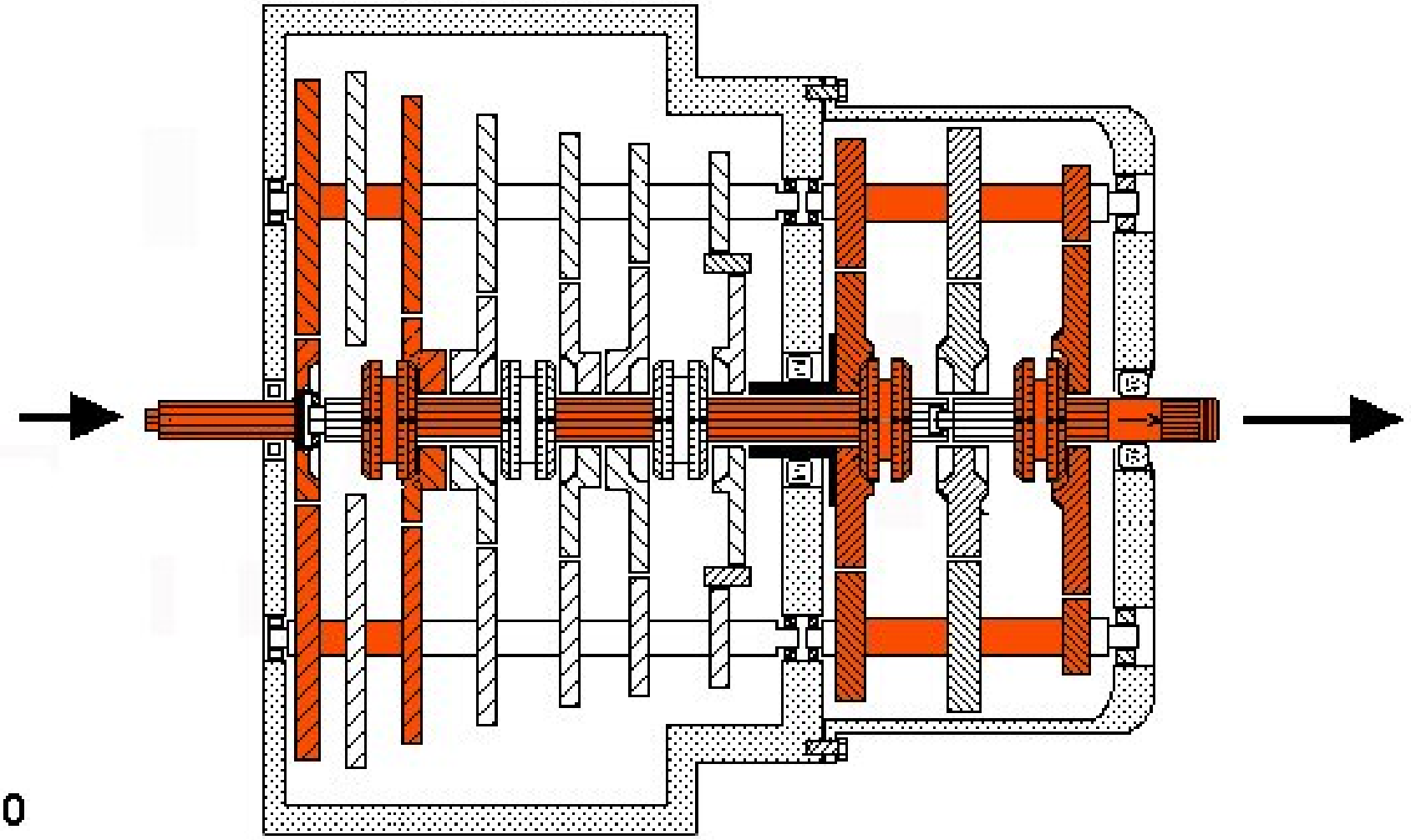
9em Vitesse Sur 18

(4)



L-042

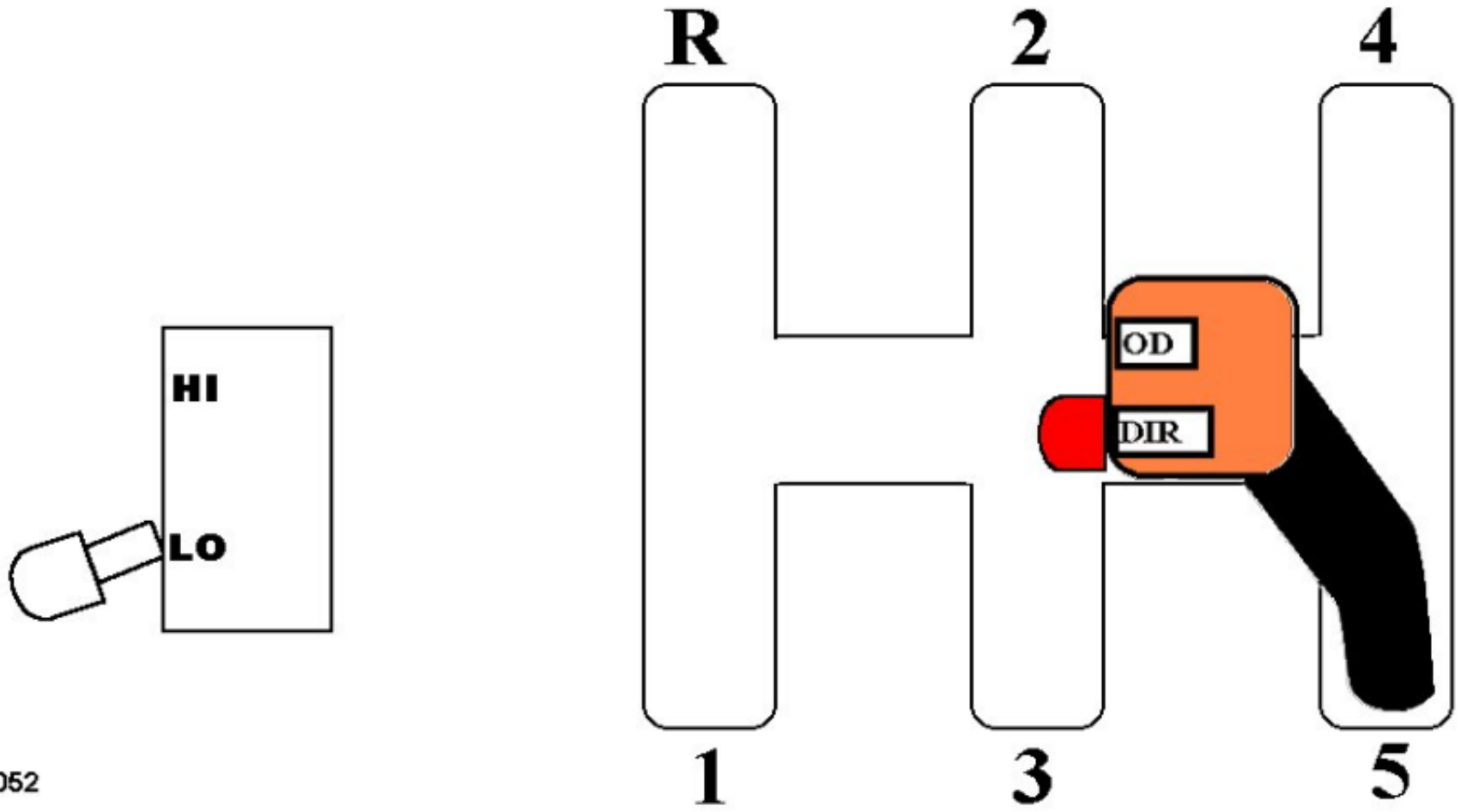

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001



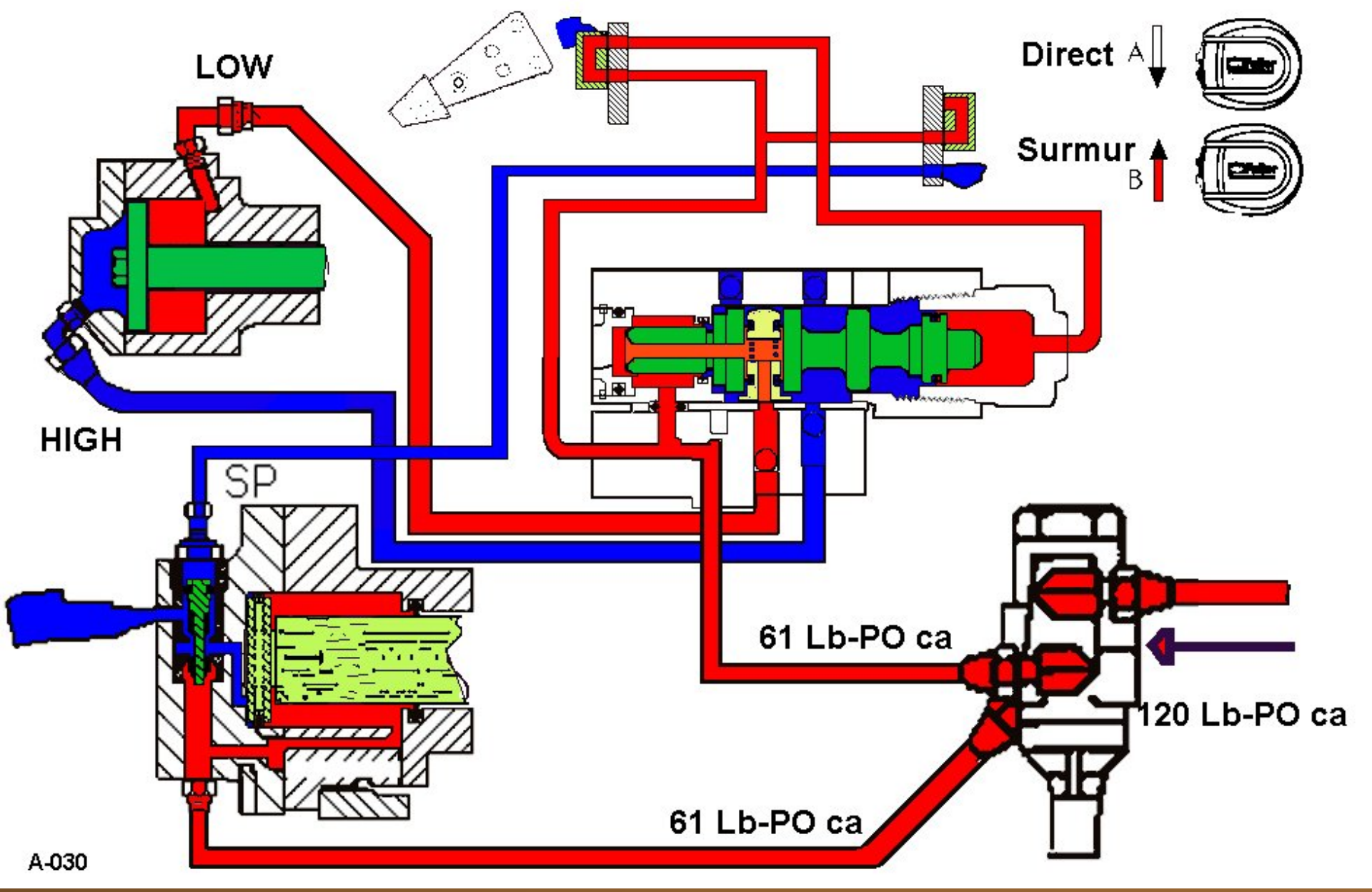
300

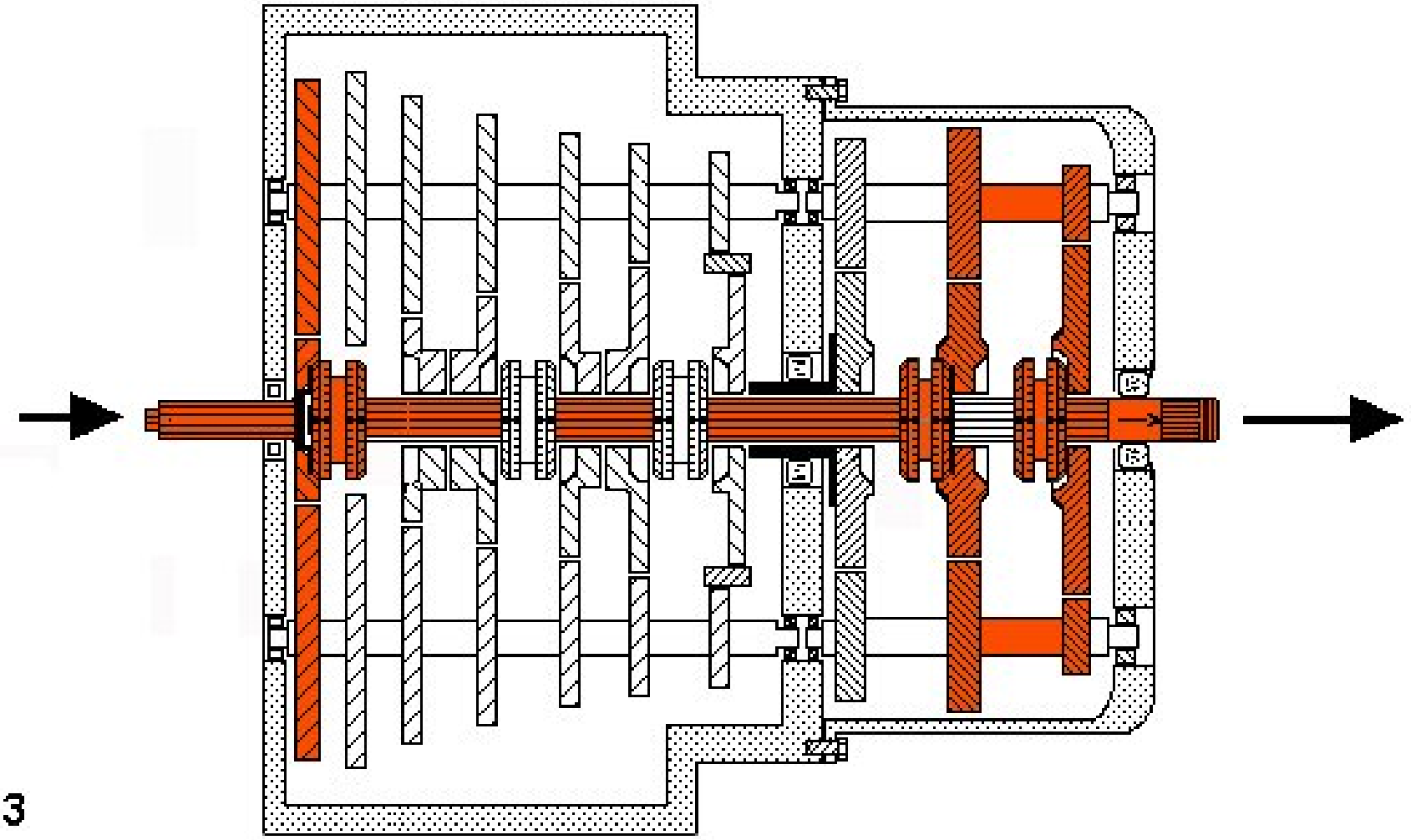
10em Vitess. Sur 18

(5)



L-052


LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-030



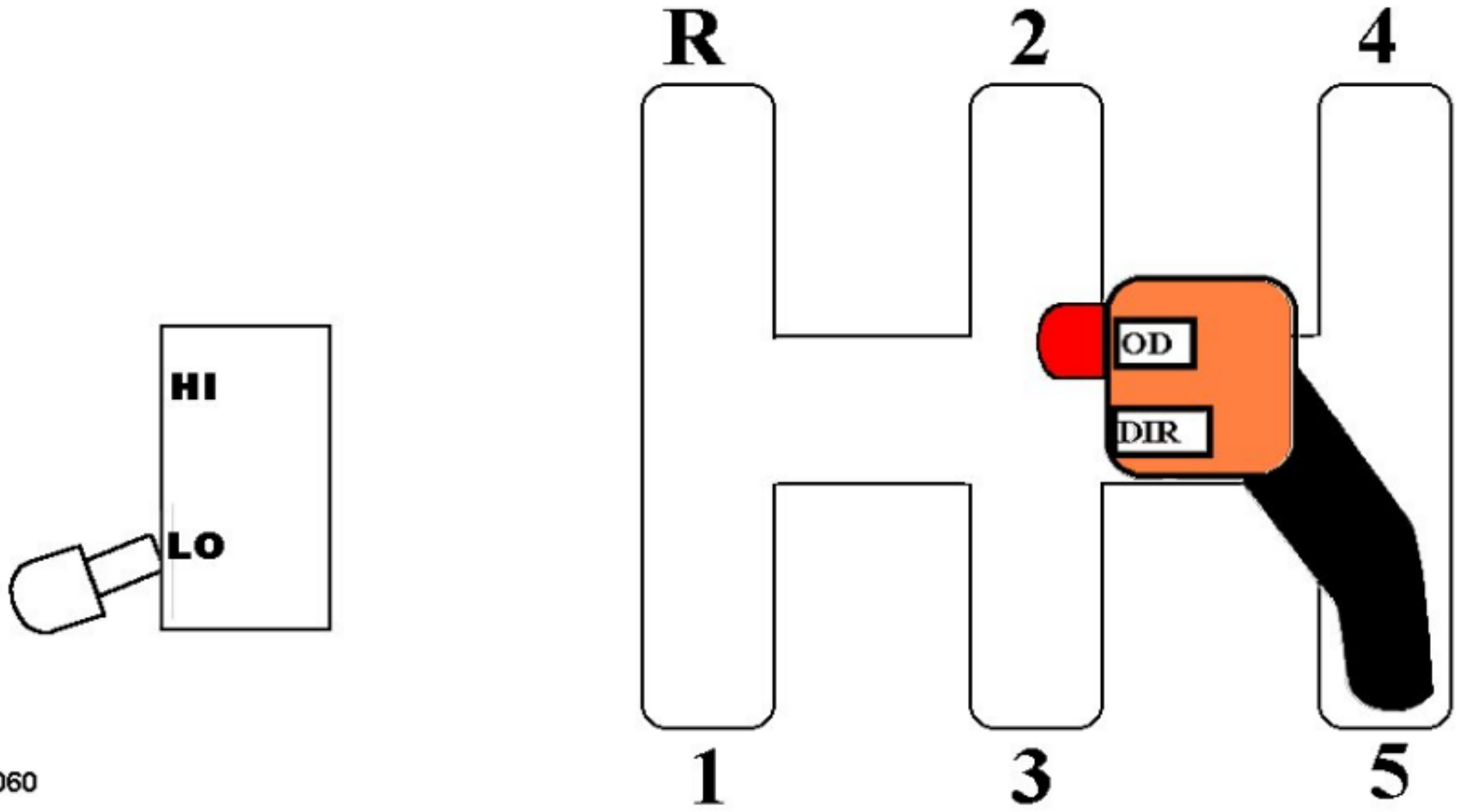
323

11em Vitess. Sur 18

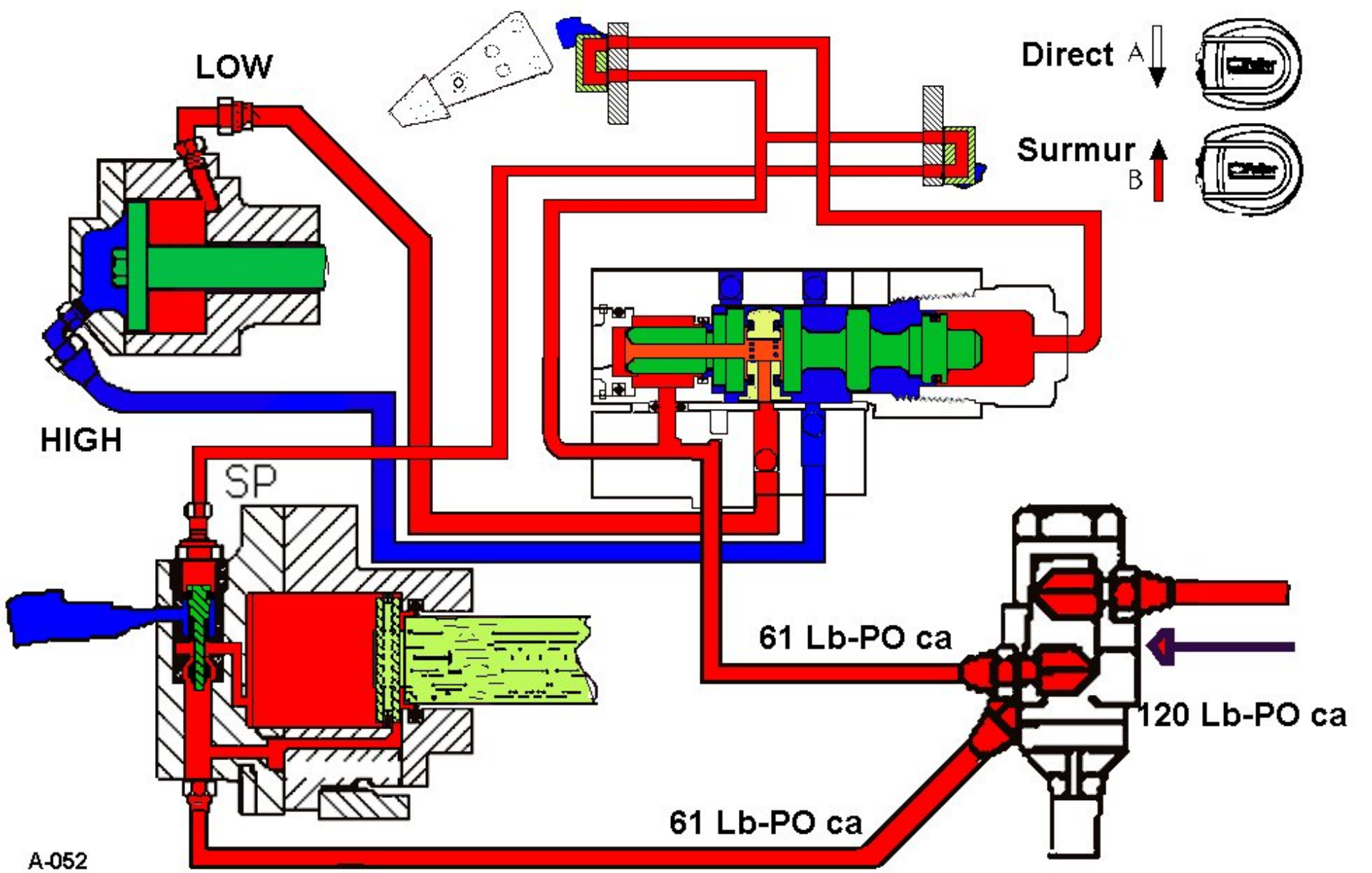
(1)

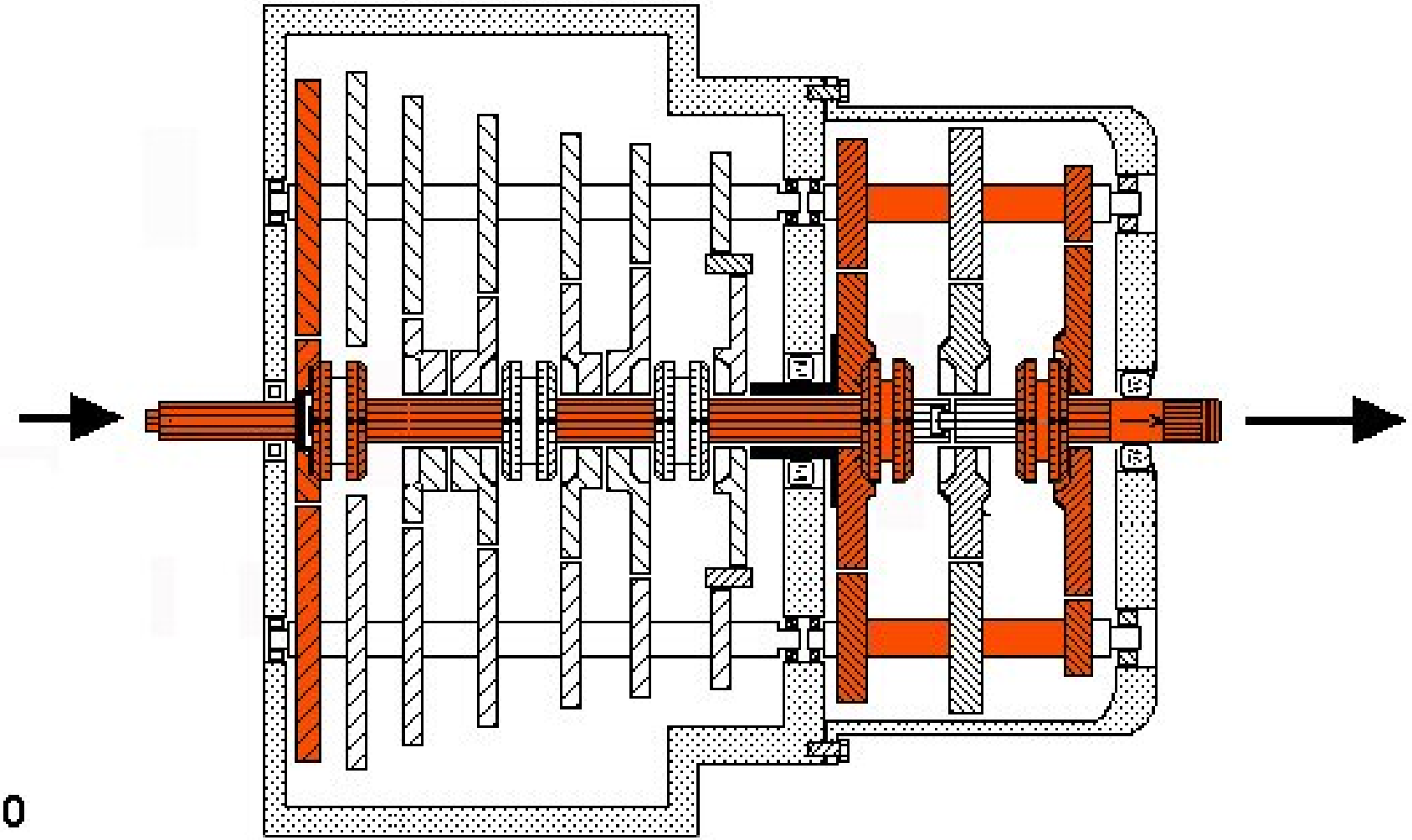
Passage Du Palier Inférieur Au Palier Supérieur.

- Le conducteur déplace la manette de la position palier du bas à la position du haut pâlier
- Relâche l ’accélérateur, presse l ’embrayage et déplace le levier au point mort
- REMARQUE: le cylindre déplace le baladeur au palier supérieur
- Presse l ’embrayage, déplace le levier en position 2, déplace la manette médiane en position direct et relâche l ’embrayage



L-060

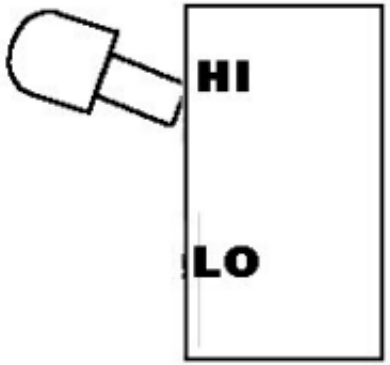

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-052

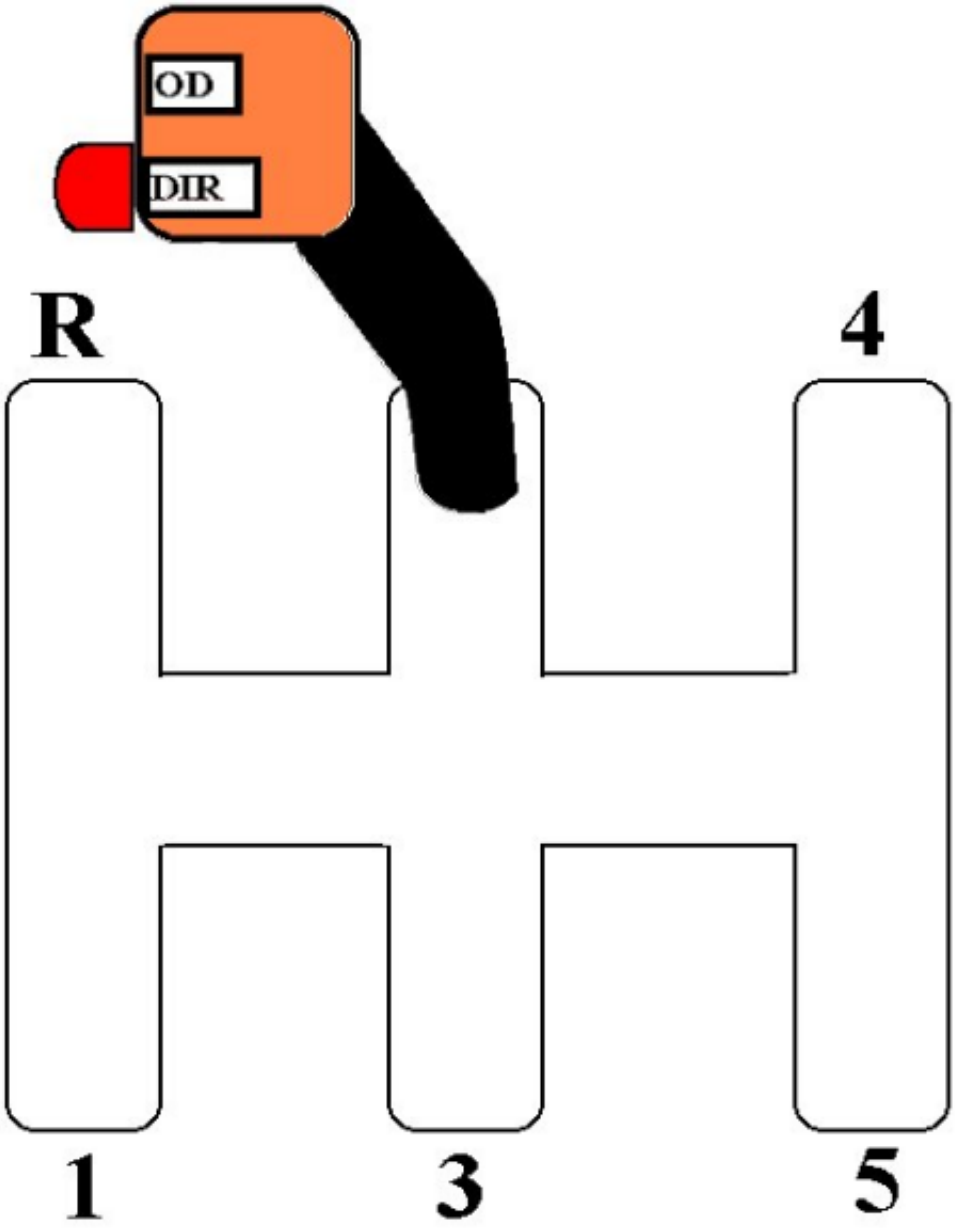


400

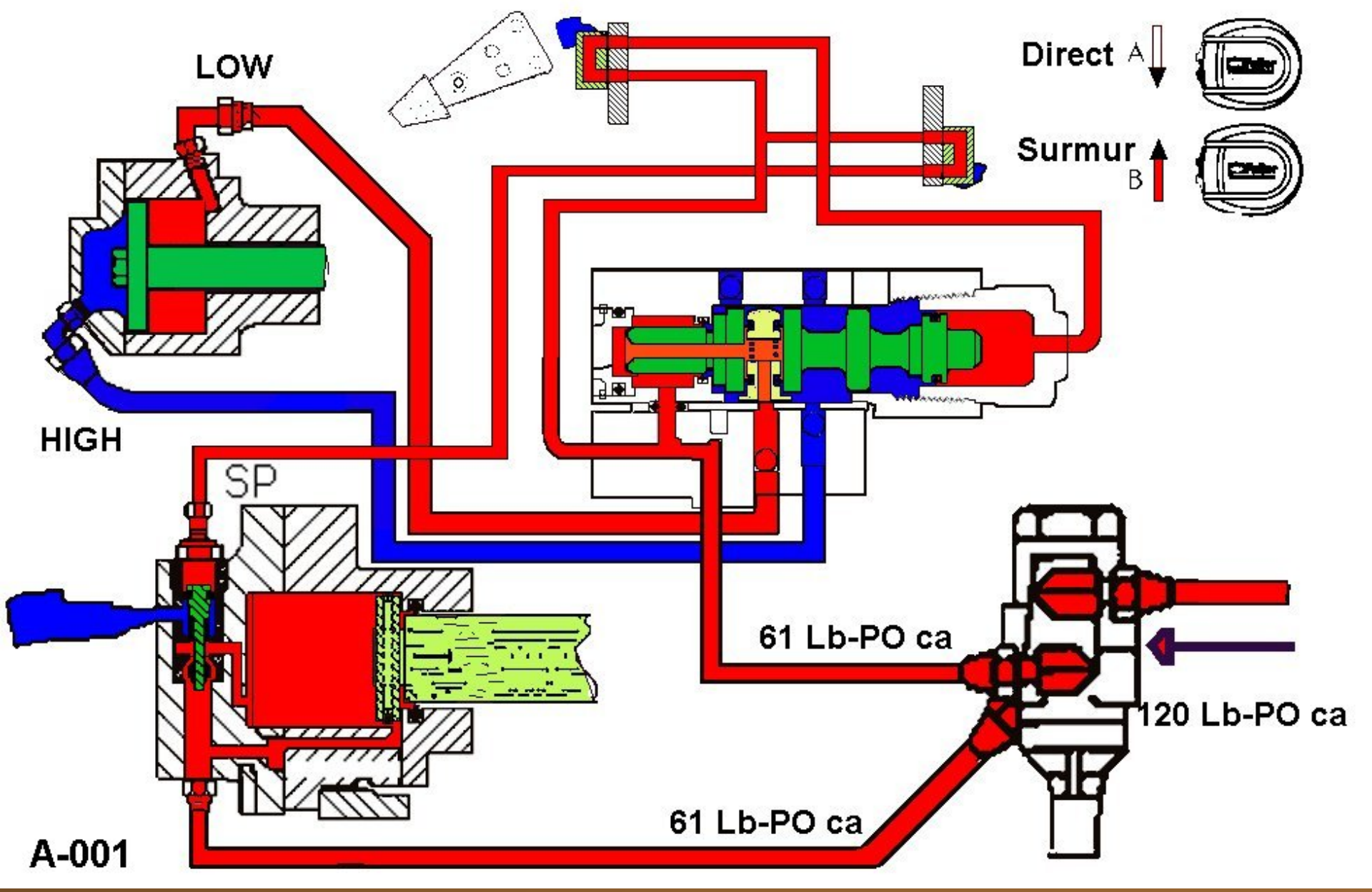
12em Vitess. Sur 18

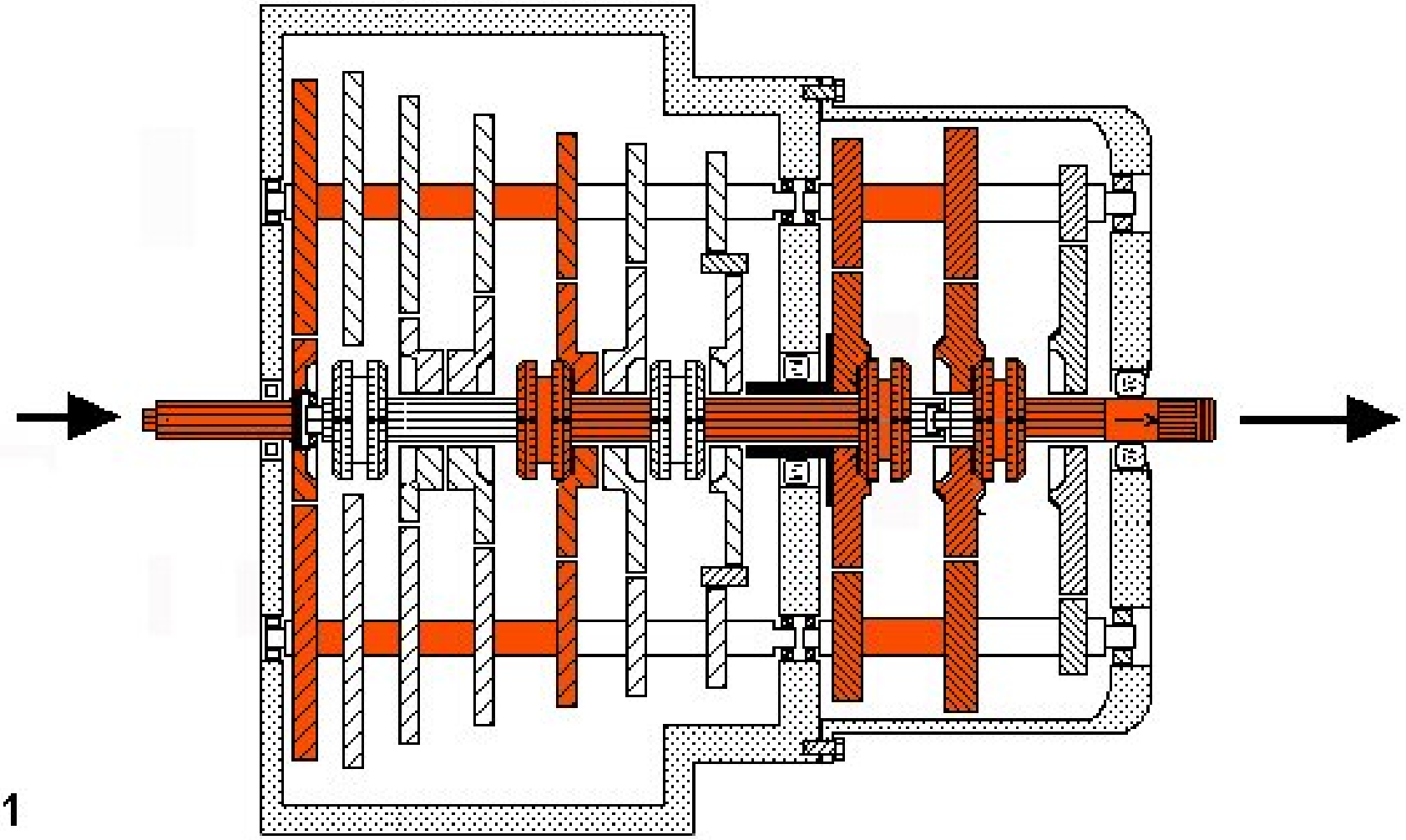
(1)





L-073

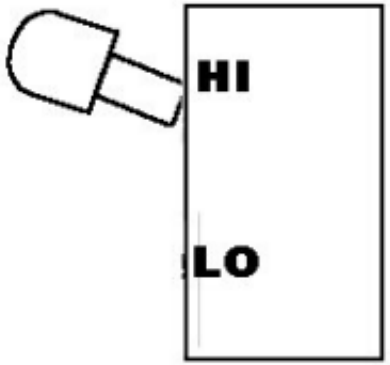

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001

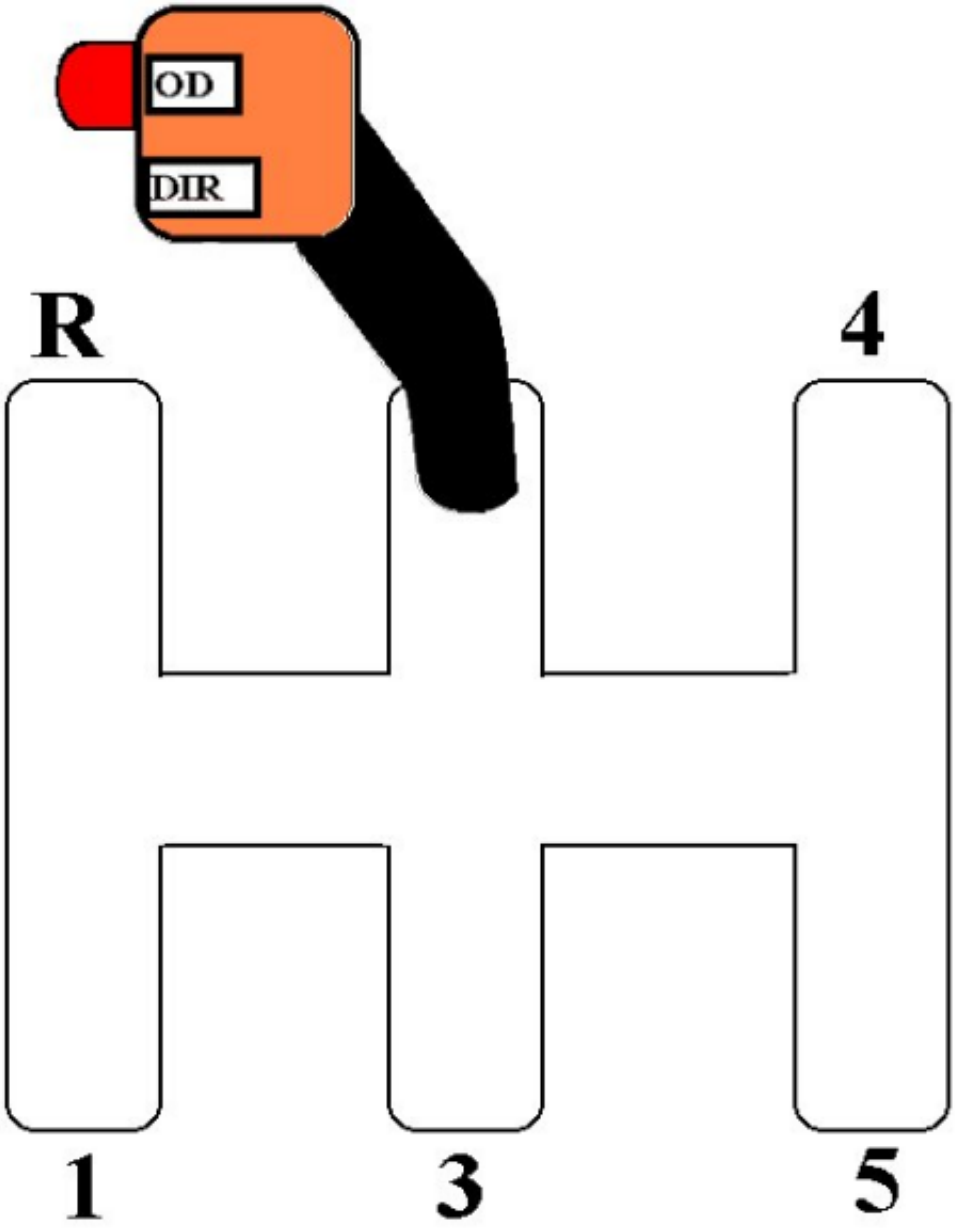


501

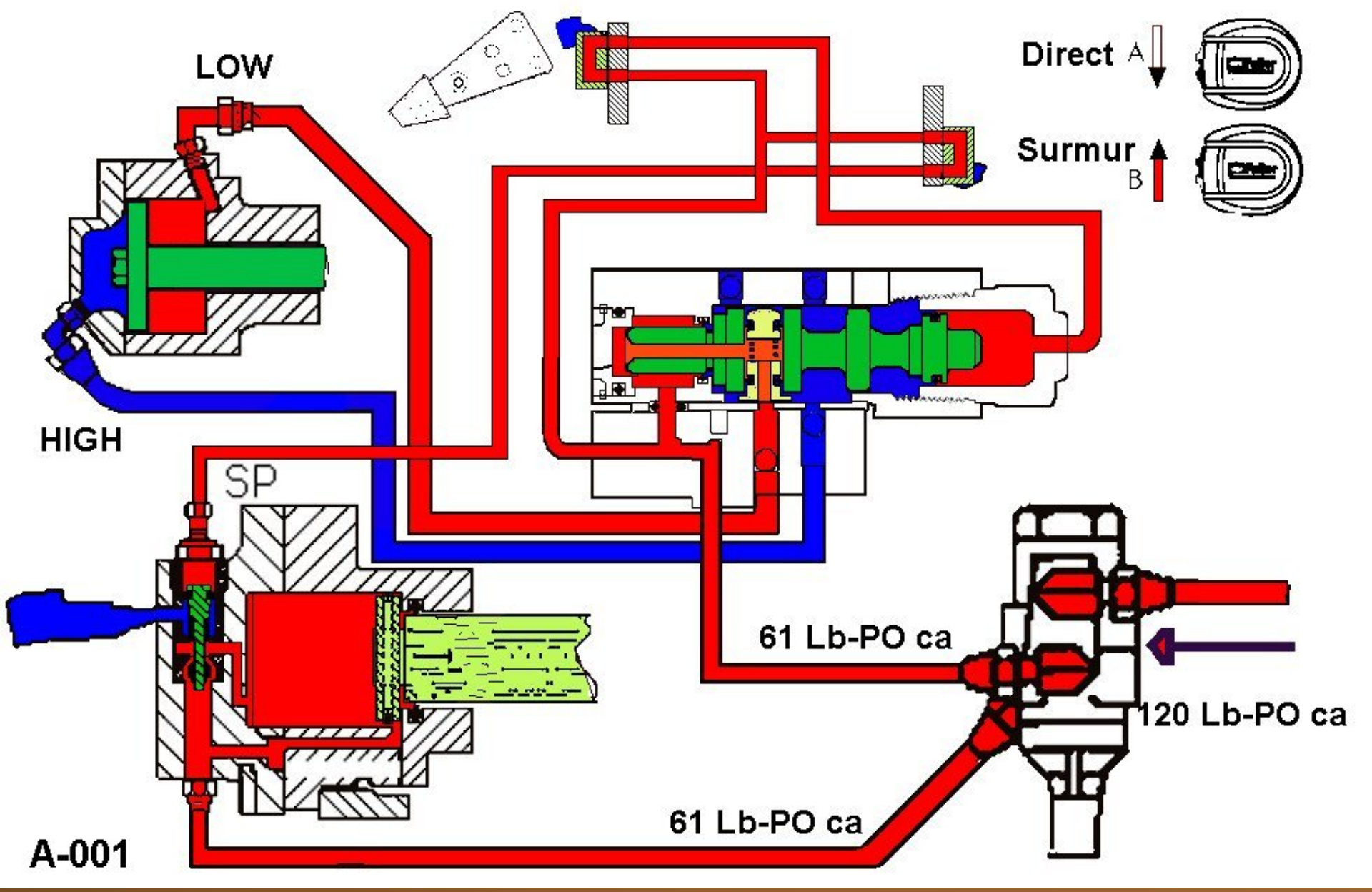
13em Vitess. Sur 18

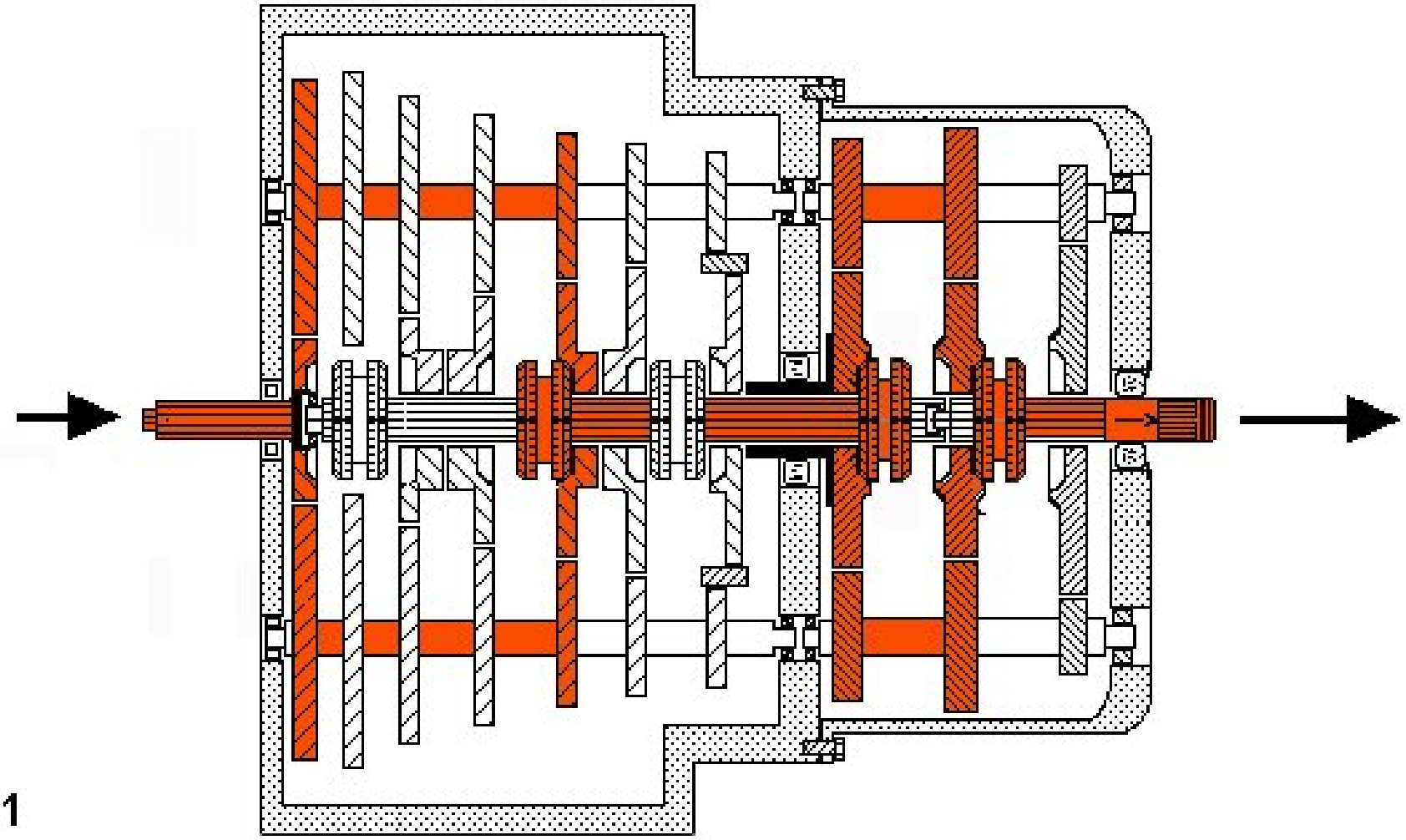
(2)





L-076

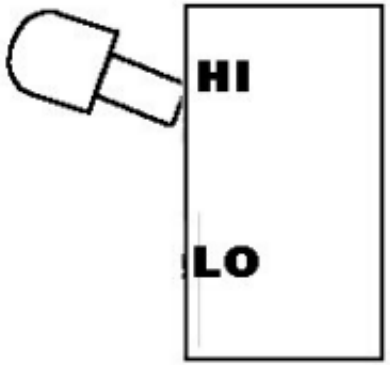

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001

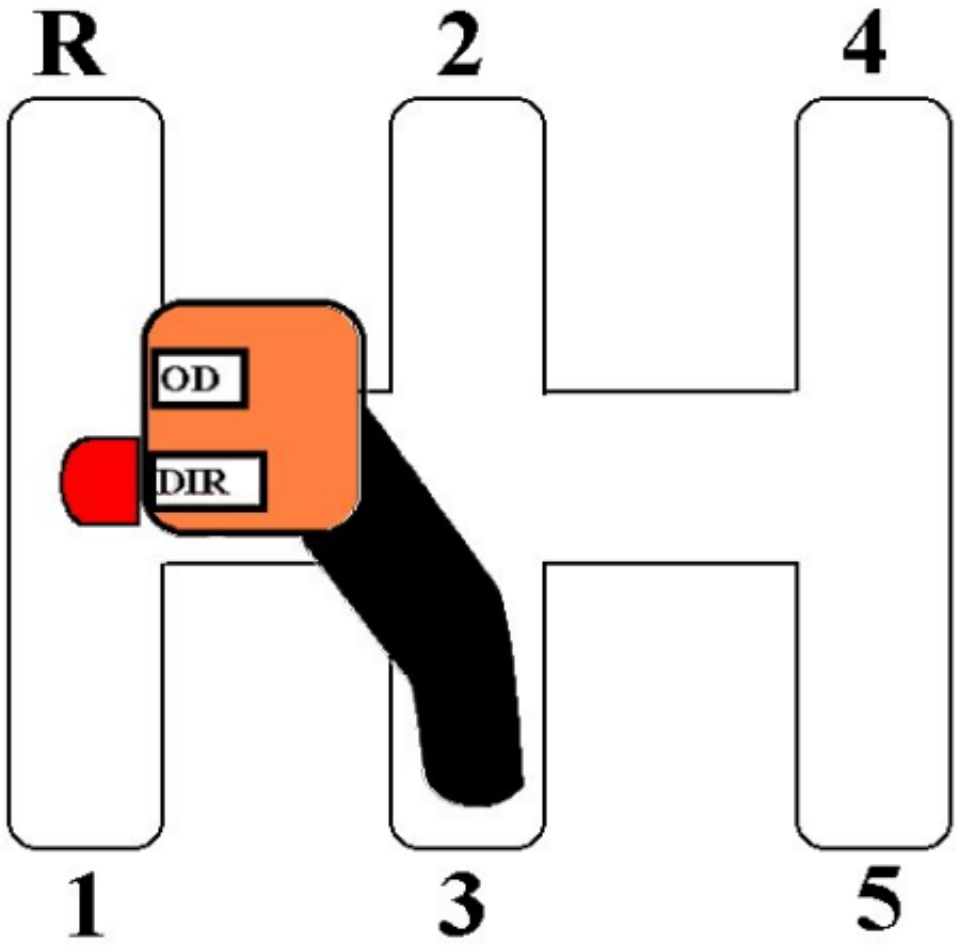


501

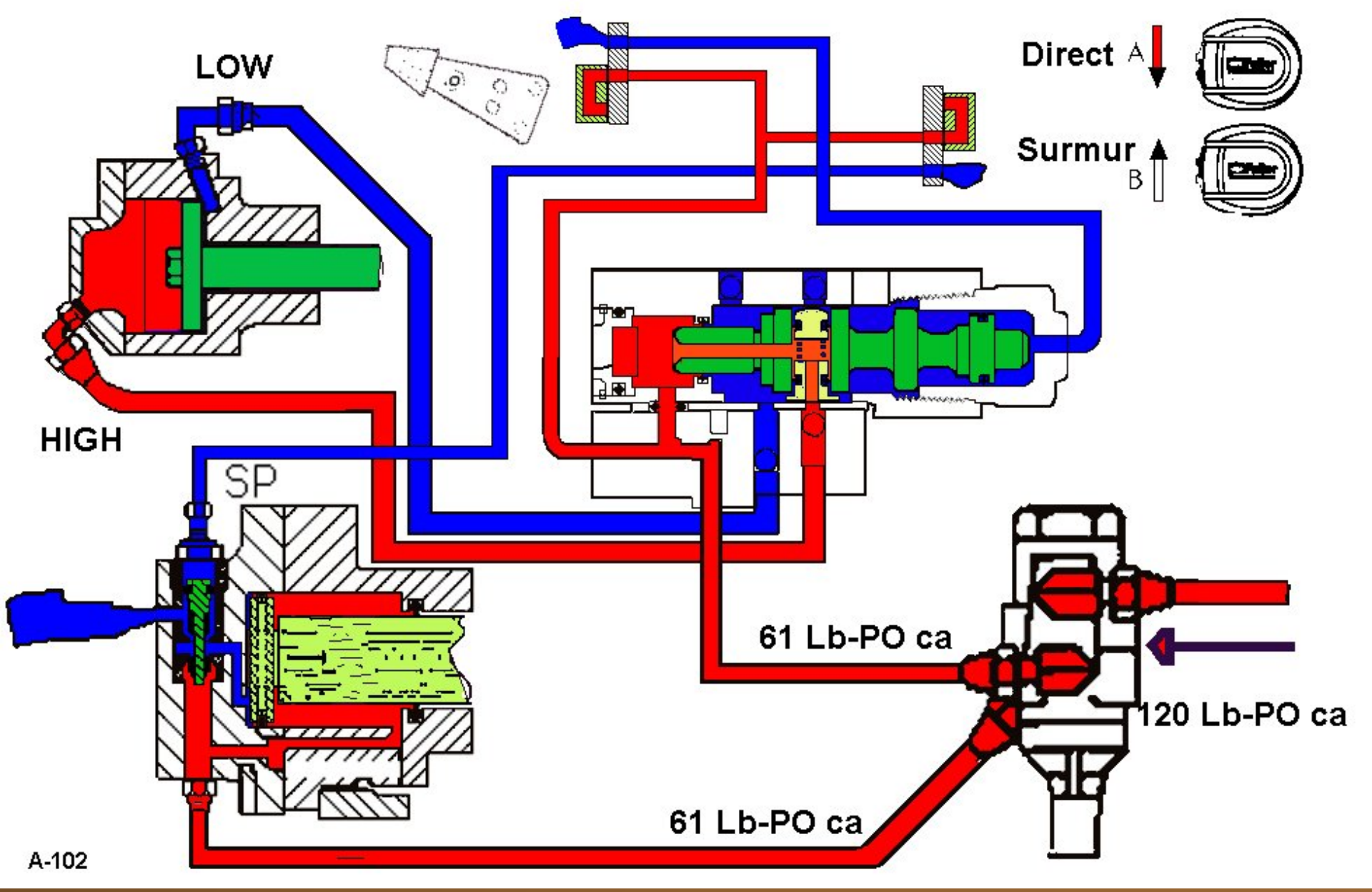
14em
Vitess. Sur
18

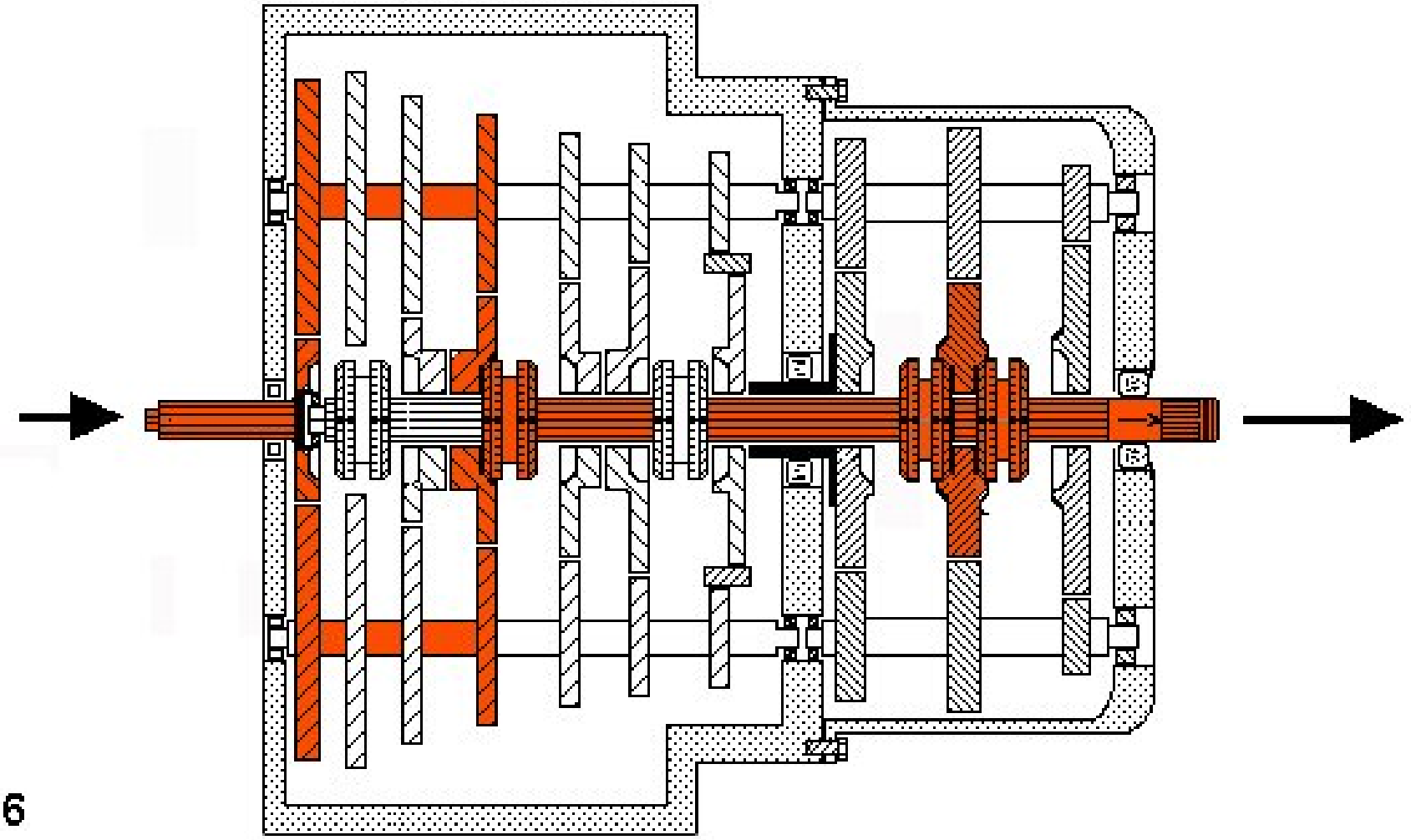
(2)





L-085

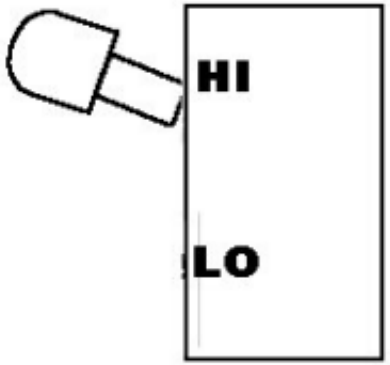

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-102

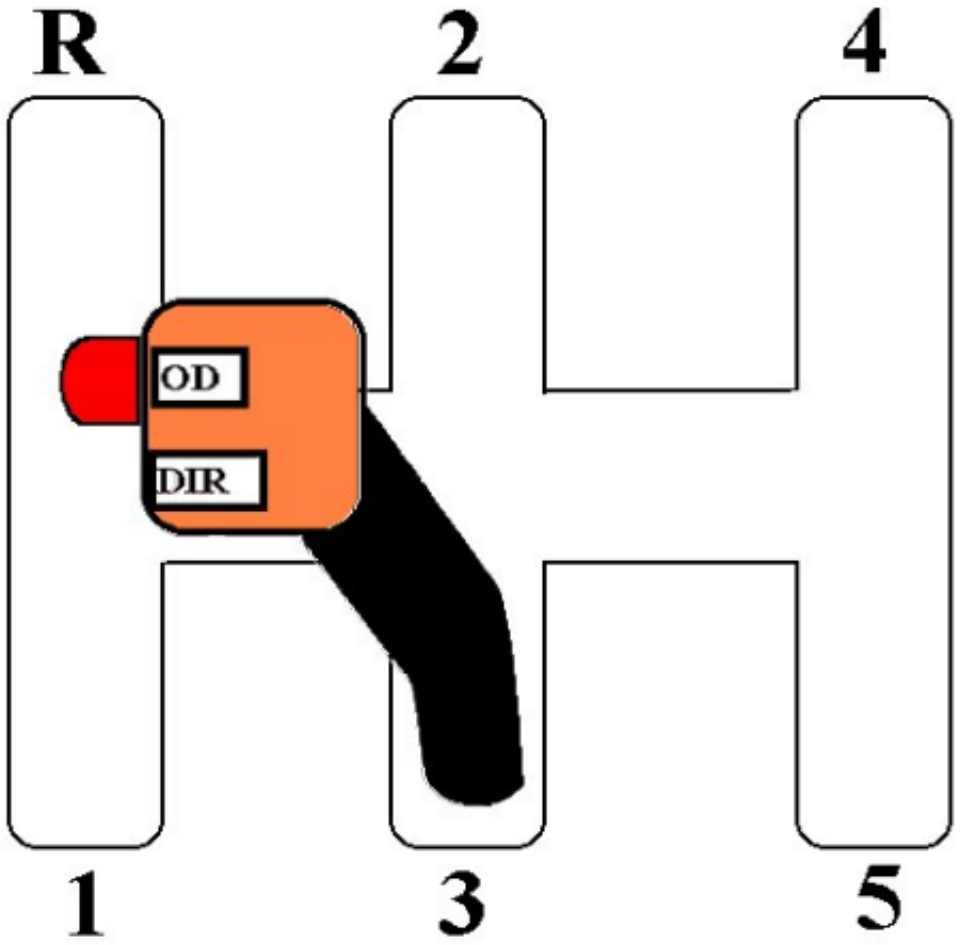


526

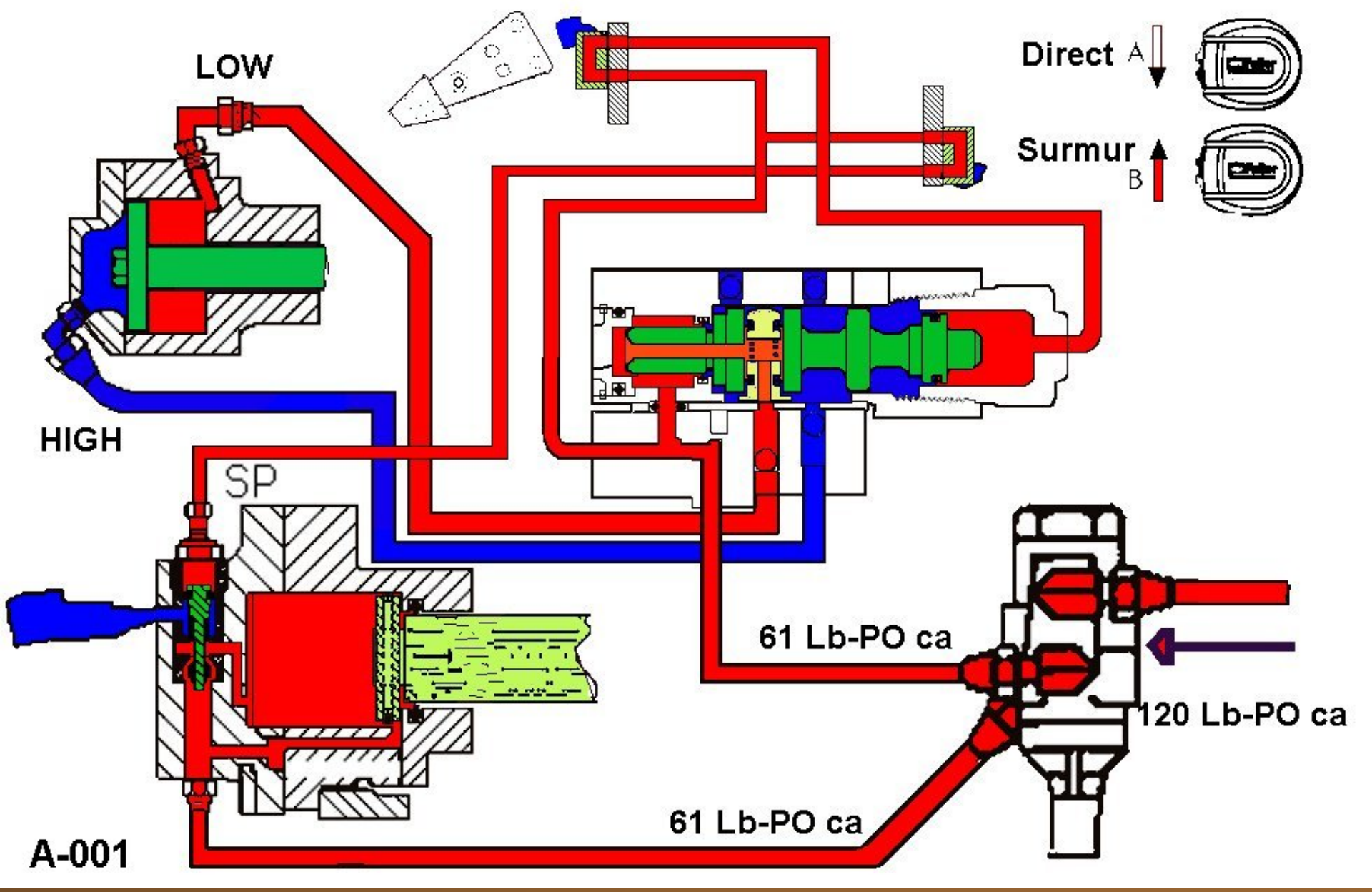
15em Vitess. Sur 18

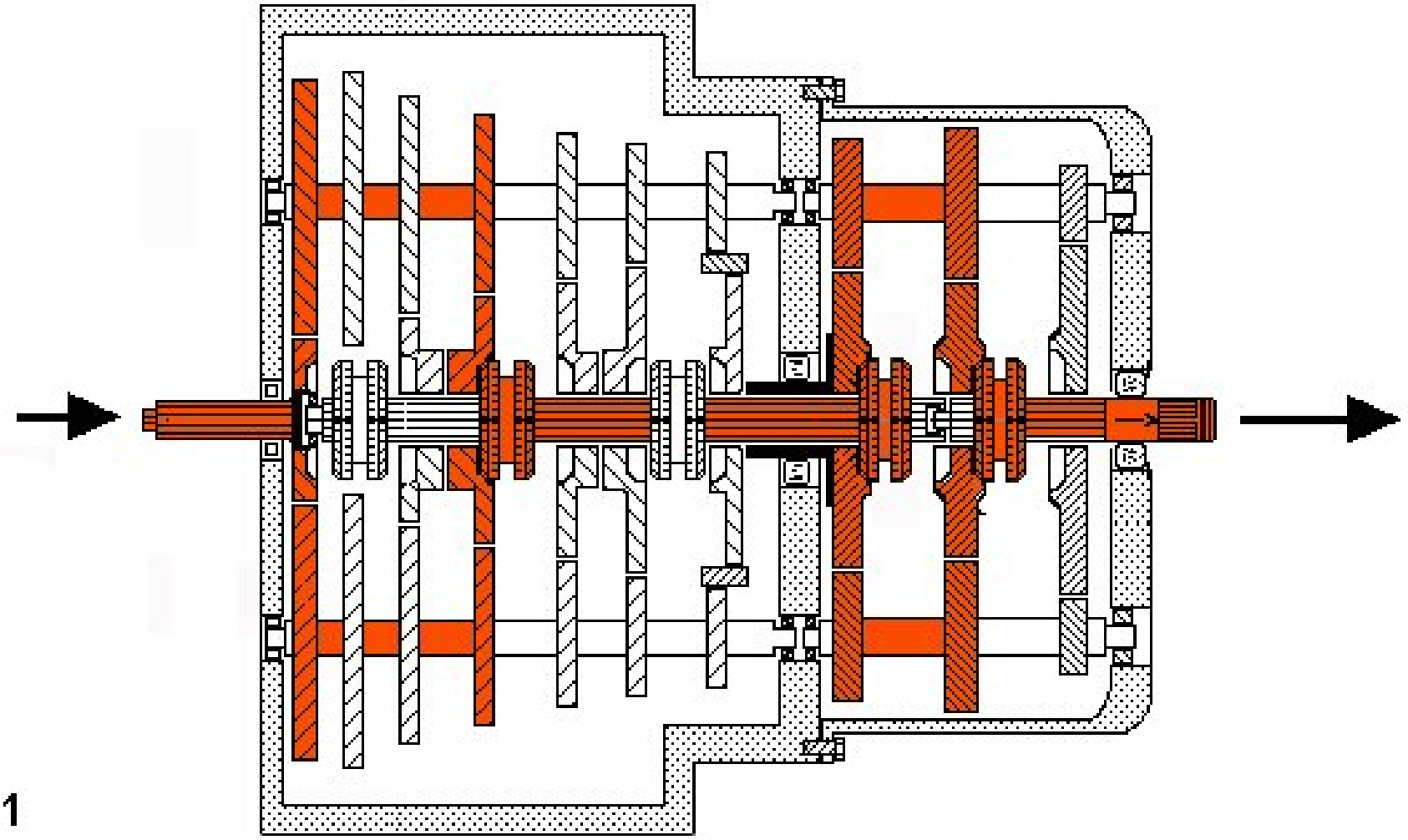
(3)





L-088

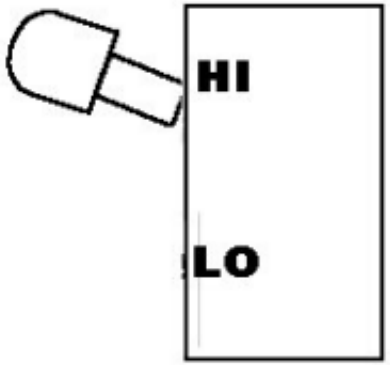

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001

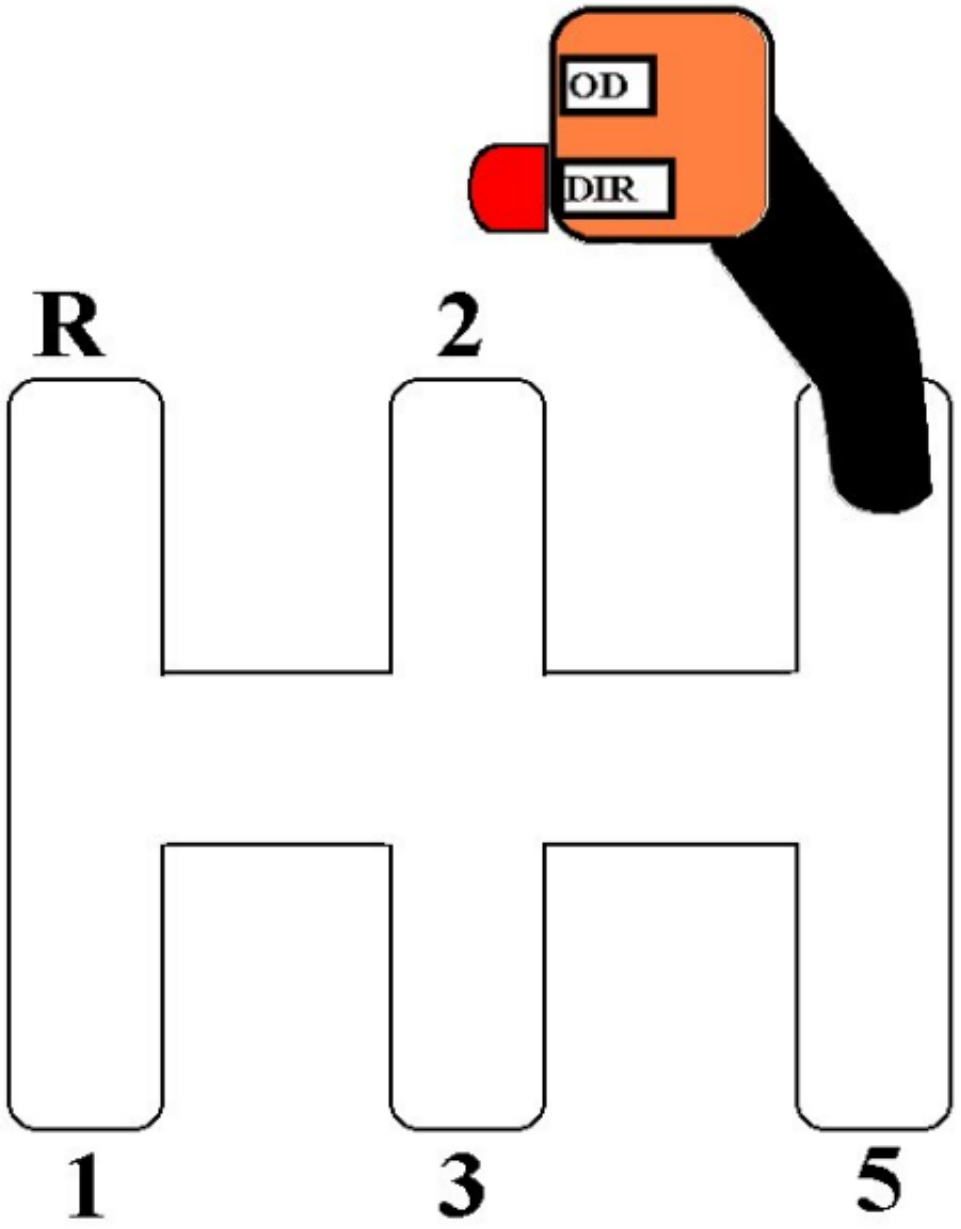


701

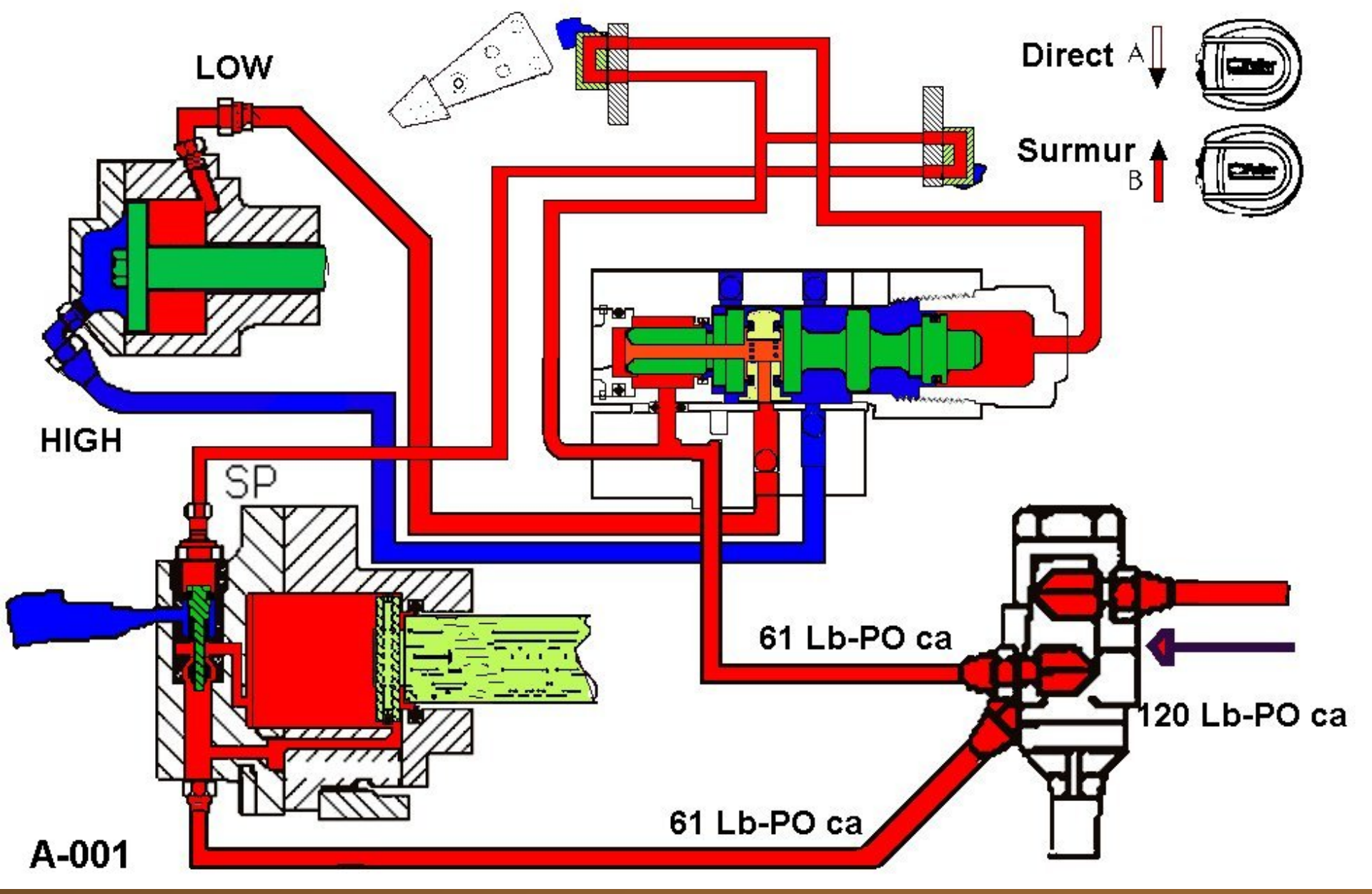
16em Vitess. Sur 18

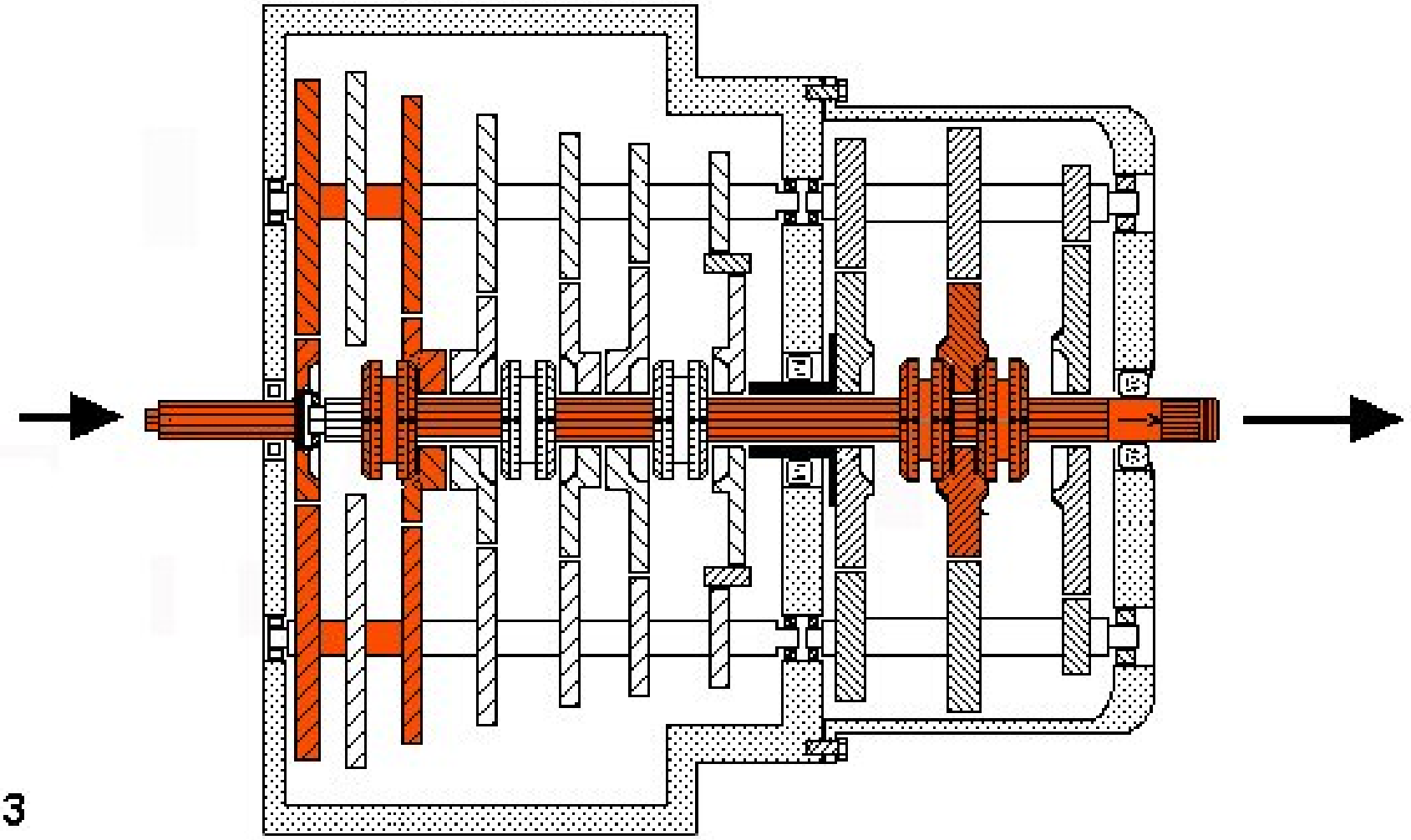
(3)





L-104

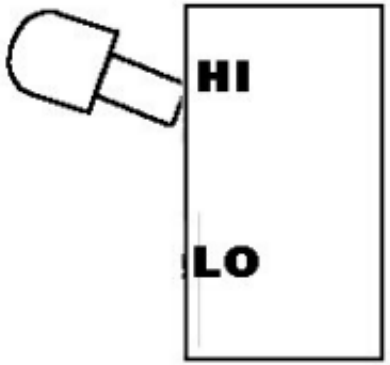

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001

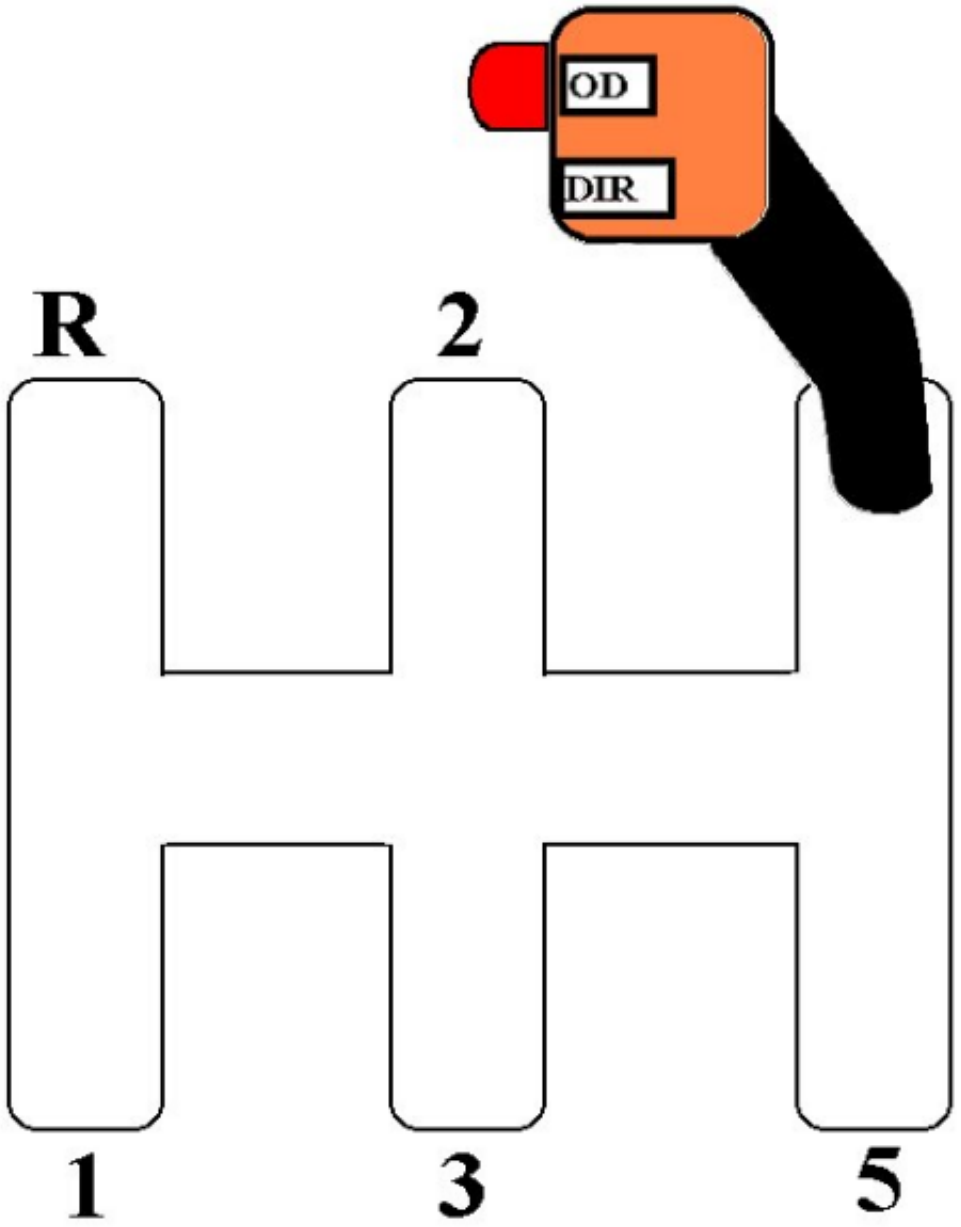


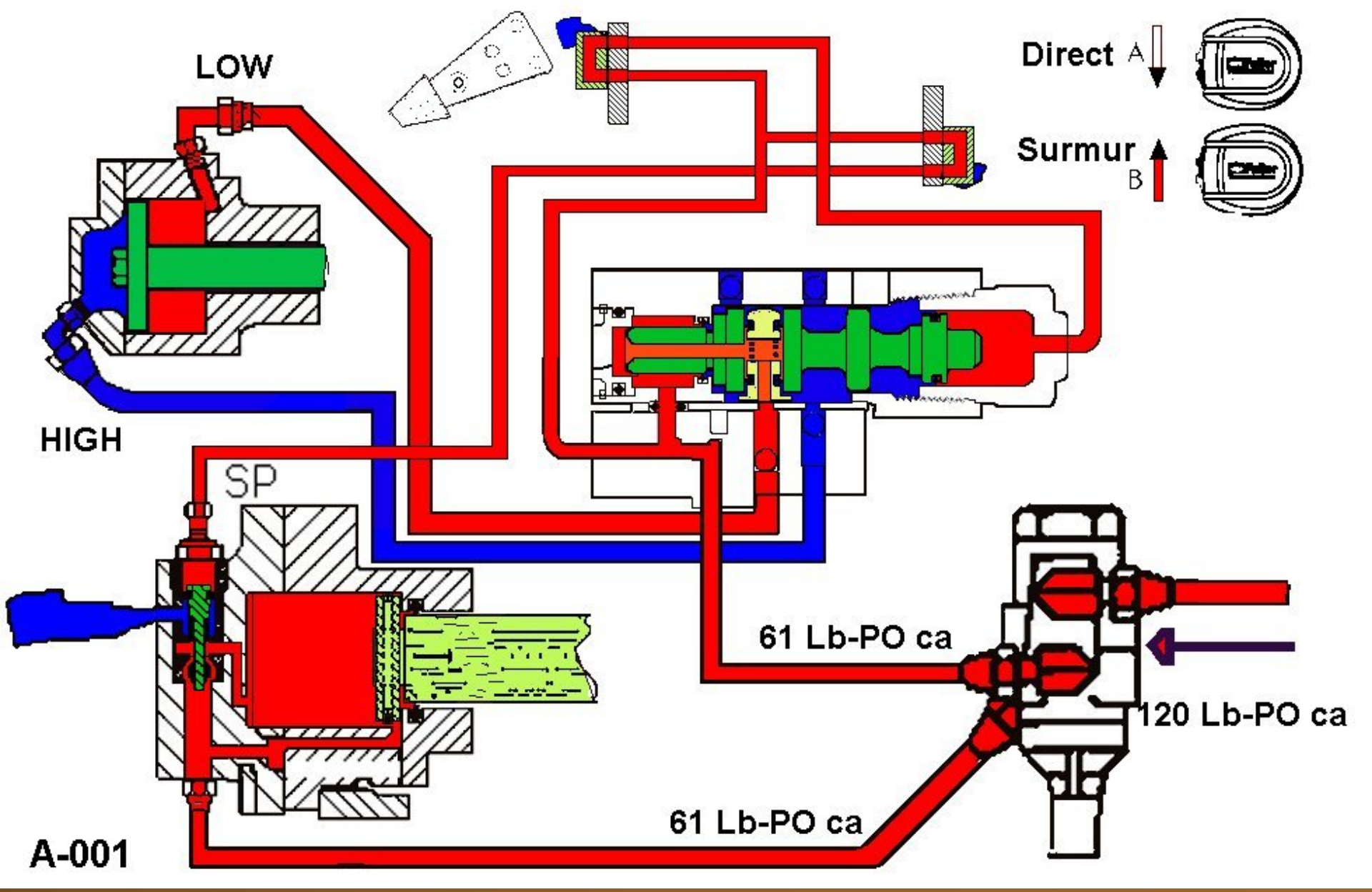
733

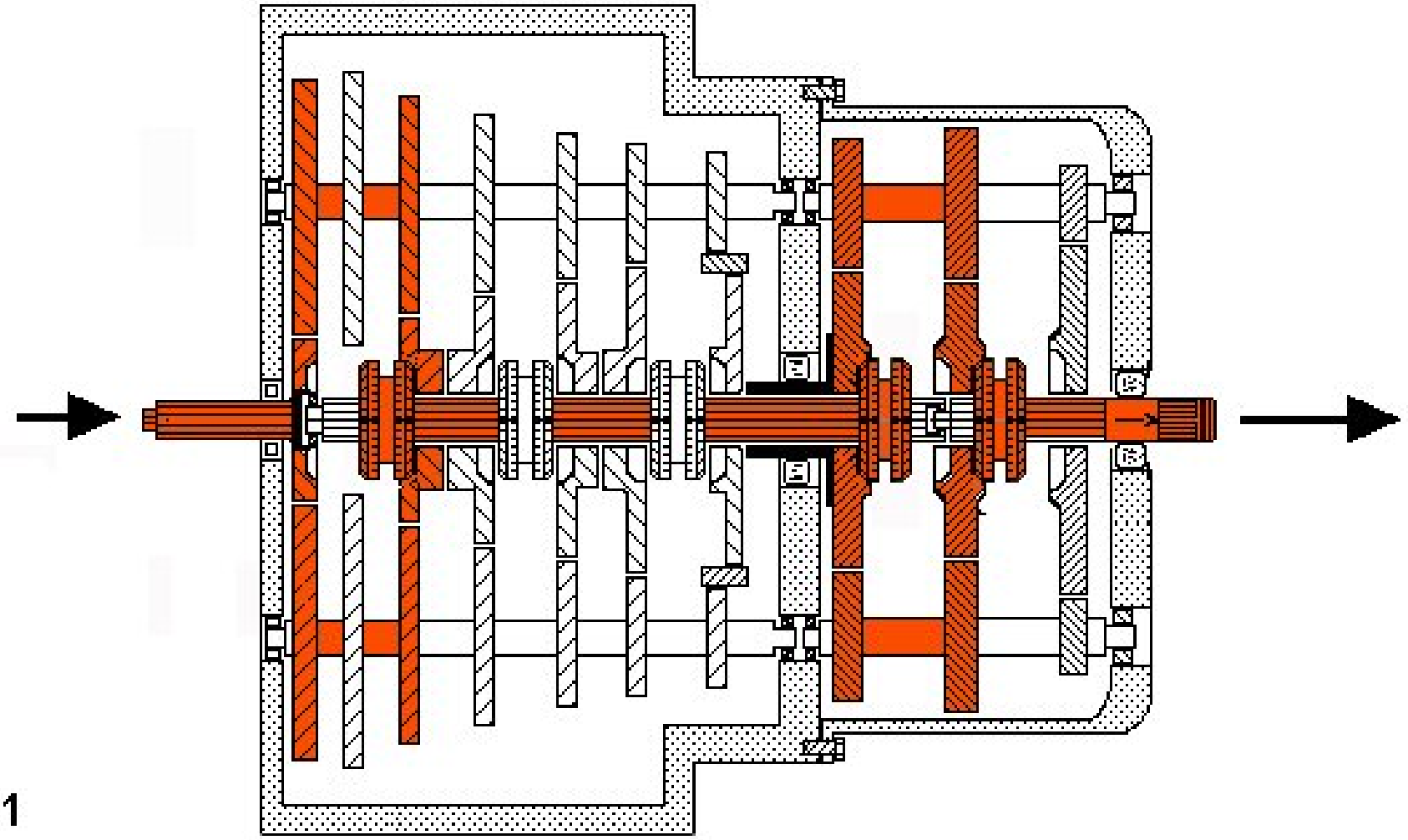
17em Vitess. Sur 18

(4)


HI
LO


OD
DIR
R
2
1
3
5


LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-001



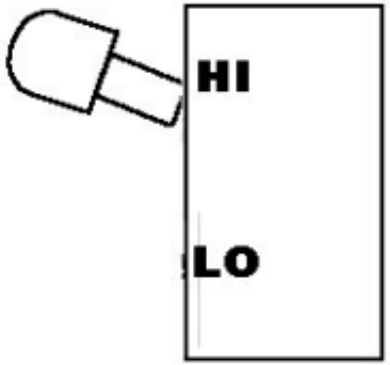
601

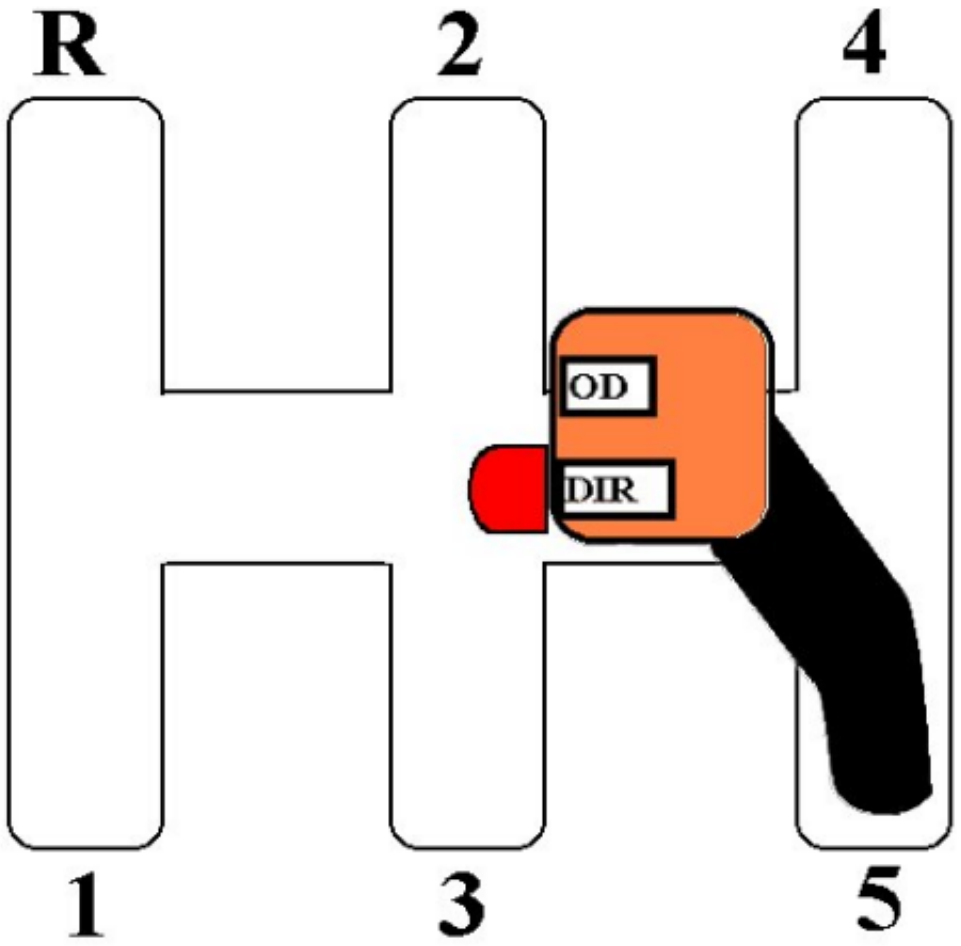
18em

Vitess. Sur

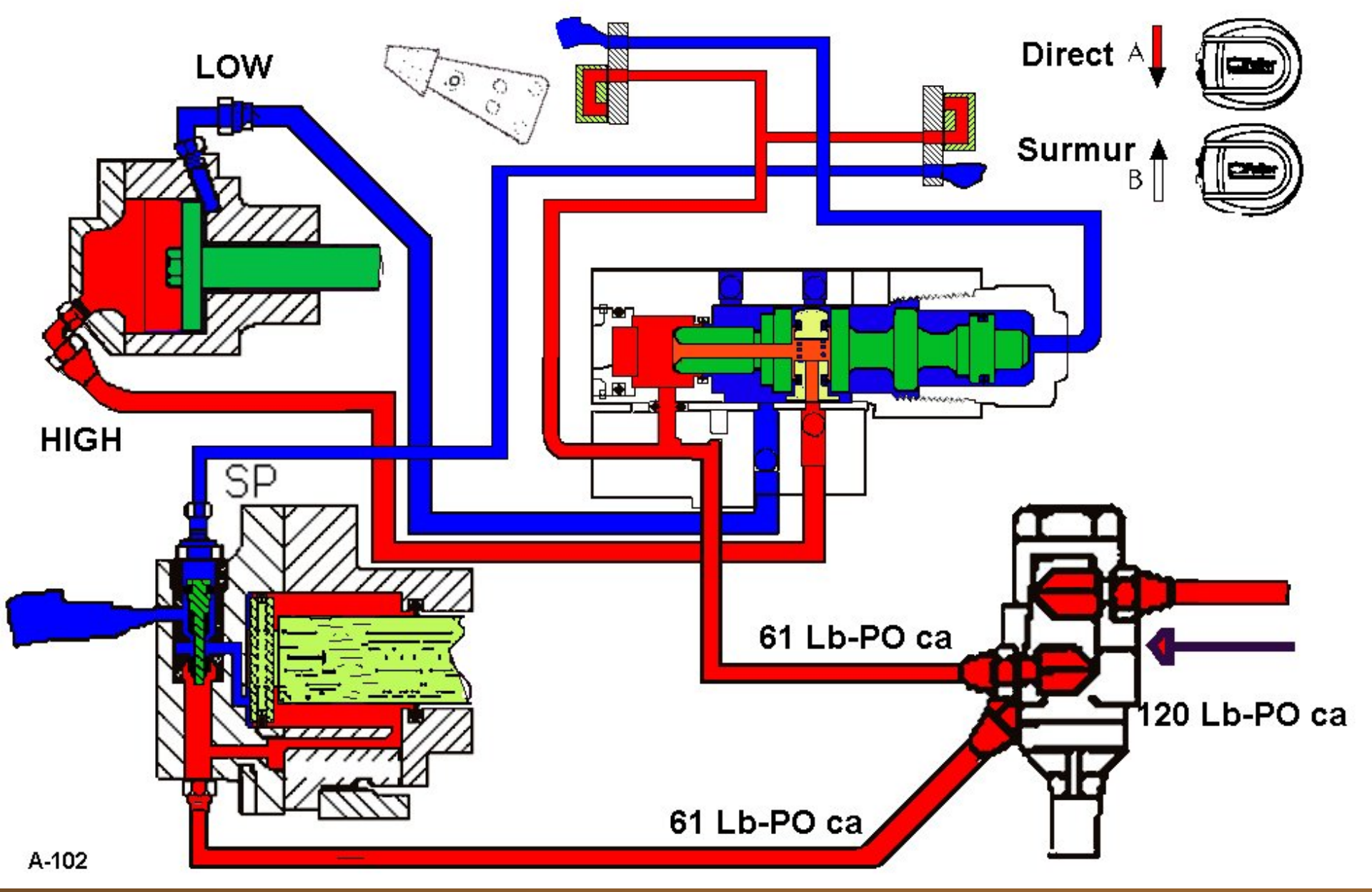
18

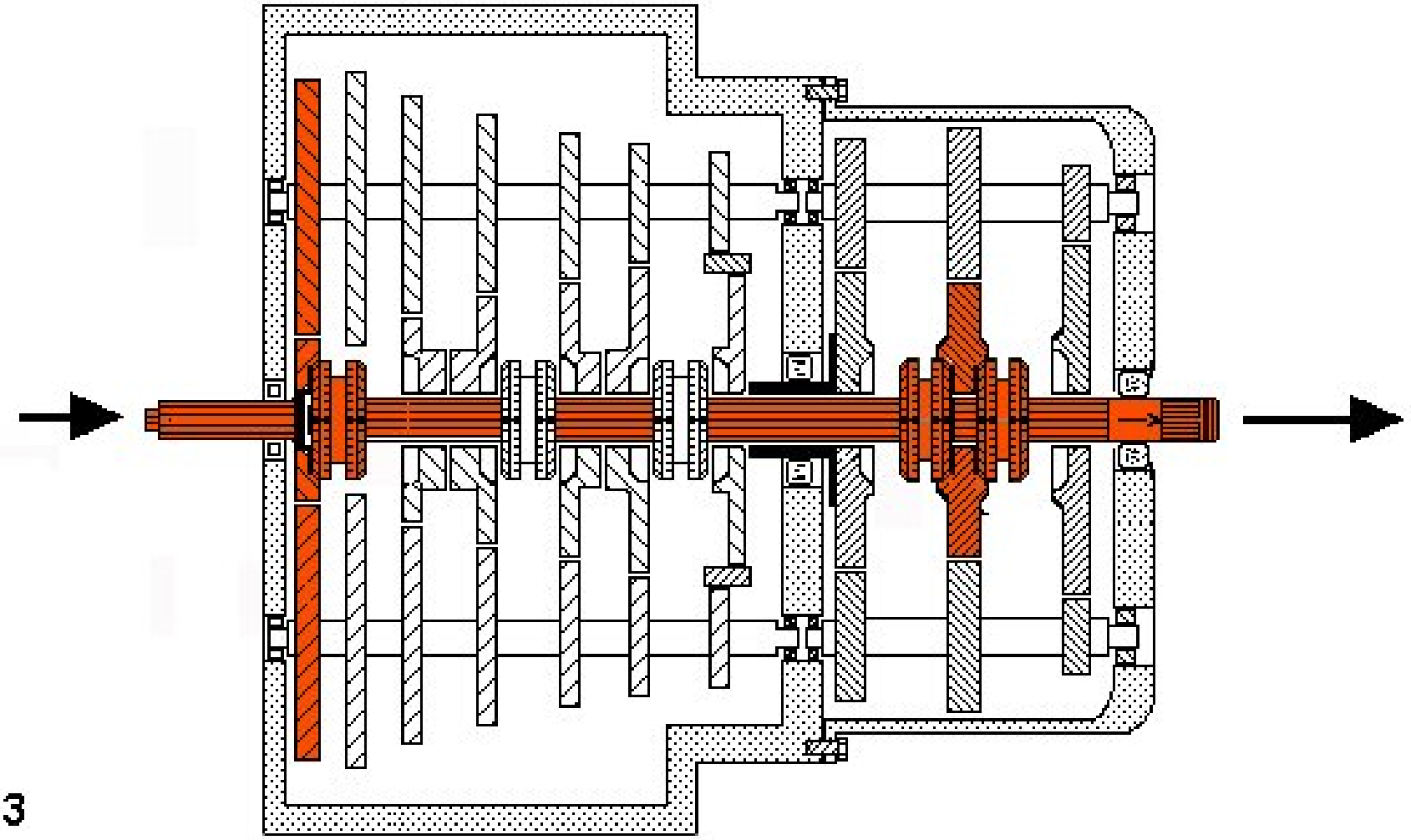
(4)





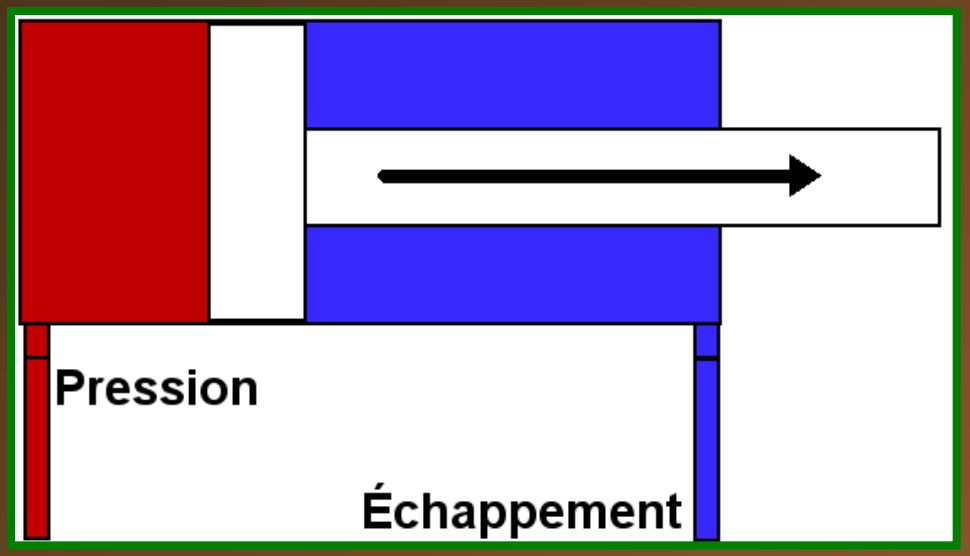
L-125

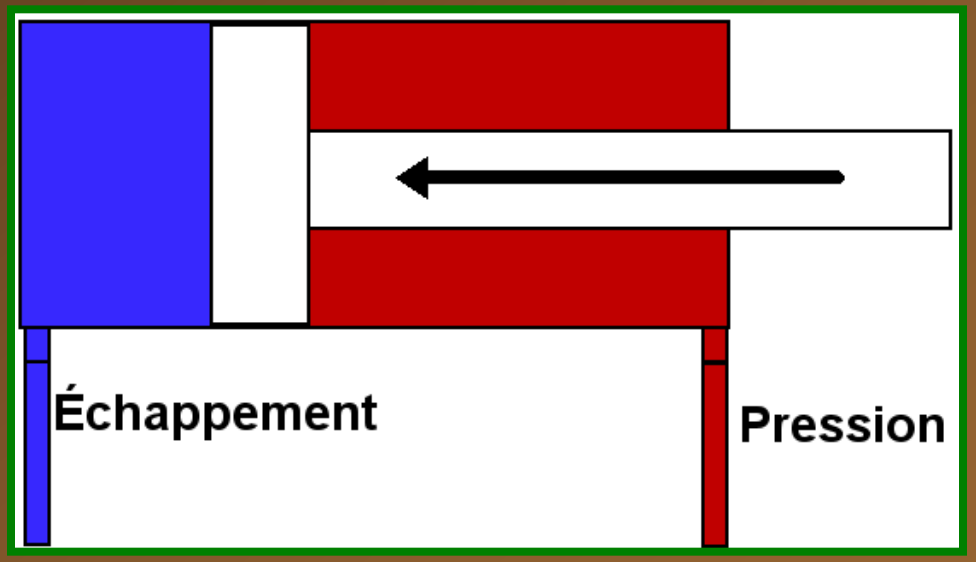

LOW
HIGH
SP
Direct A
Surmur B
61 Lb-PO ca
120 Lb-PO ca
61 Lb-PO ca
A-102



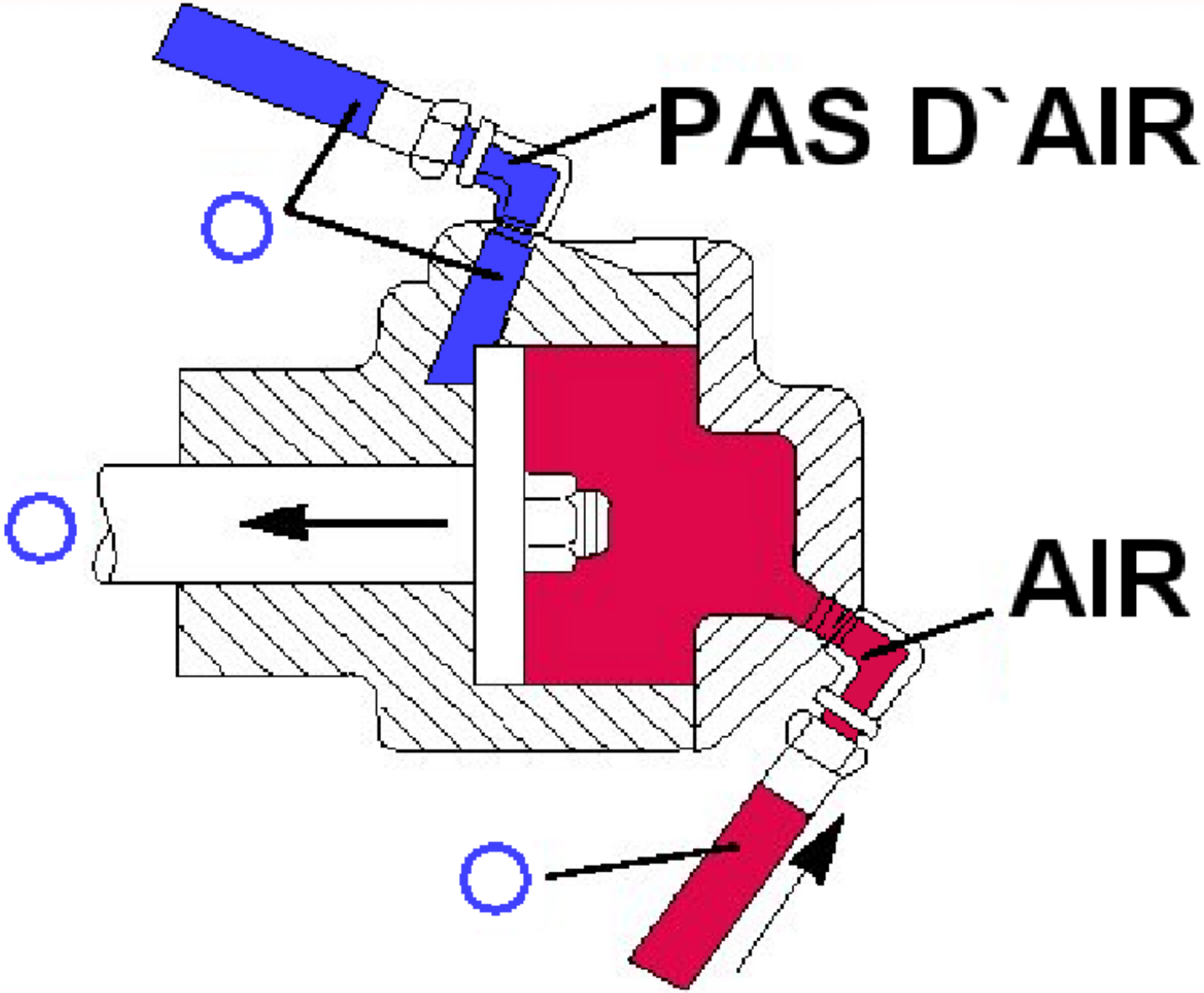
633

FIN


Pression
Échappement


Échappement
Pression

CYLINDRE SIMPLE



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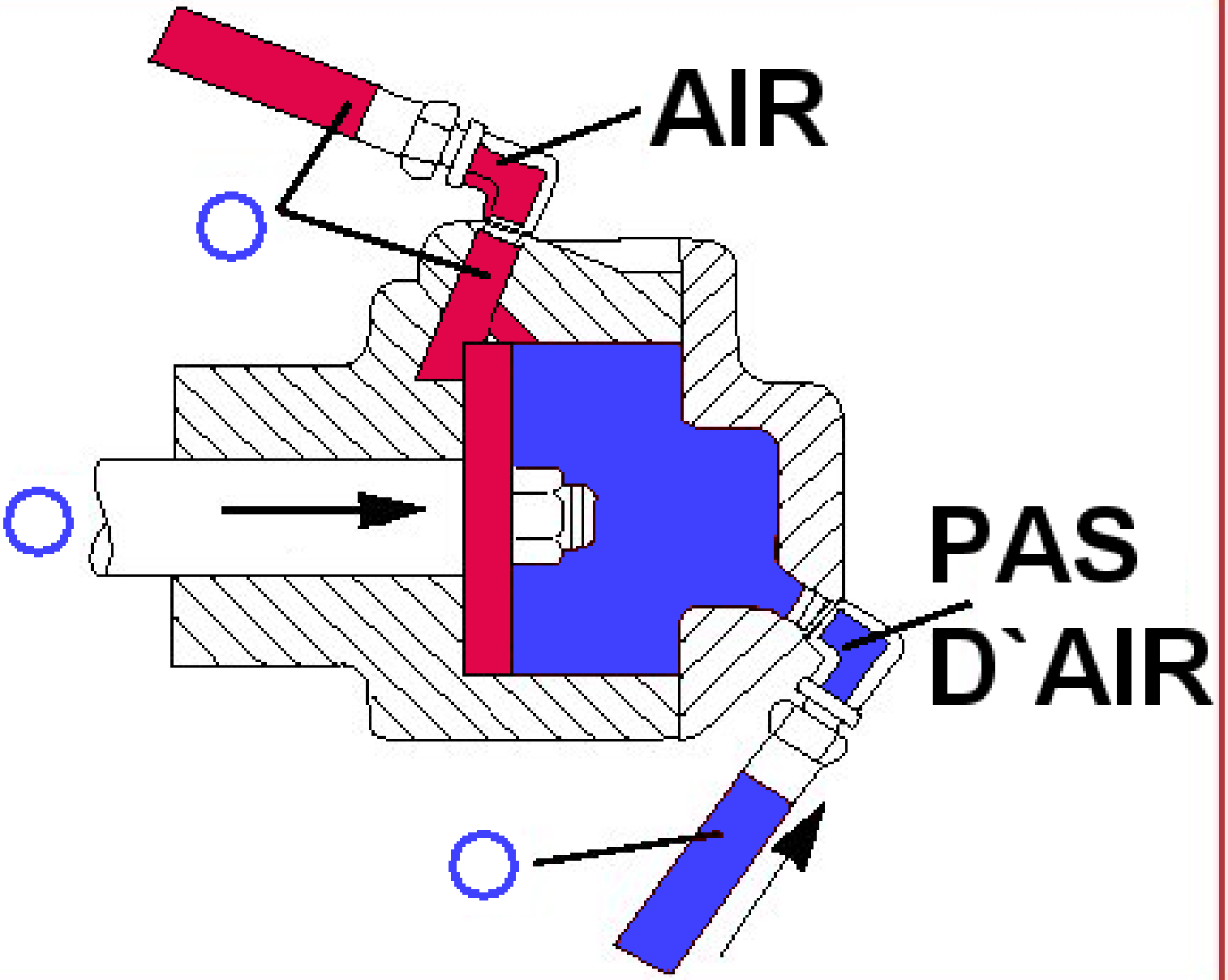

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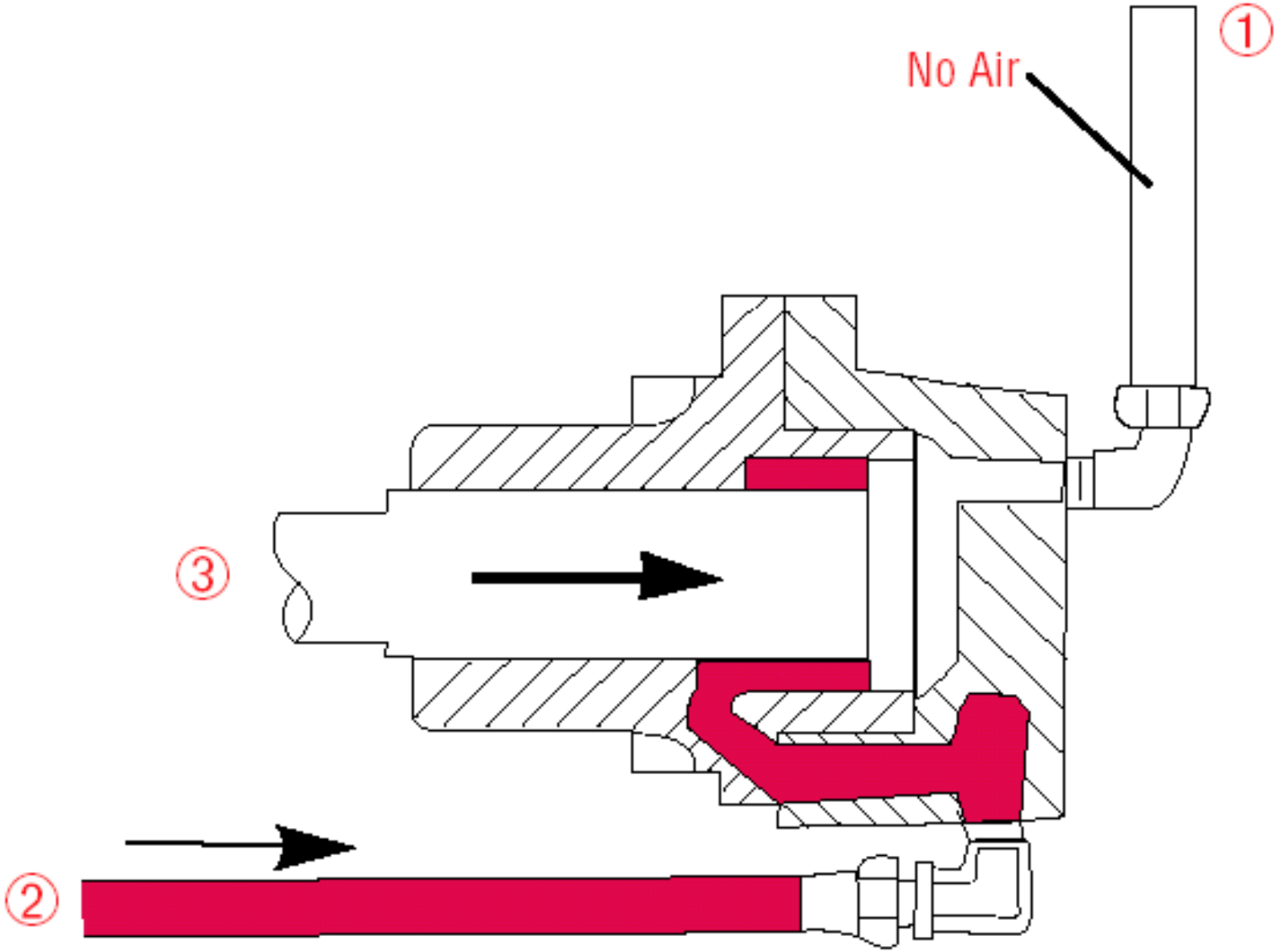
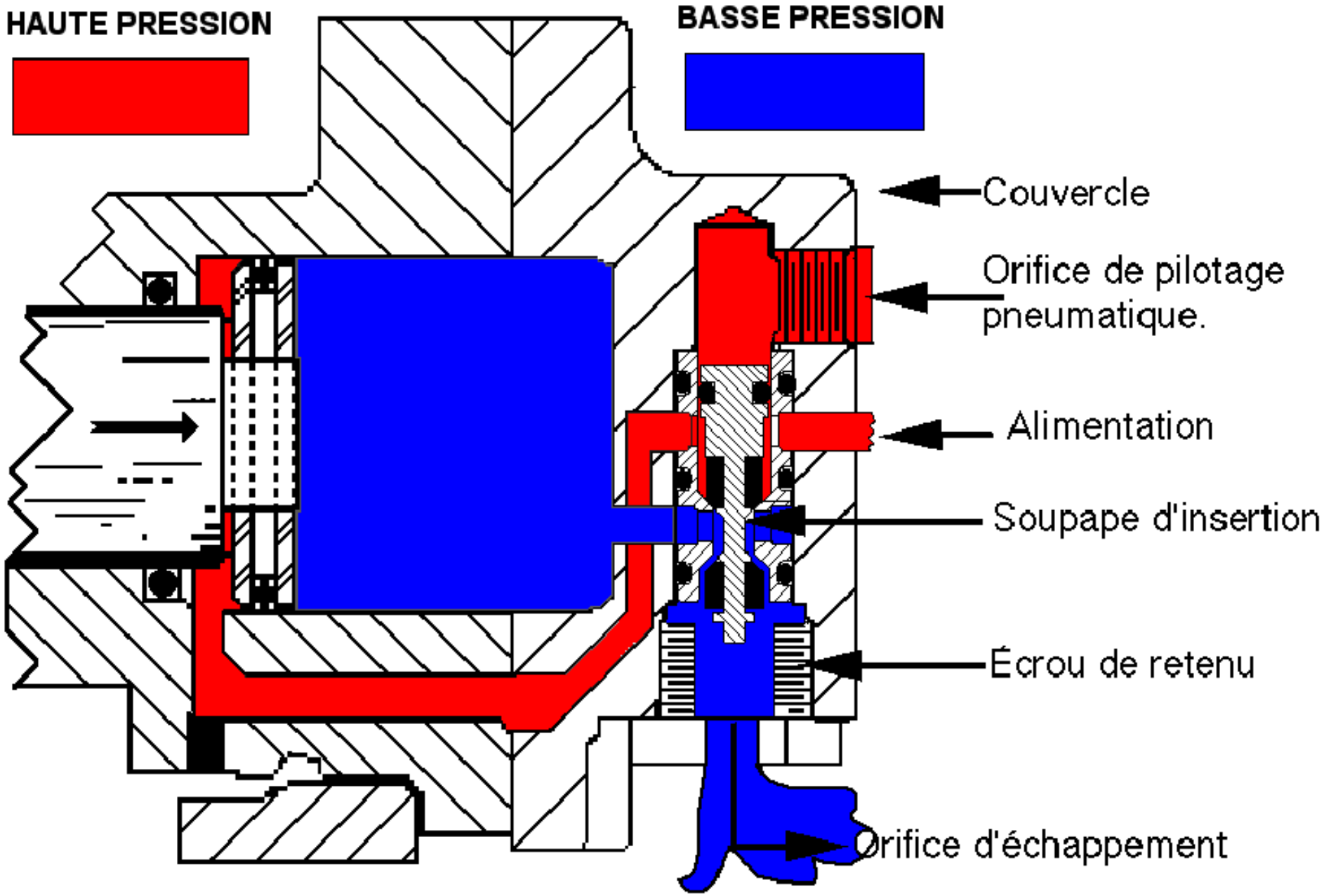
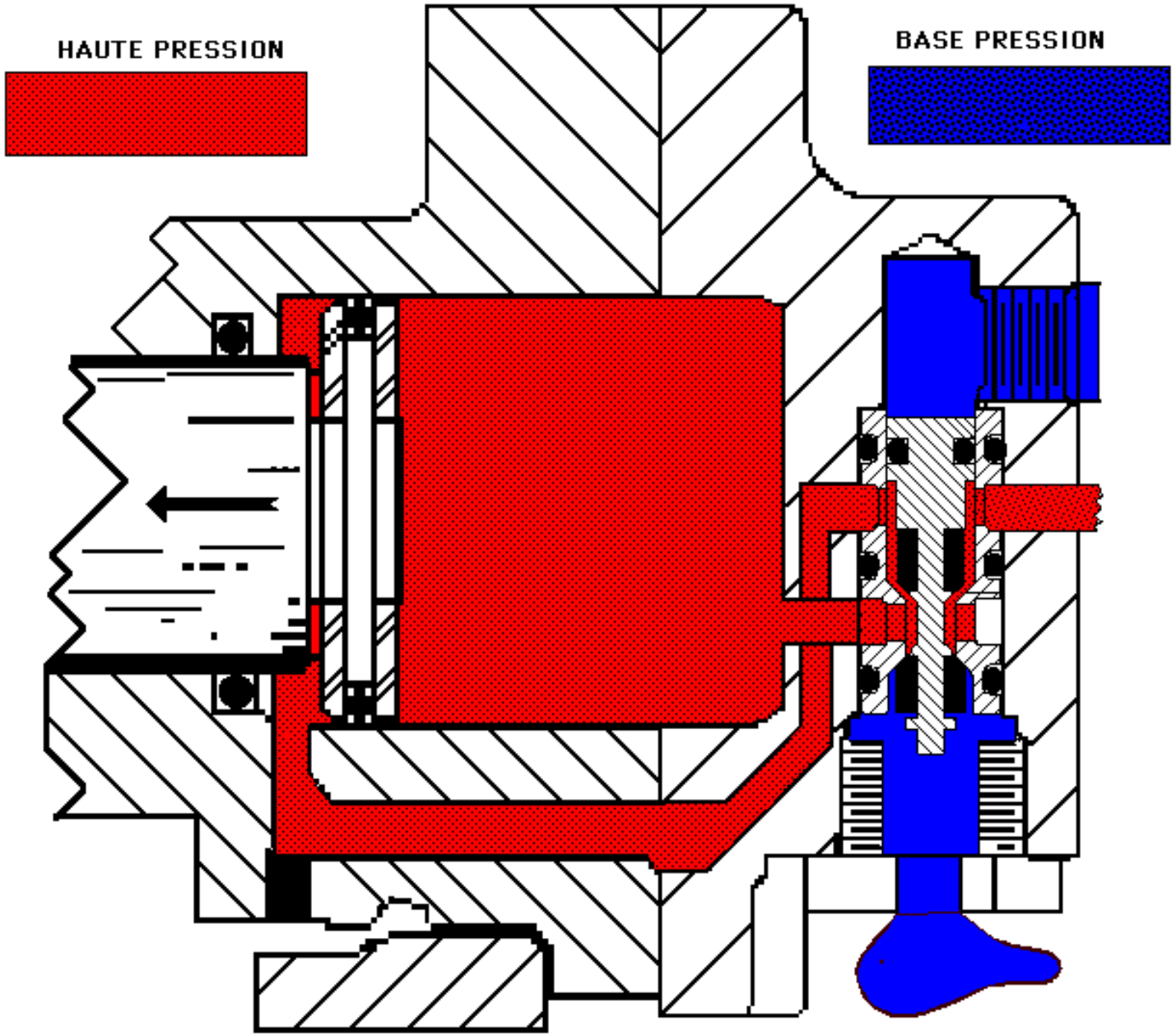


CYLINDRE PILOTÉ



CYLINDRE NOM PILOTÉ



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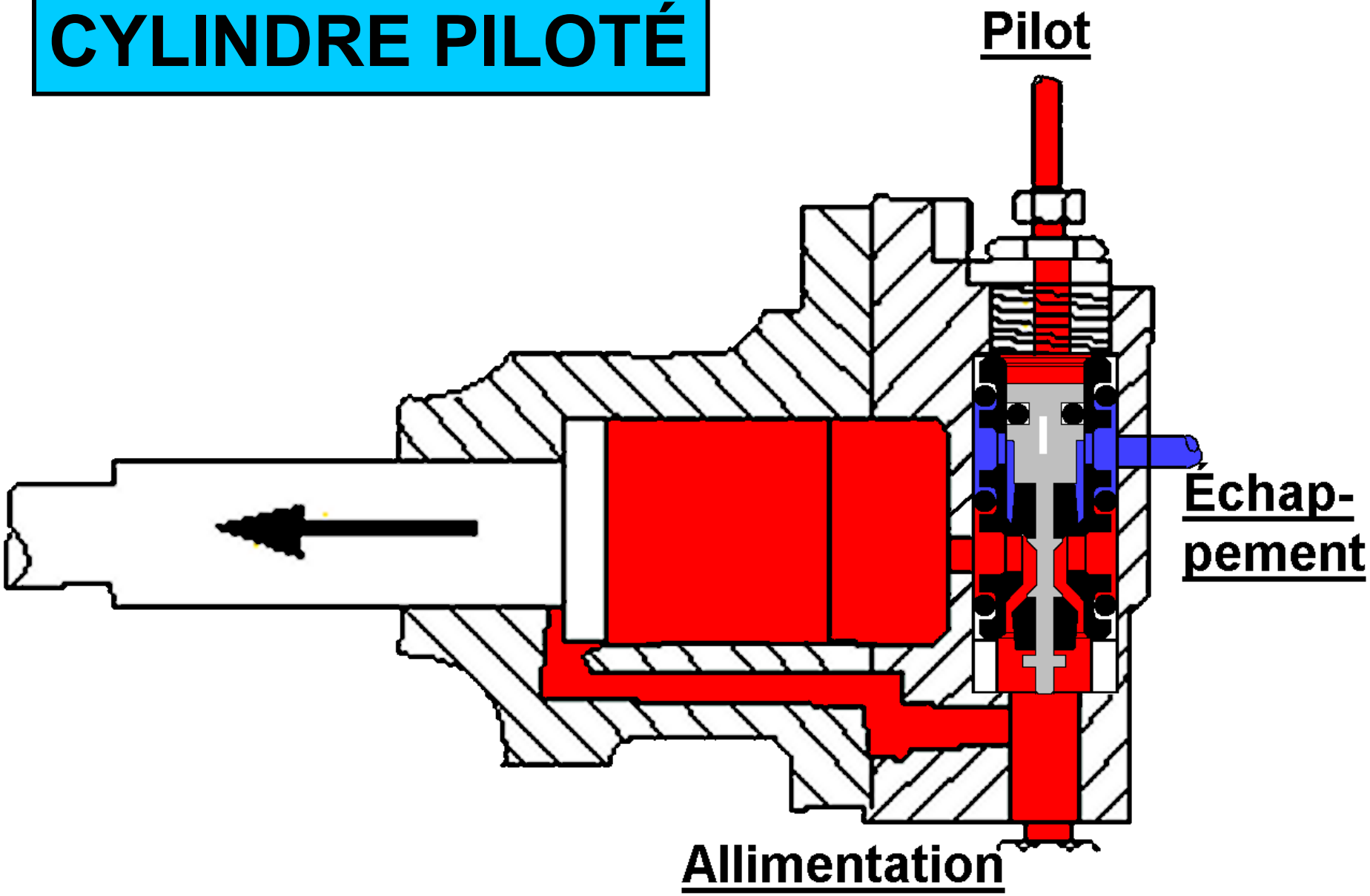

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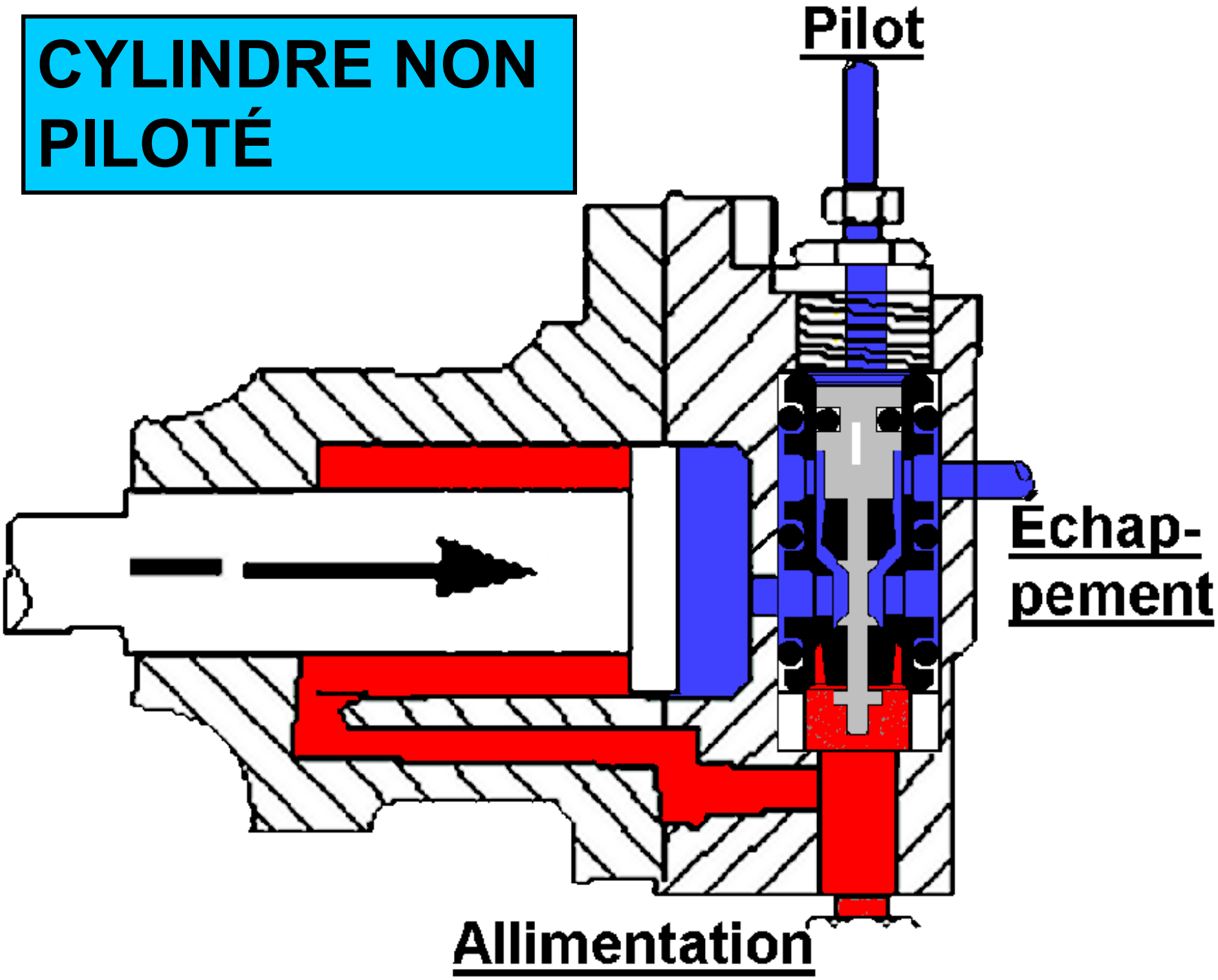

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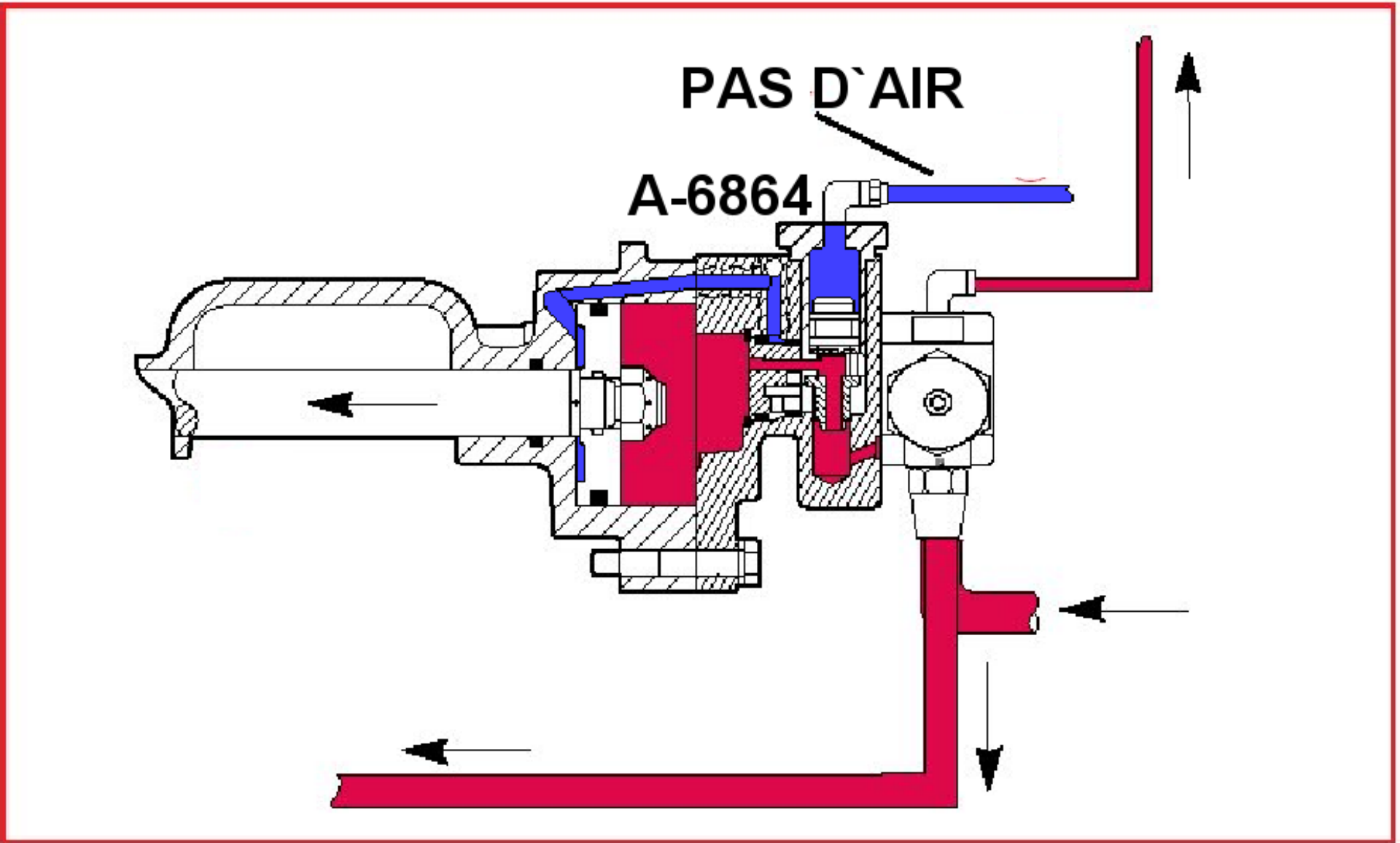

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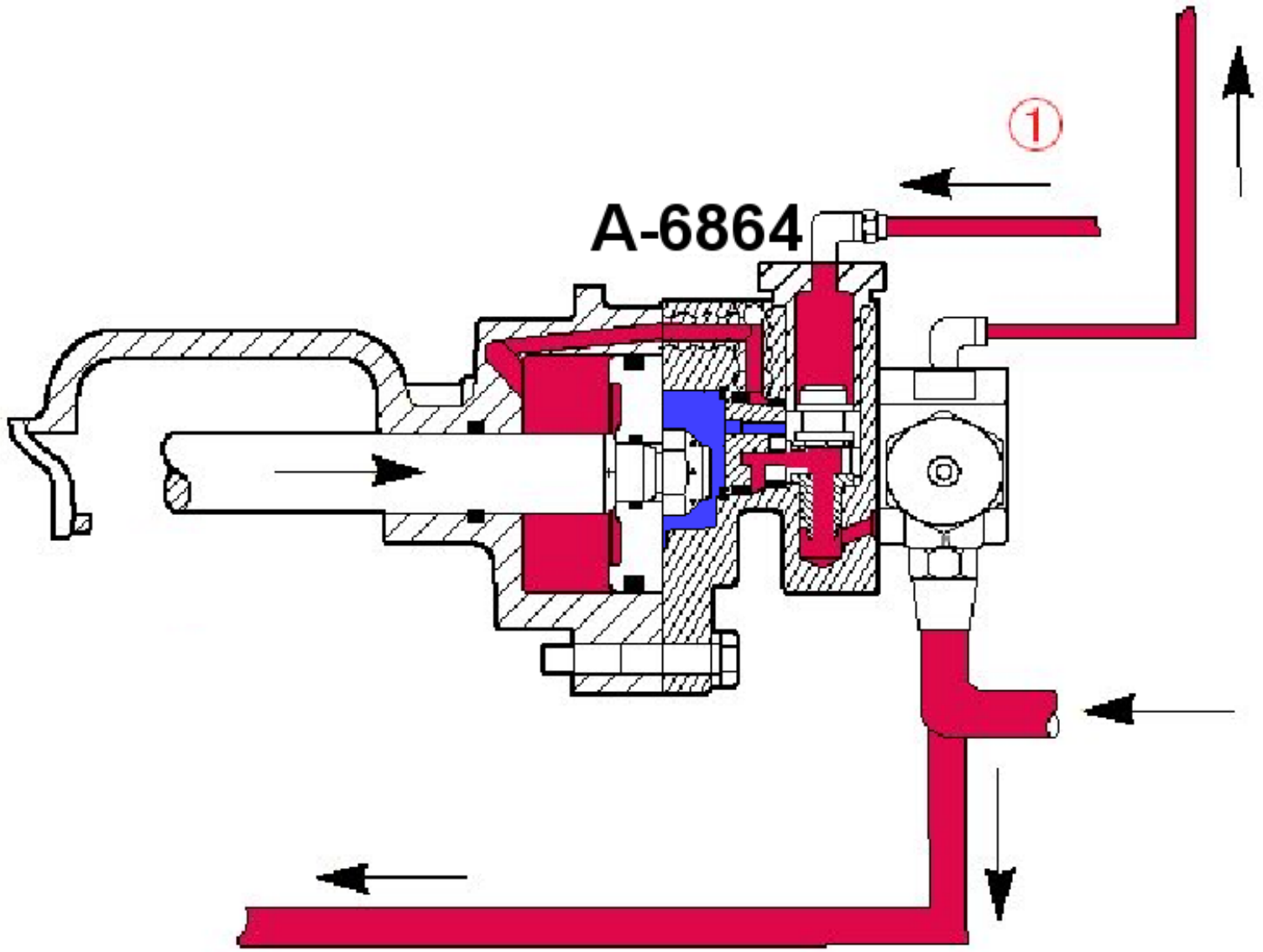
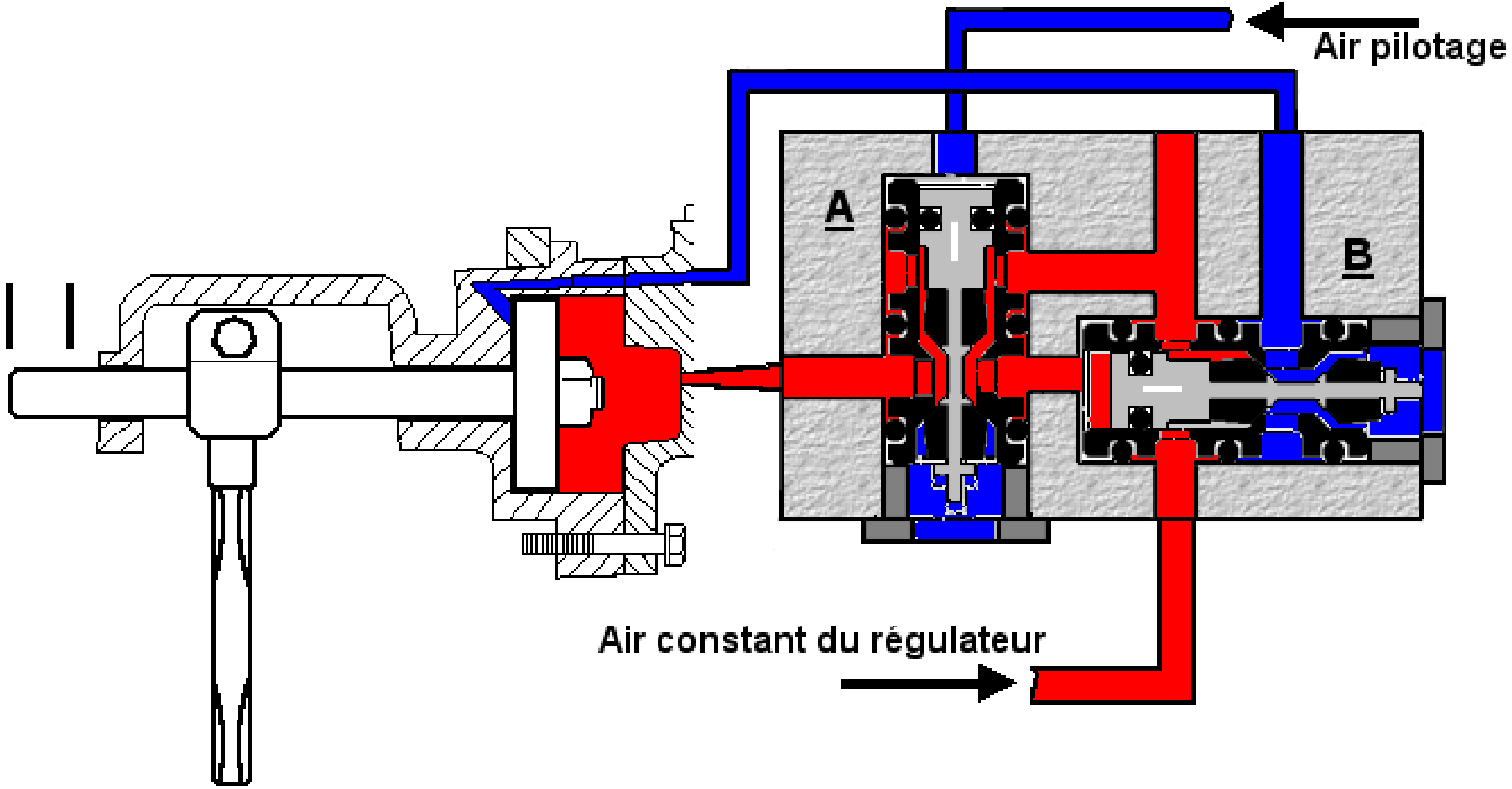


CYLINDRE NON PILOTÉ

RTLOXX610 Model Range Cylinder Assembly

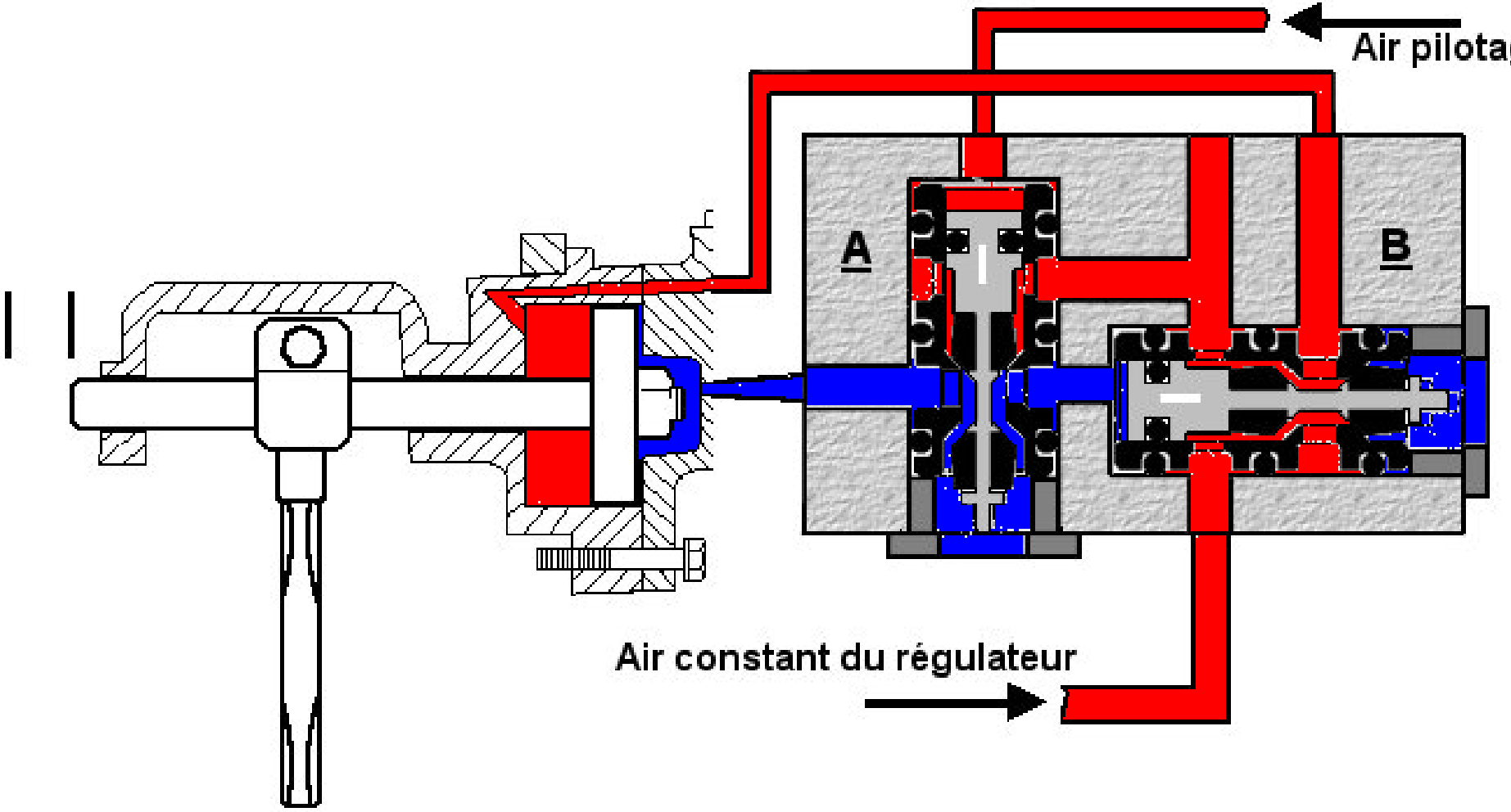


HI-001

HI-Range

CYLINDRE PILOTÉ

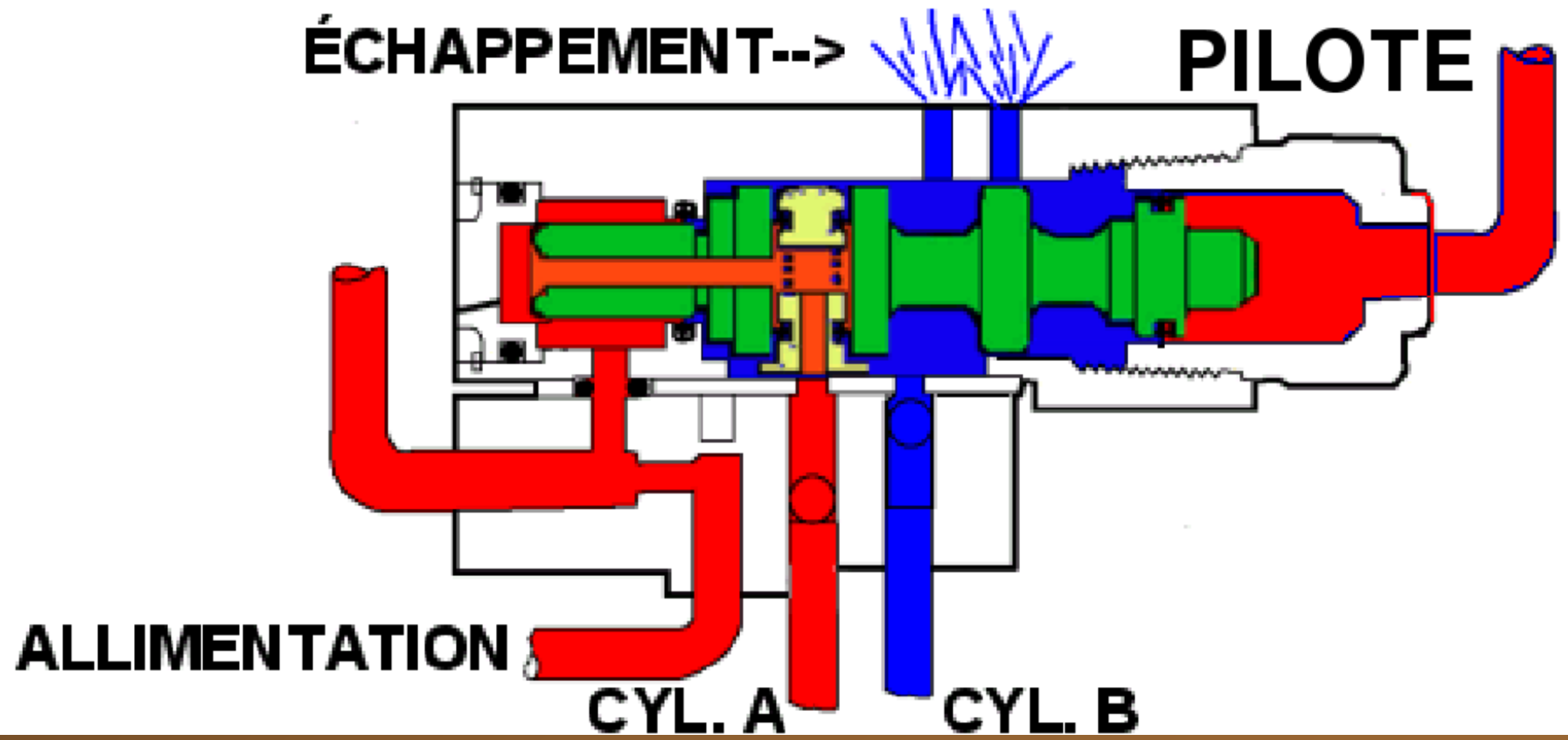
RTLOXX610 Model Range Cylinder Assembly



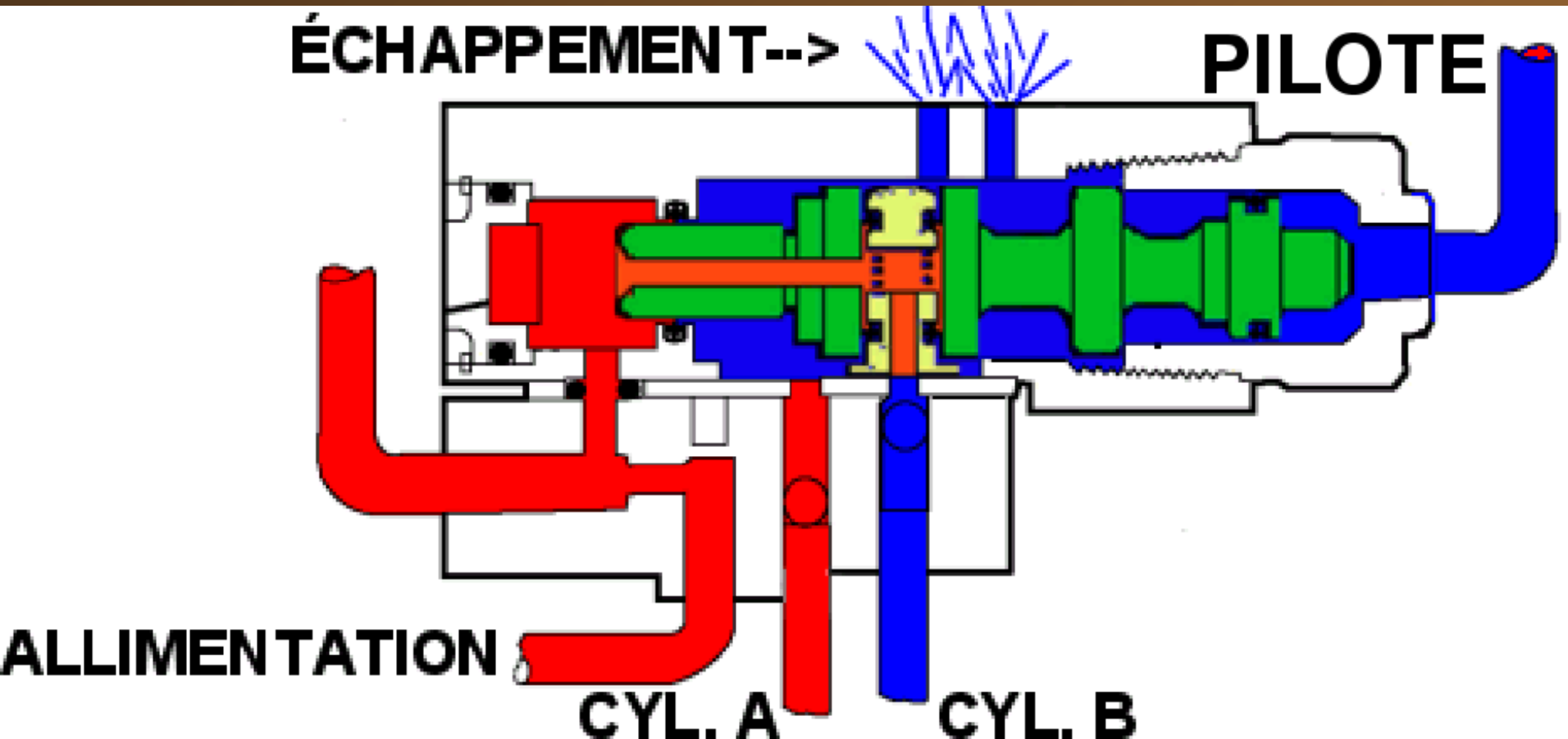
L-001

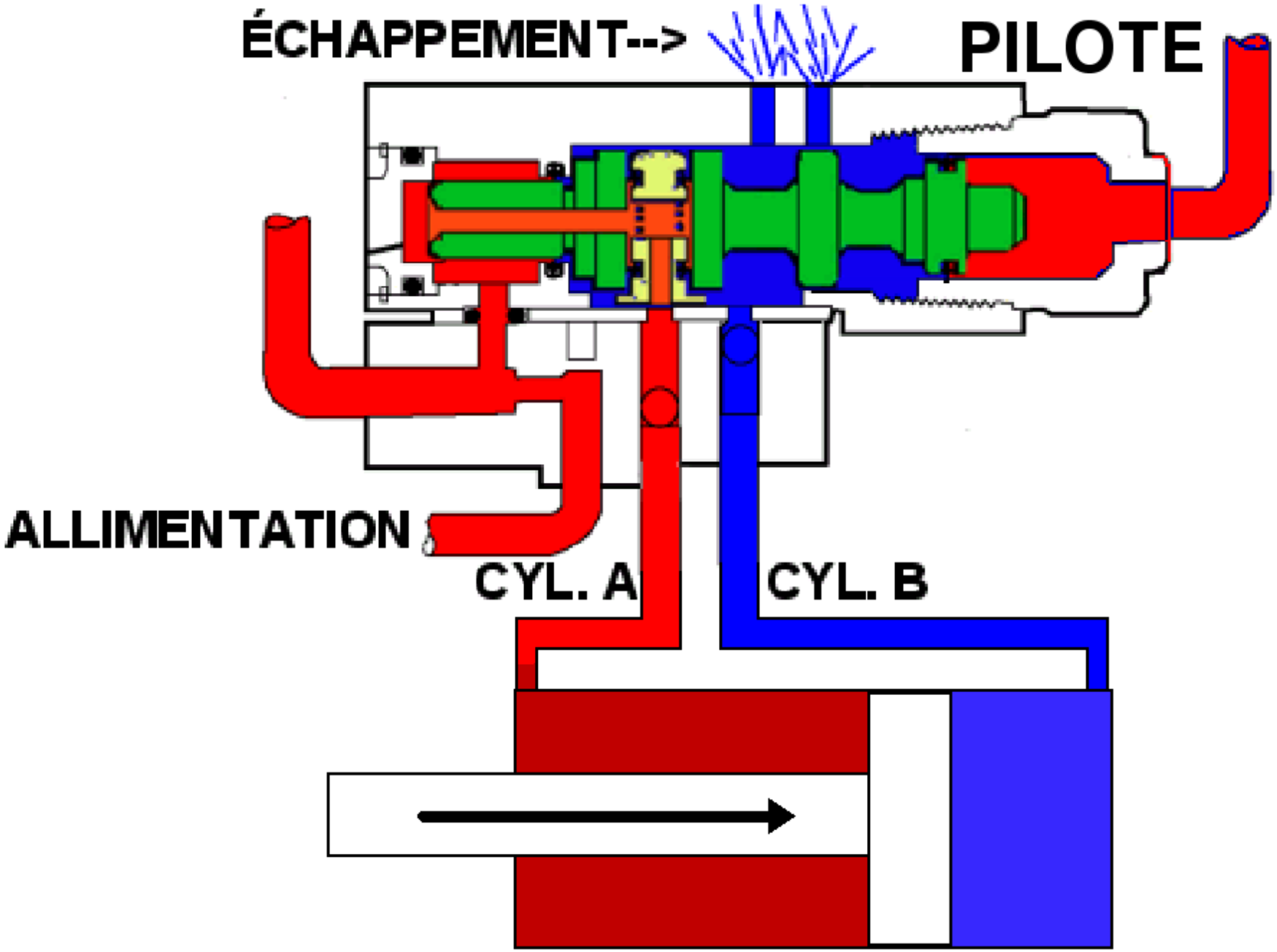
LOW Range

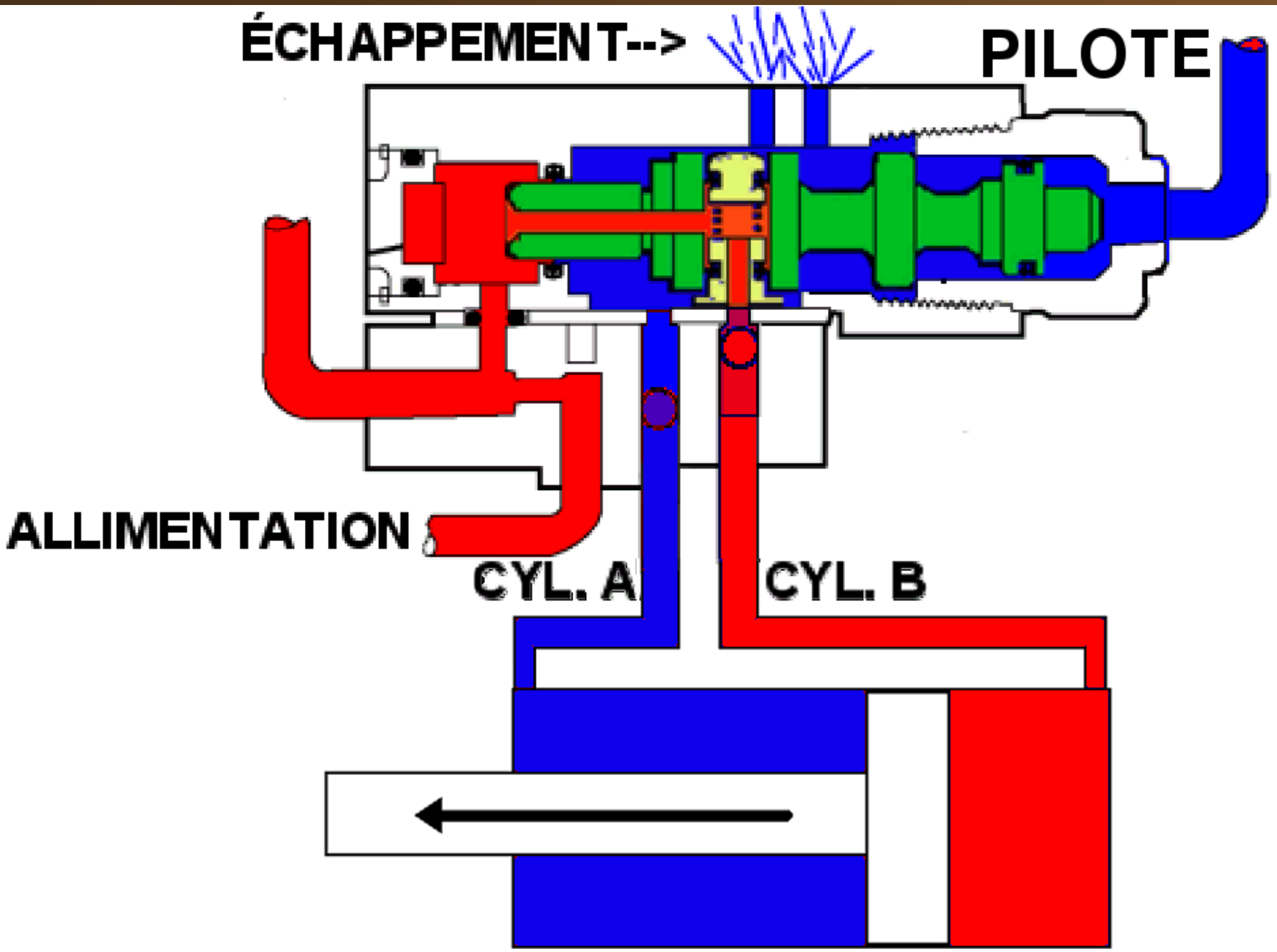
``SLAVE VALVE``
SOUPAPE ASSERVIE



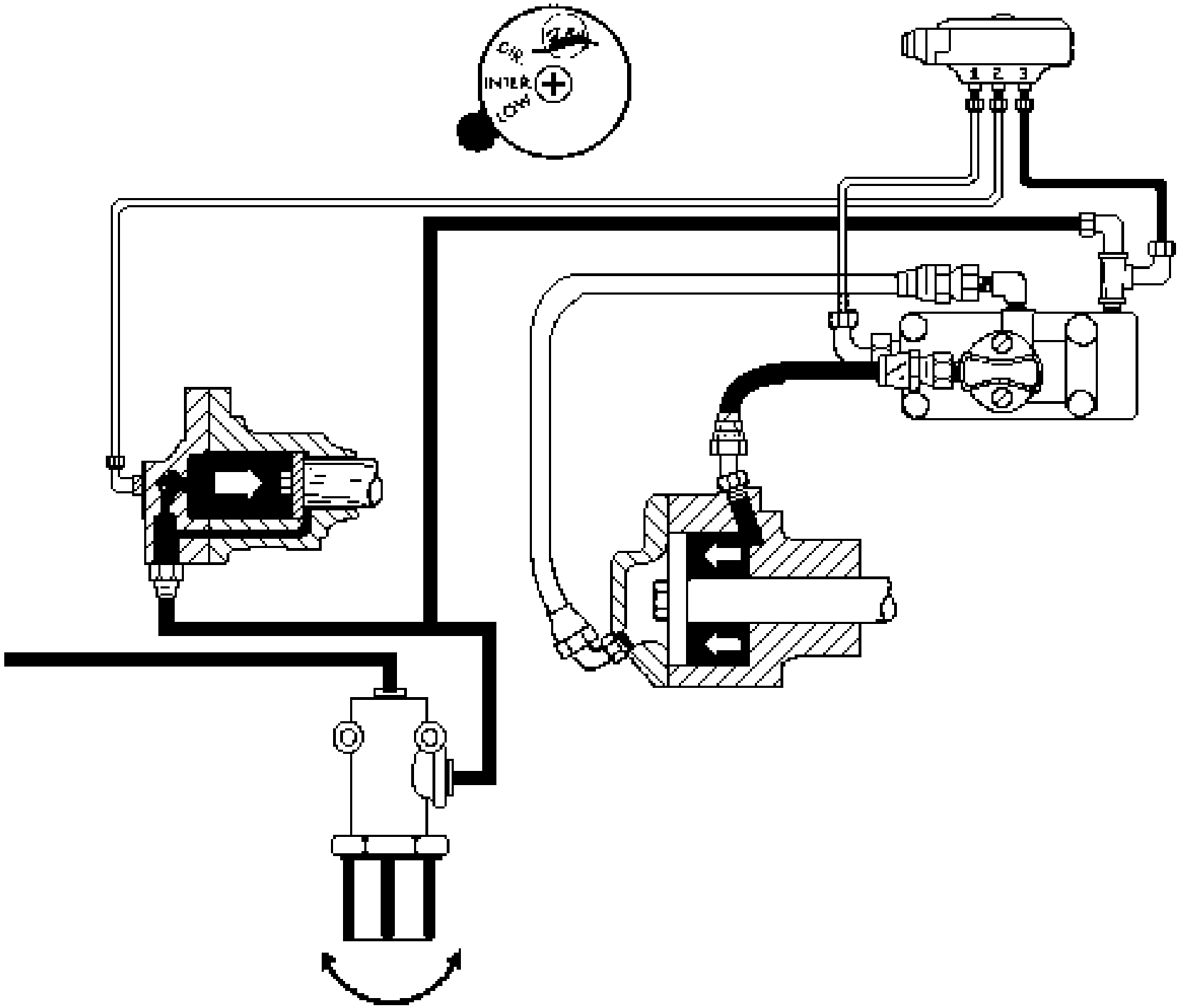
``SLAVE VALVE``
SOUPAPE ASSERVIE

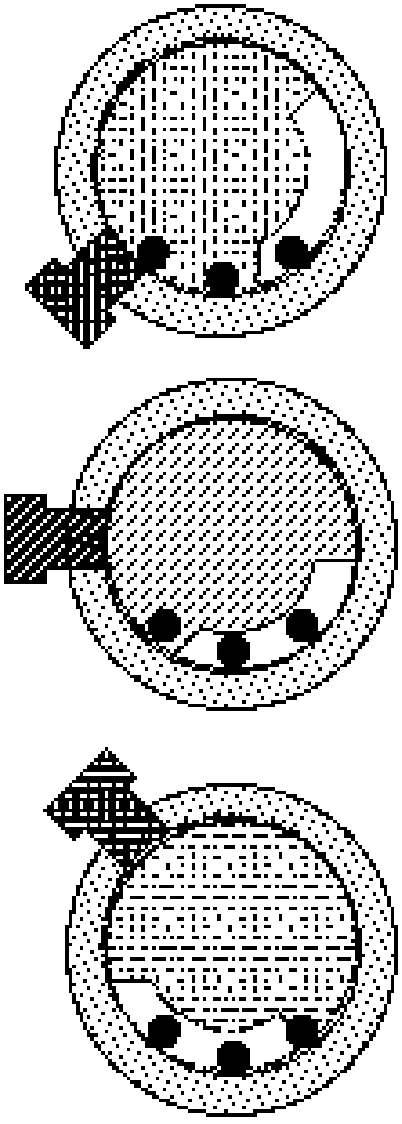



ÉCHAPPEMENT-->
PILOTE
ALLIMENTATION
CYL. A
CYL. B

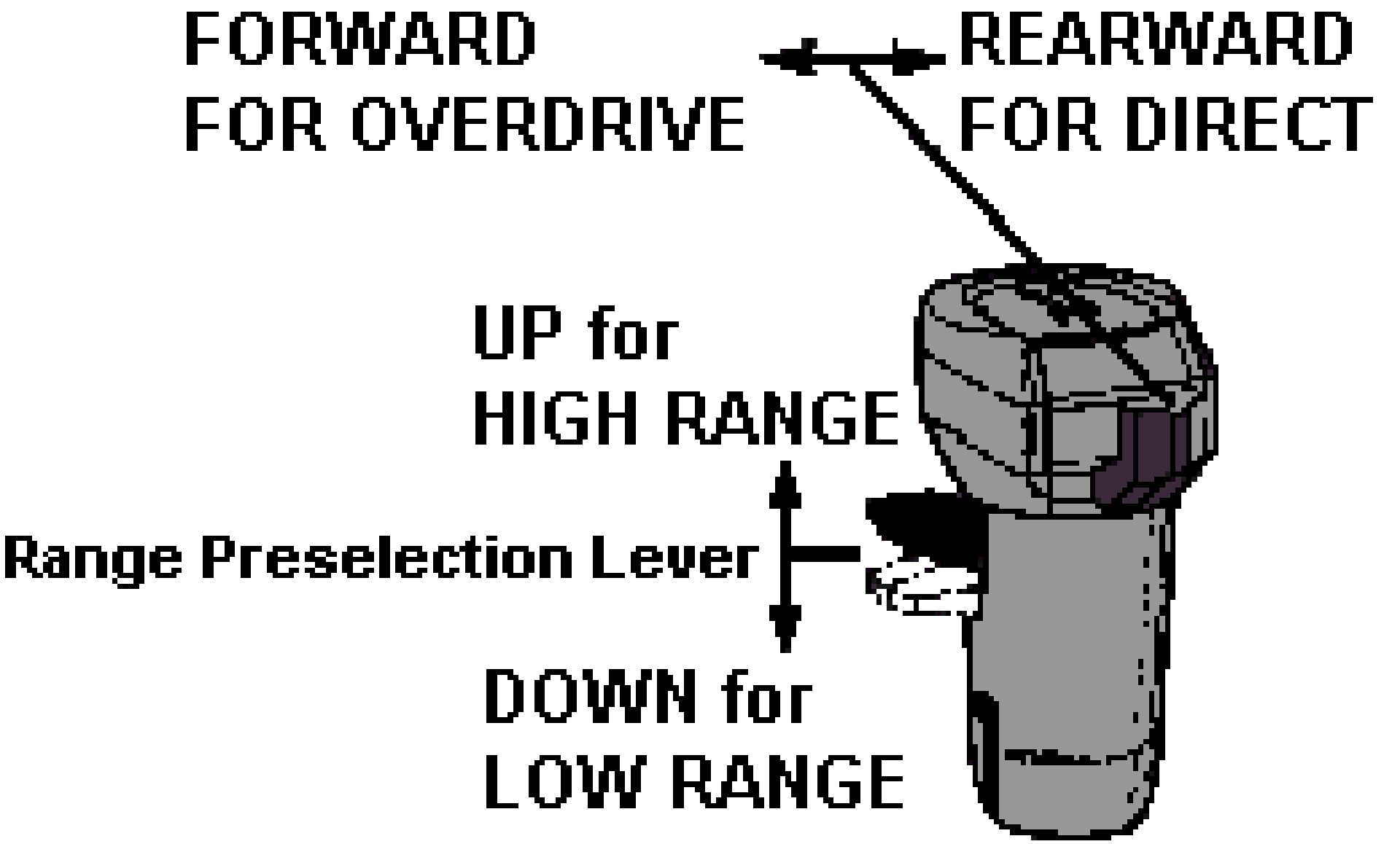

ÉCHAPPEMENT-->
PILOTE
ALLIMENTATION
CYL. A
CYL. B

BLOCAGE DE LA SLAVE VALVE

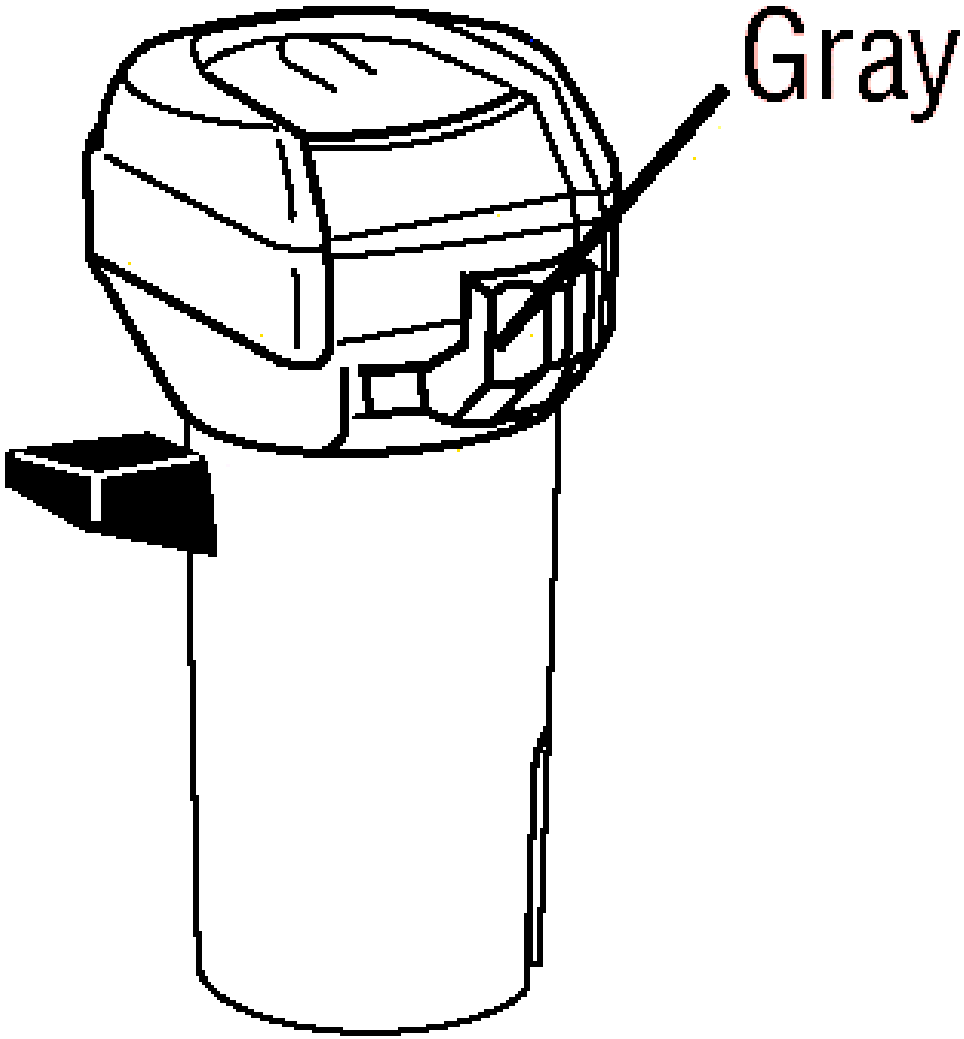

OFF
INTER
LOW
1
2
3



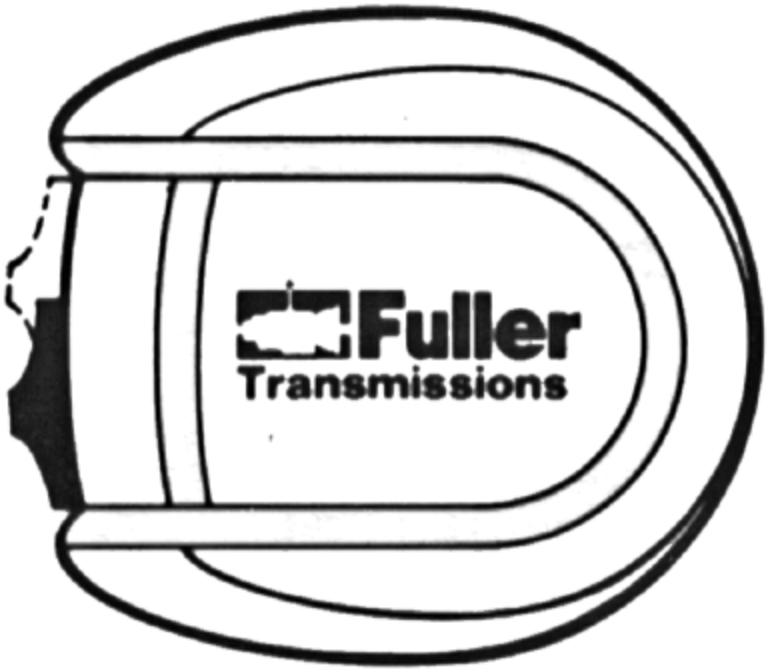
SPLITTER CONTROL BUTTON

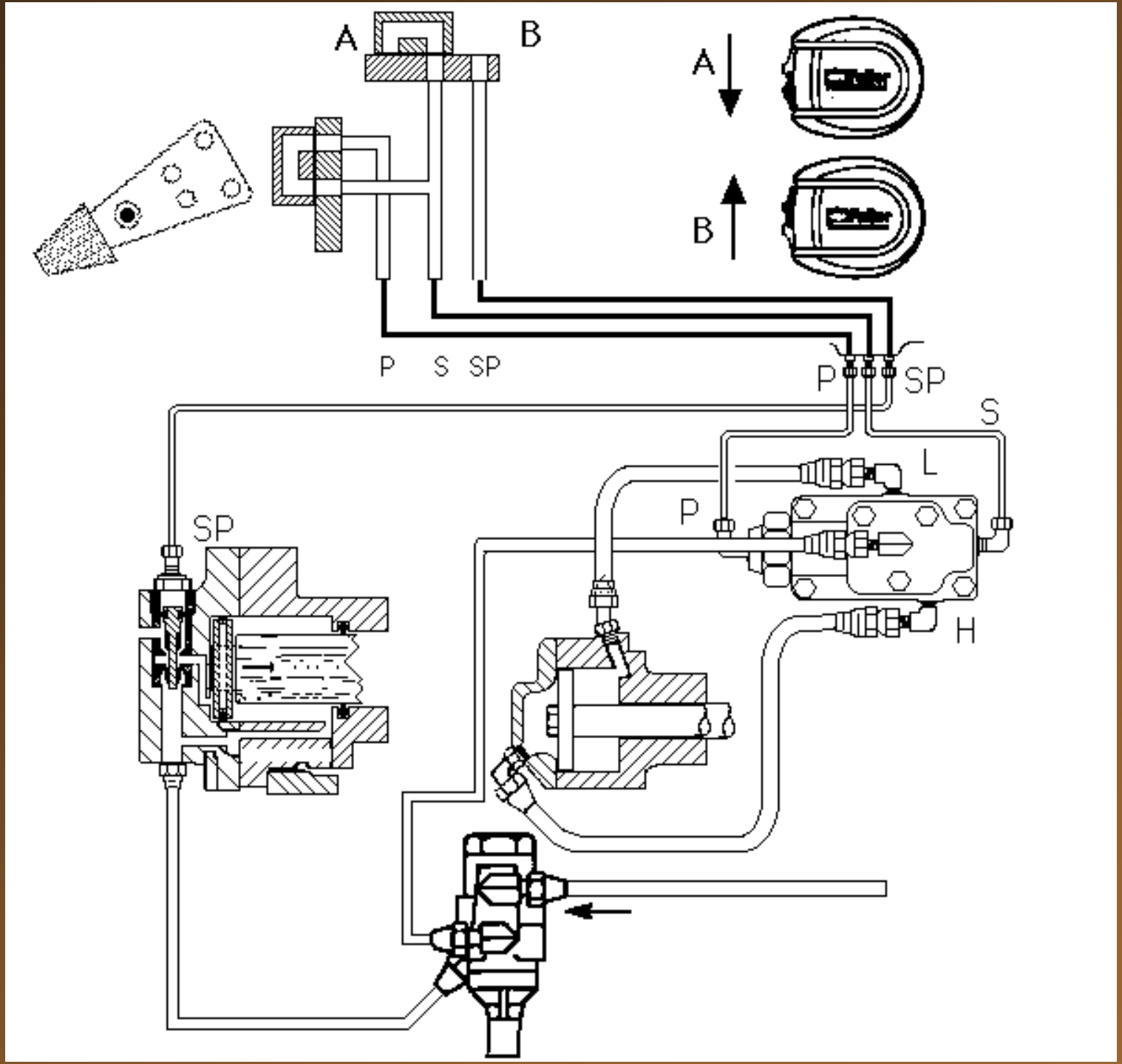


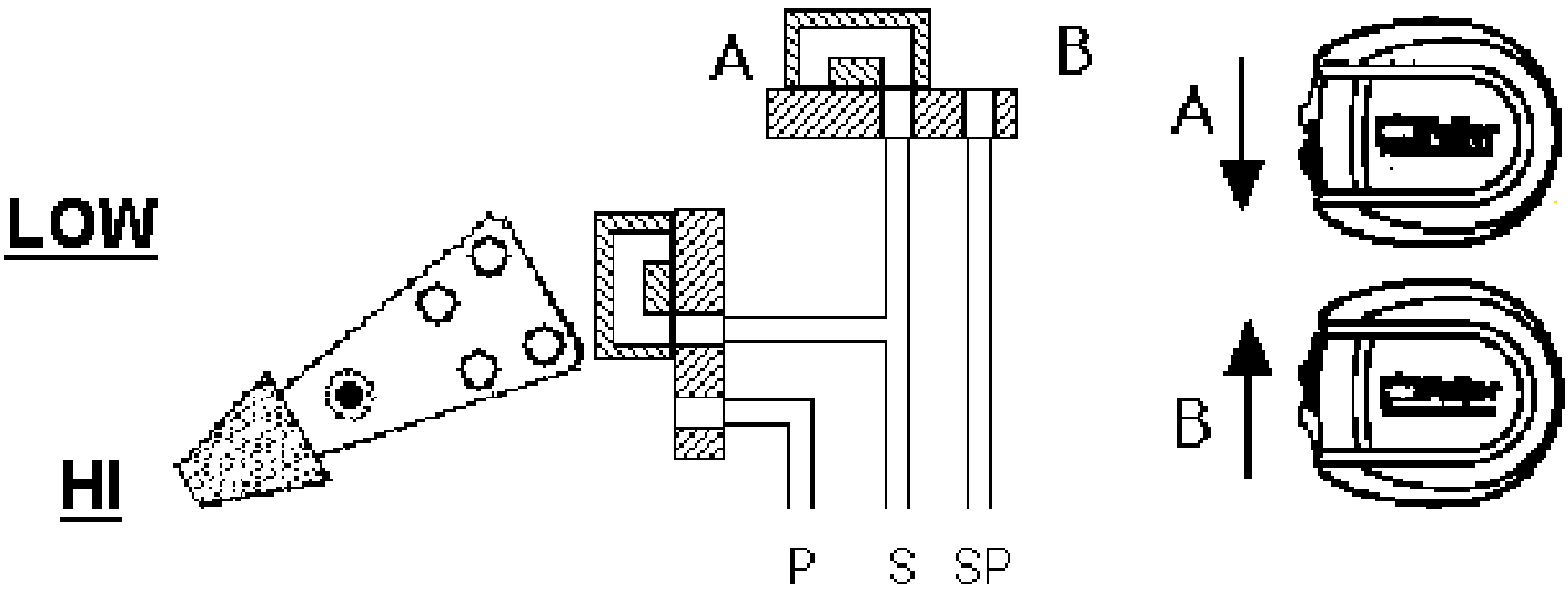
A-5013



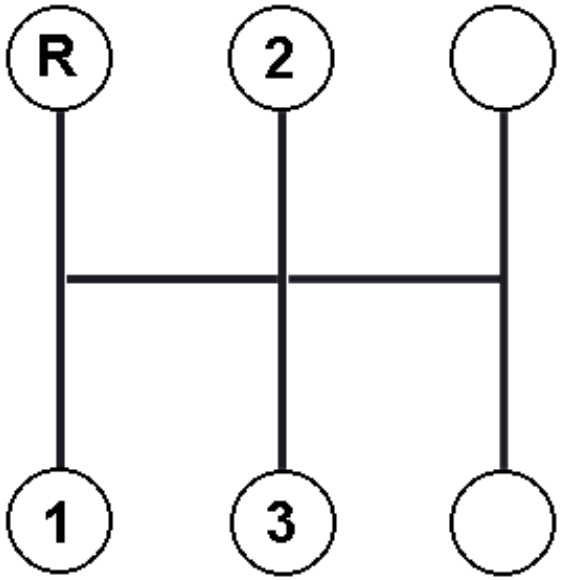
RTLO-18 Speeds



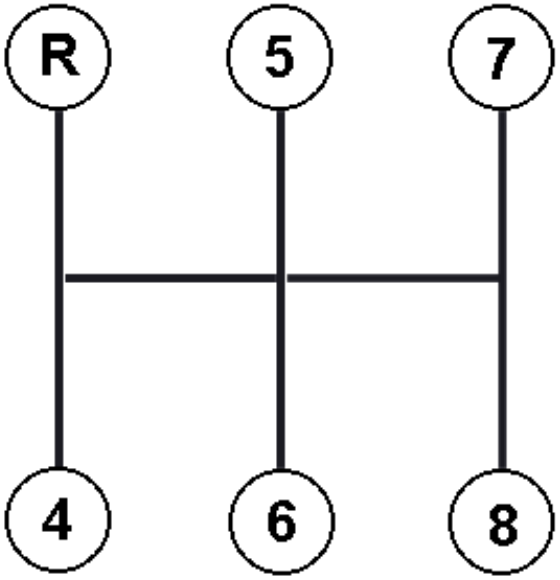

A
B
A
B
P
S
SP
P
SP
S
L
P
SP
H


LOW
HI
A
B
P
S
SP
A
B

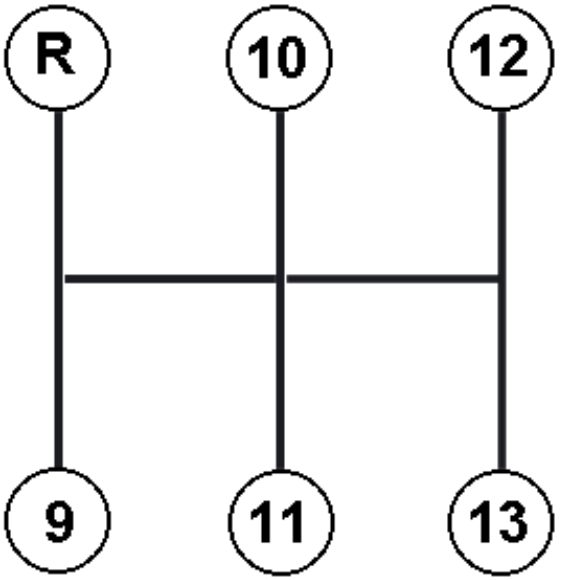
BAS DE GAMME



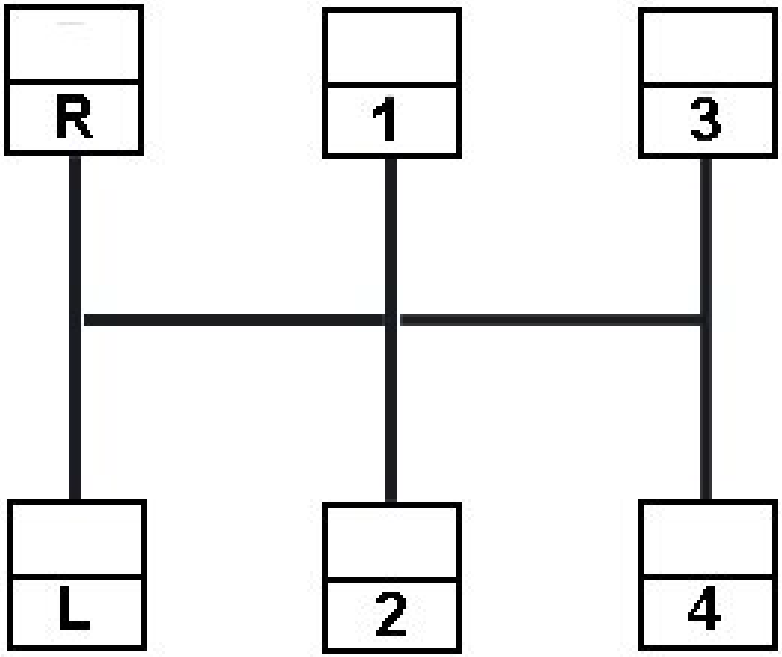
INTERMÉDAIRE



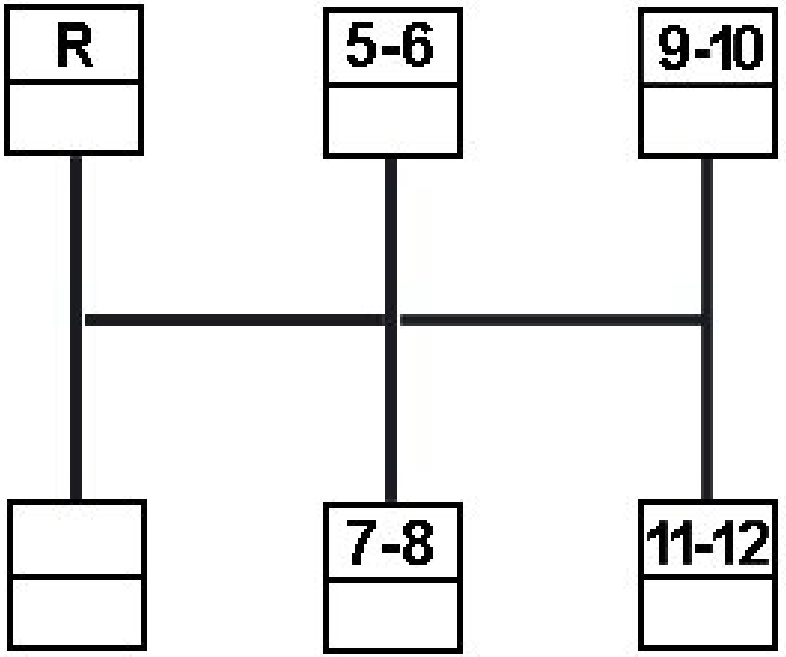
HAUTE GAMME

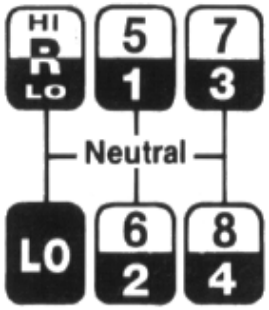


BAS DE GAMME



DIRECT & SURMULTIPLIÉ

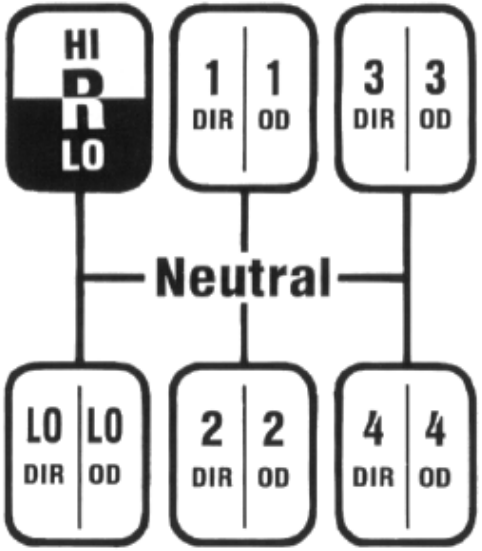




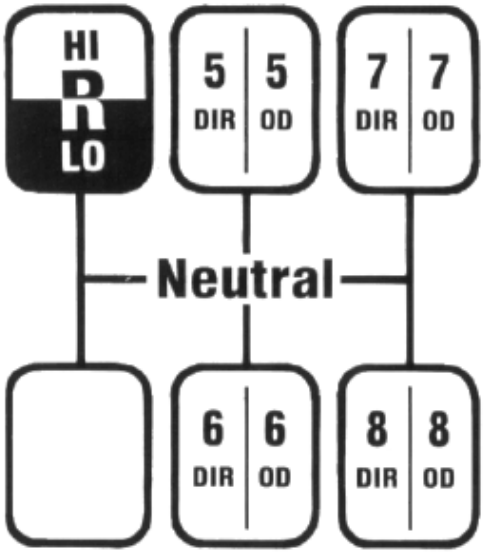
SHIFT LO-1-2-3-4 IN LO RANGE.

RANGE SHIFT . . . AND SHIFT 5-6-7-8 IN HI RANGE.

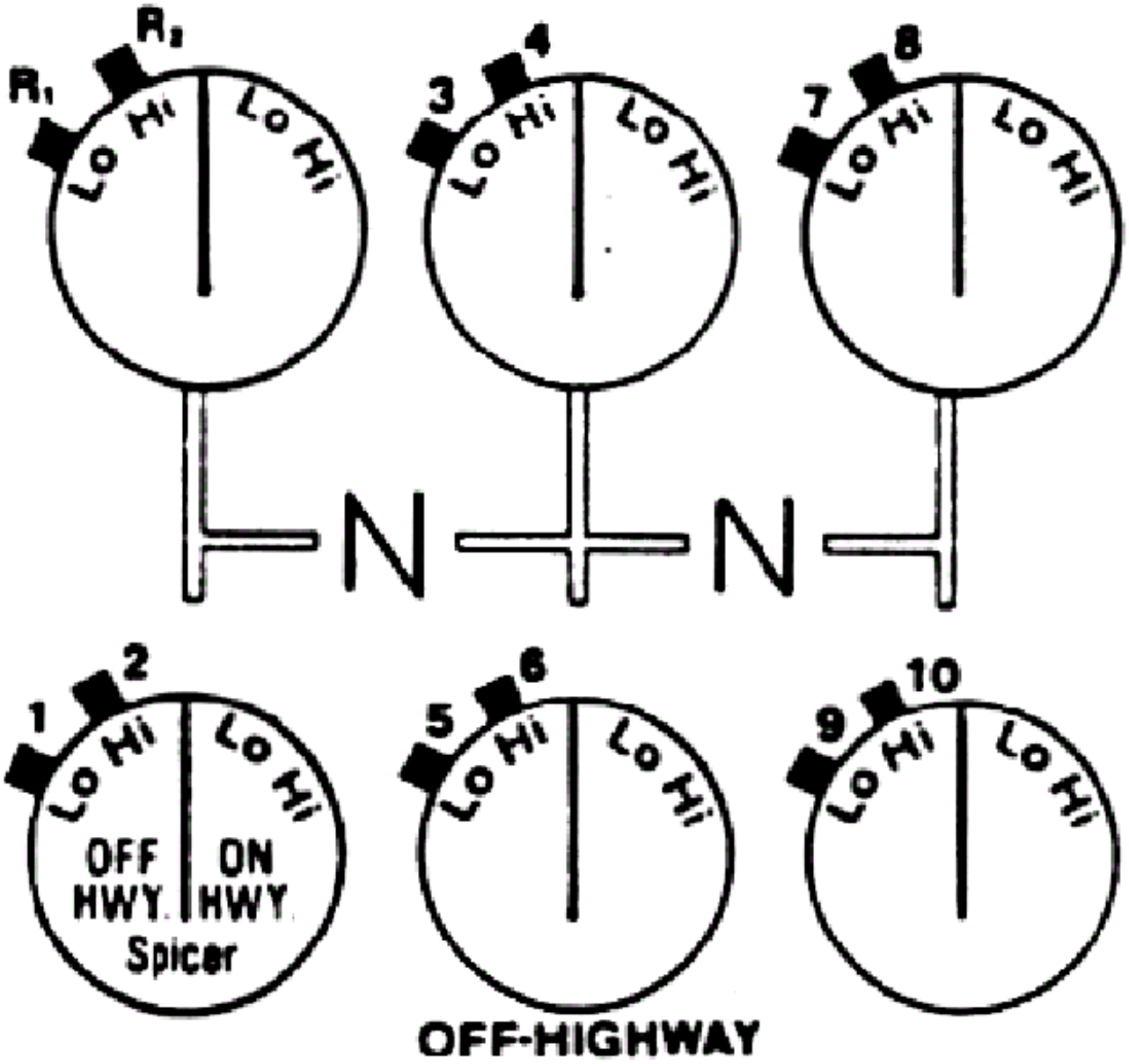
OVERDRIVE



WHILE IN LO AND HI RANGE . . . Ratios can be split by moving the splitter Control Button to the forward position.

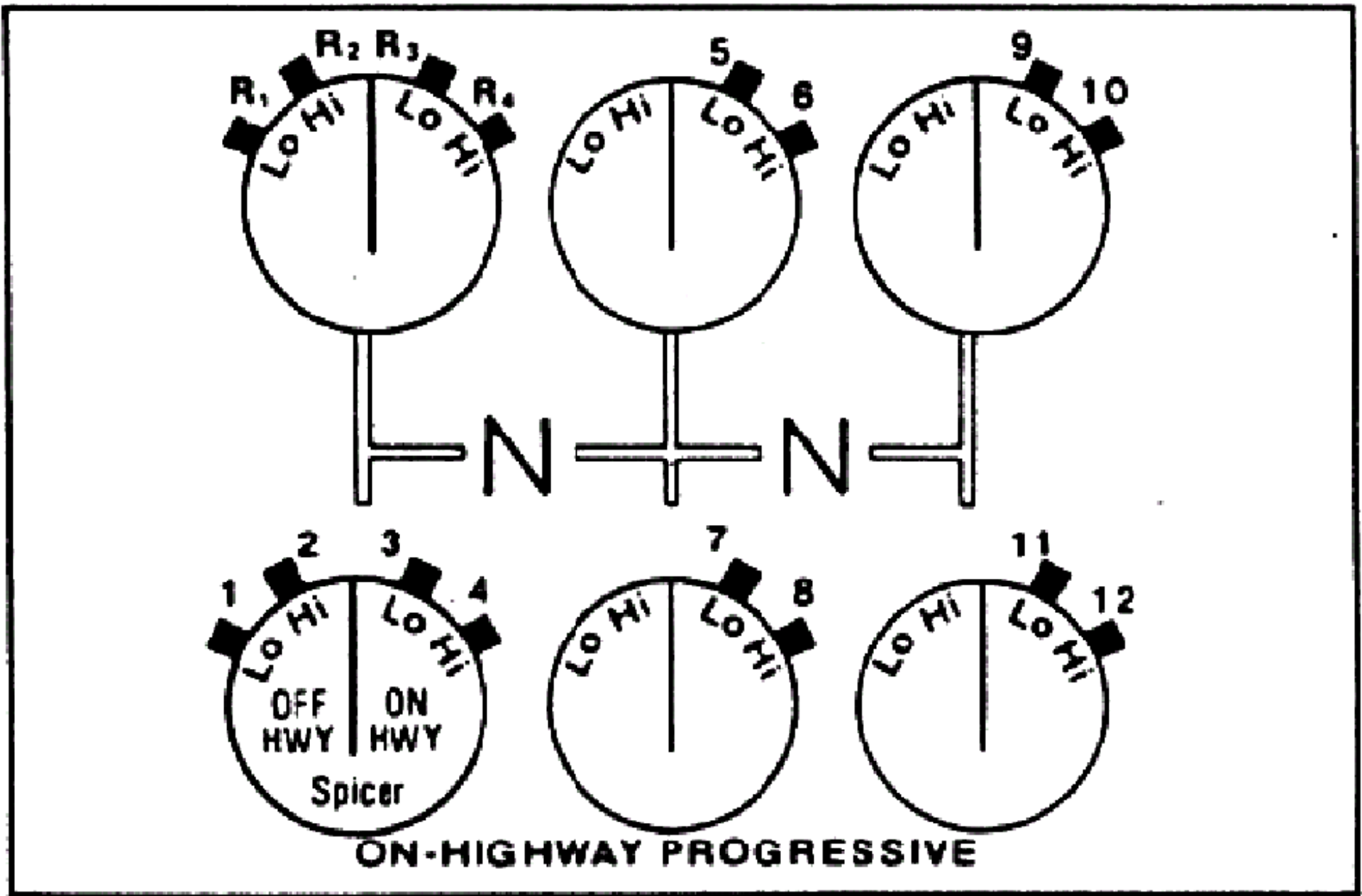


OFF HIGHWAY



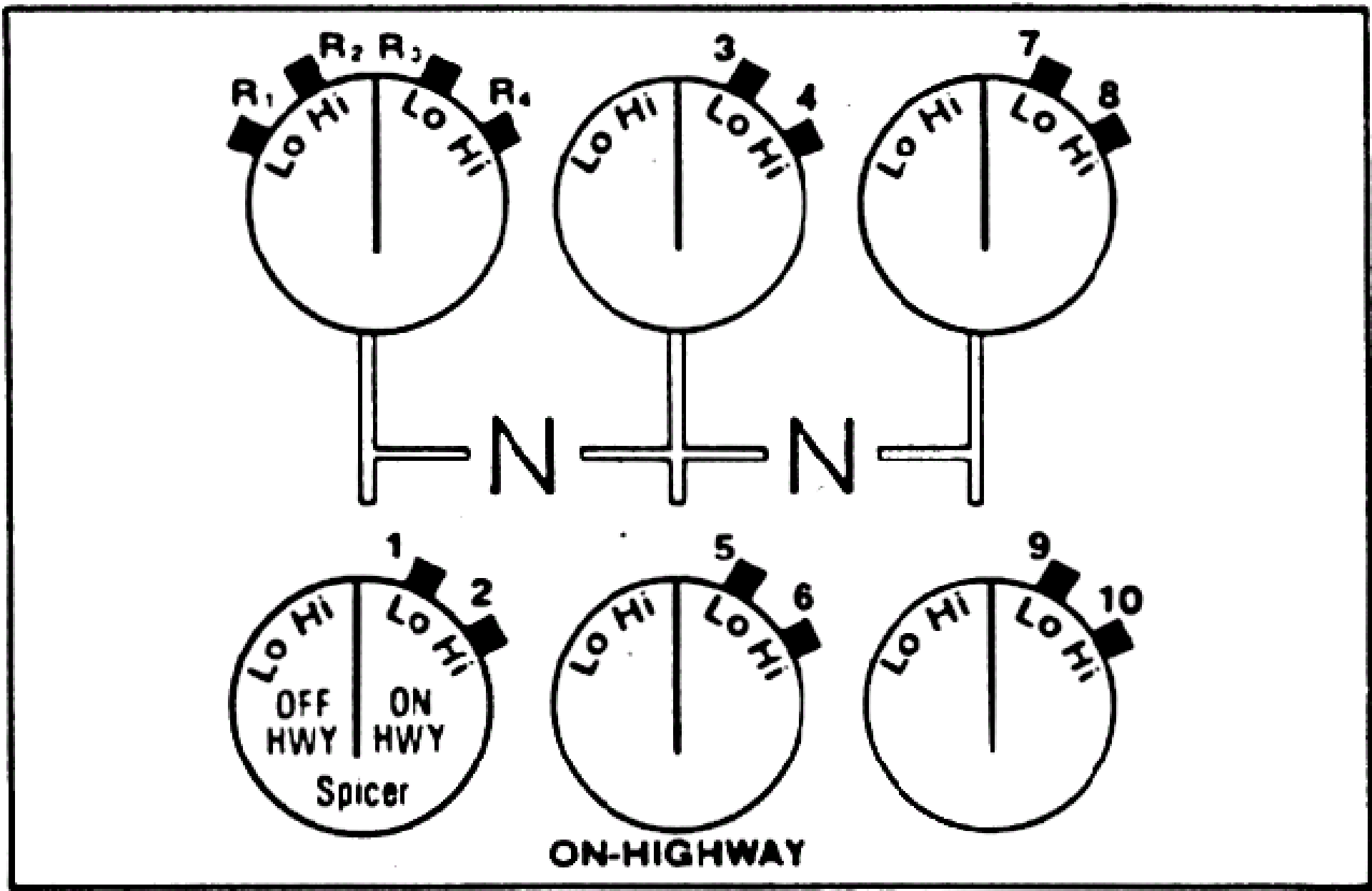
OFF-HIGHWAY

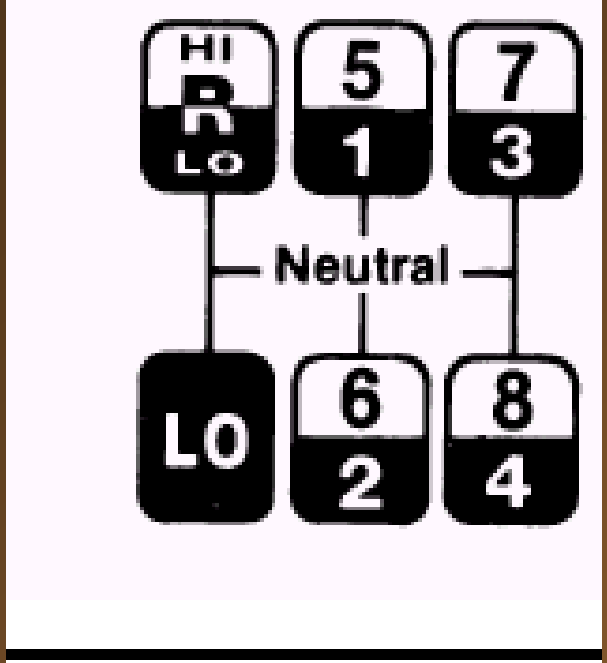
ON HIGHWAY - HEAVY LOADS

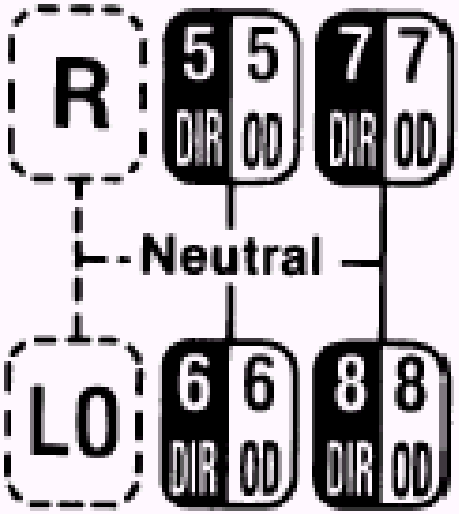


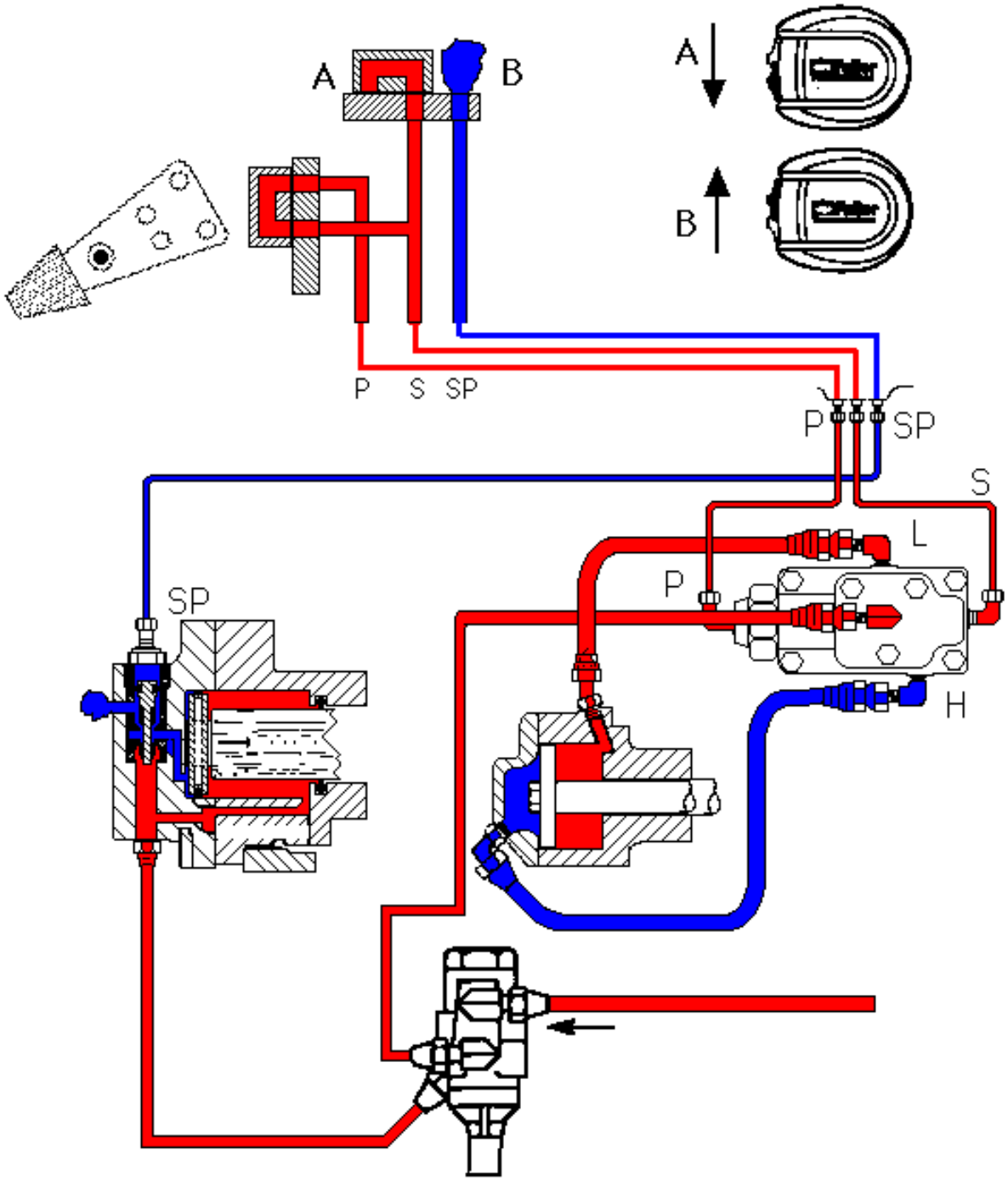
ON-HIGHWAY PROGRESSIVE

ON HIGHWAY - NORMAL LOADS




HI
R
LO
5
1
7
3
Neutral
LO
6
2
8
4


R
5
DIR
5
OD
7
DIR
7
OD
Neutral
LO
6
DIR
6
OD
8
DIR
8
OD


A
B
A
B
P
S
SP
P
SP
S
L
P
SP
H

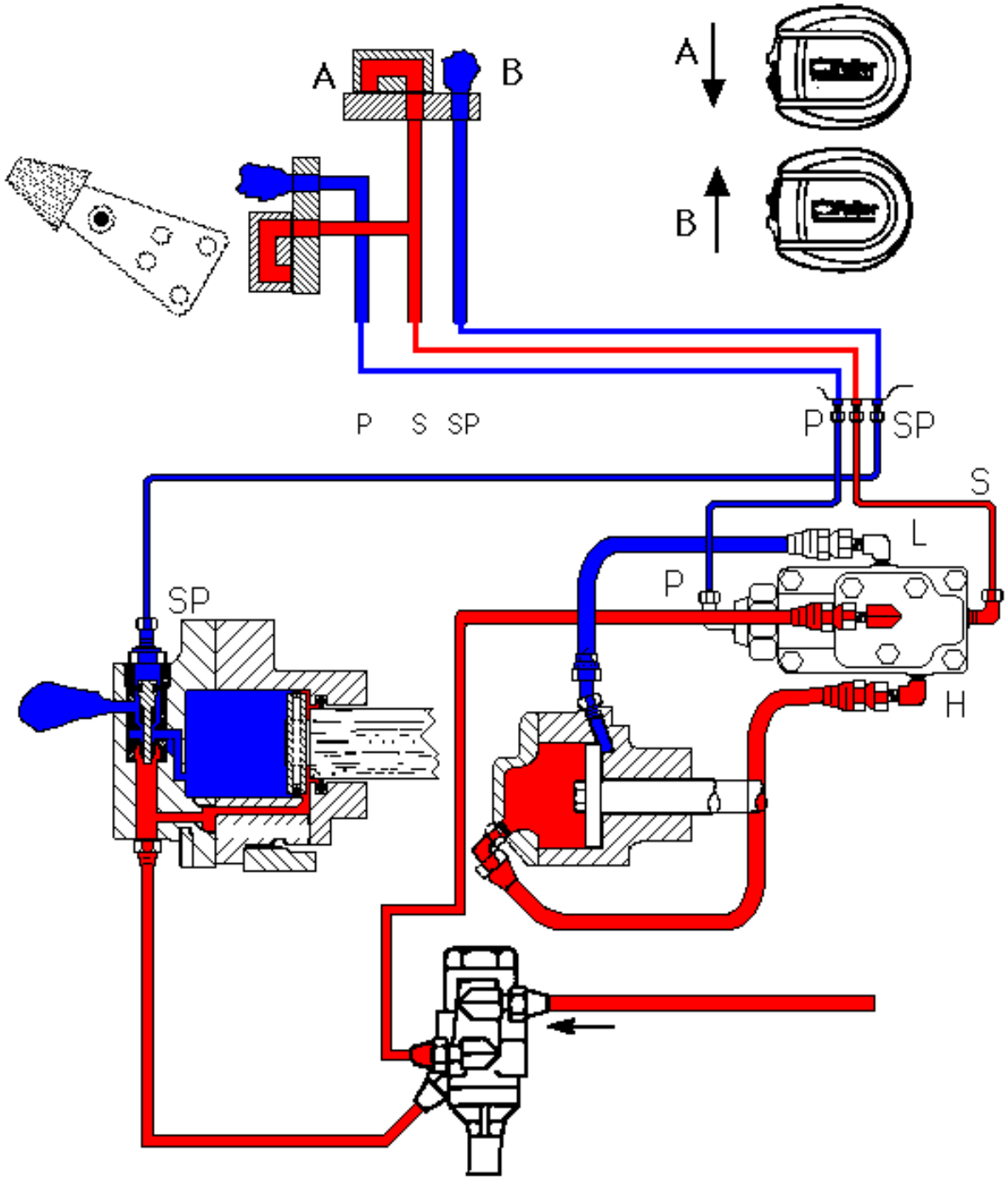
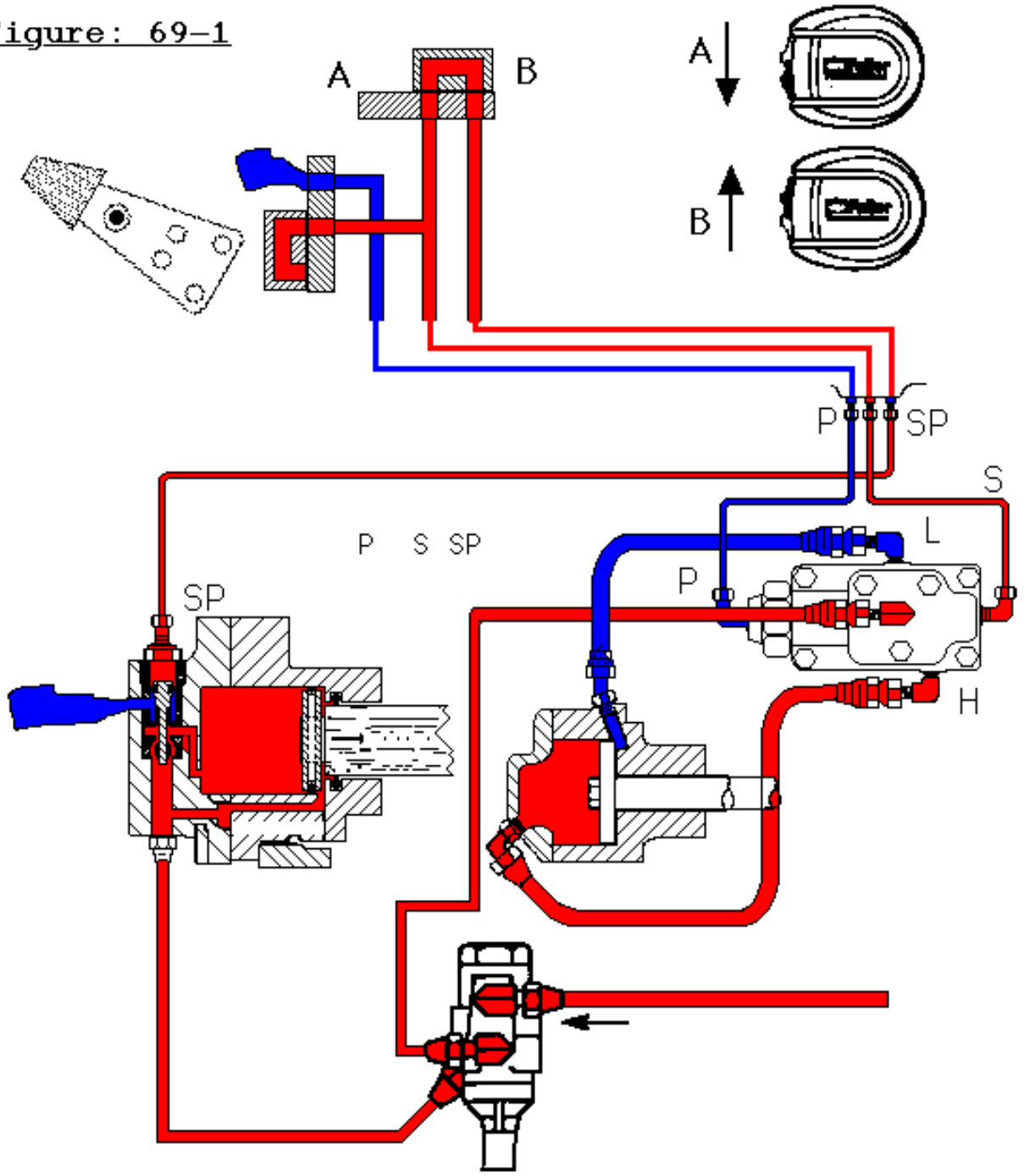

A
B
A
B
P
S
SP
P
SP
S
L
P
SP
H

Figure: 69-1



MARQUE: ______________________________

MODELE: __________________ N VITESSE __________

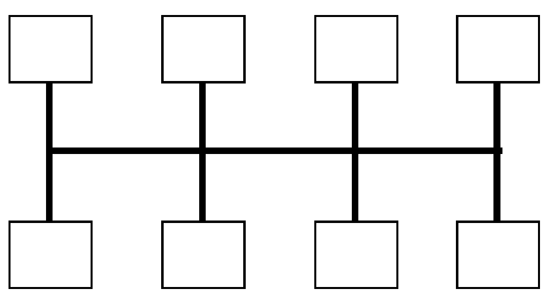
VT																				
LV	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD
1																				
2																				
3																				
4																				
5																				

VT																				
LV	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD
1																				
2																				
3																				
4																				
5																				

VT																				
LV	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD
1																				
2																				
3																				
4																				
5																				

VT																				
LV	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD	L	H	D	OD
1																				
2																				
3																				
4																				
5																				

VT = VITESSE LV = LEVIER



PATRON
DU LEVIER
DE VITESSE

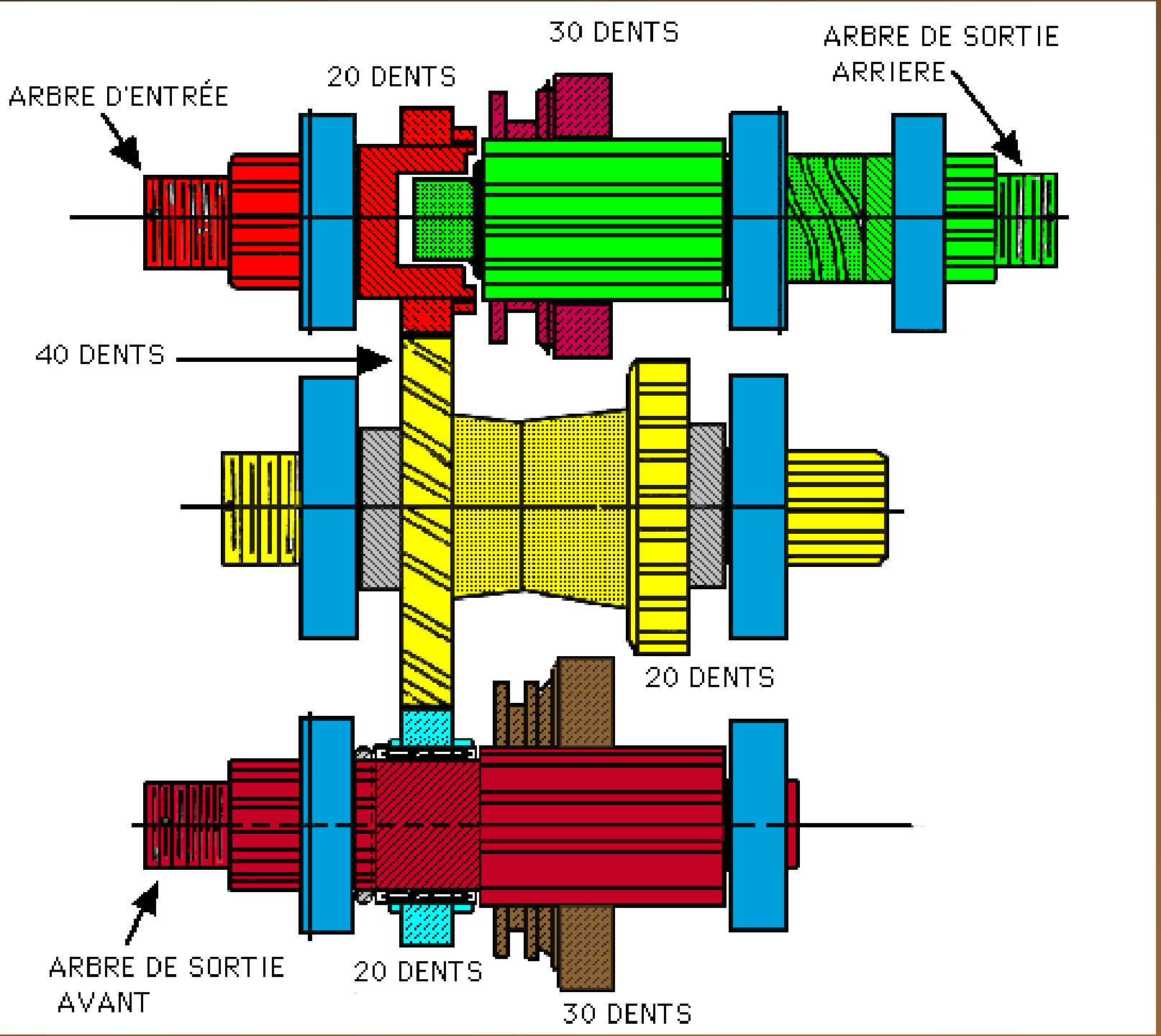

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Figure:94

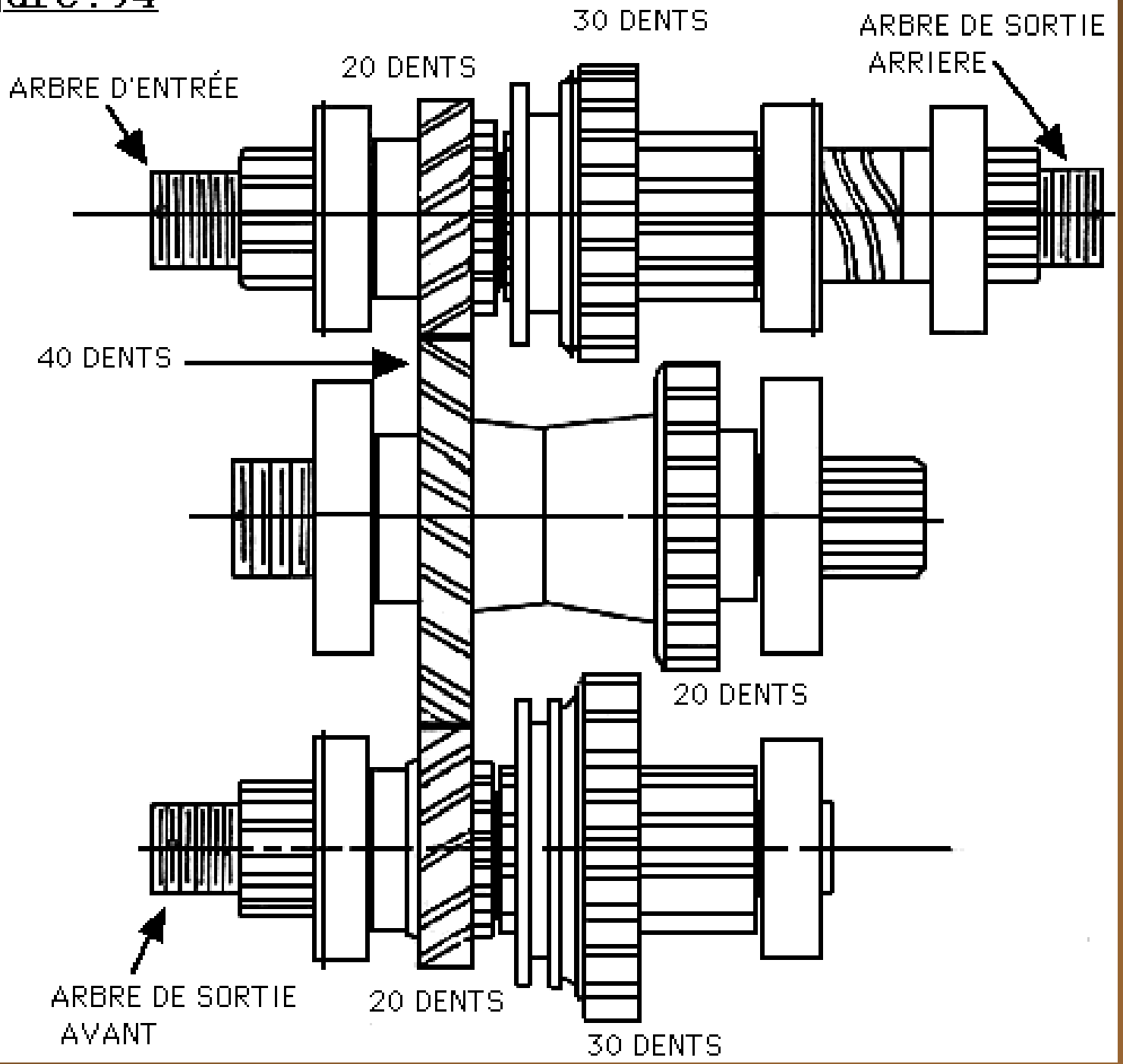

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Figure : 95

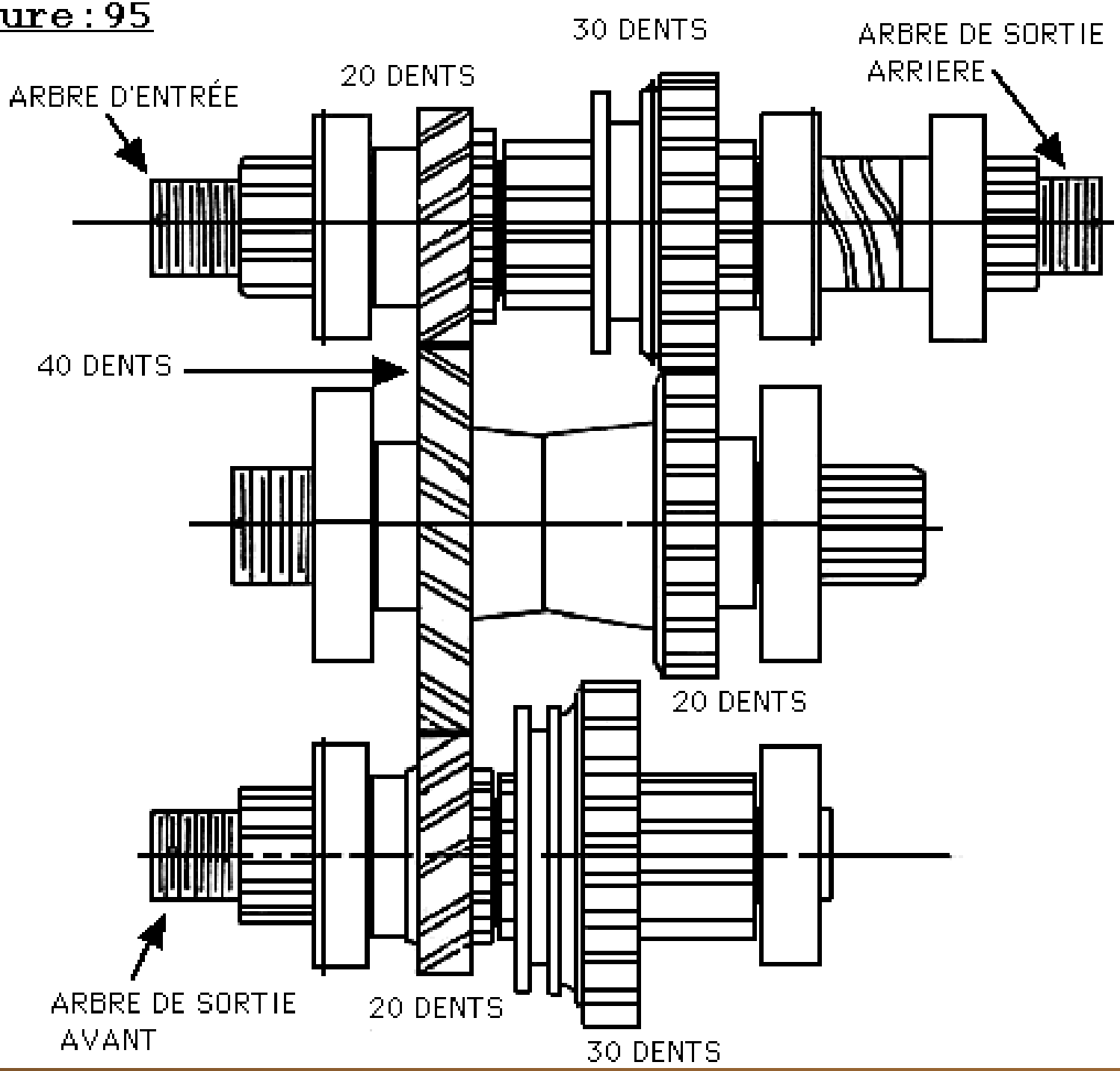

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Figure : 96

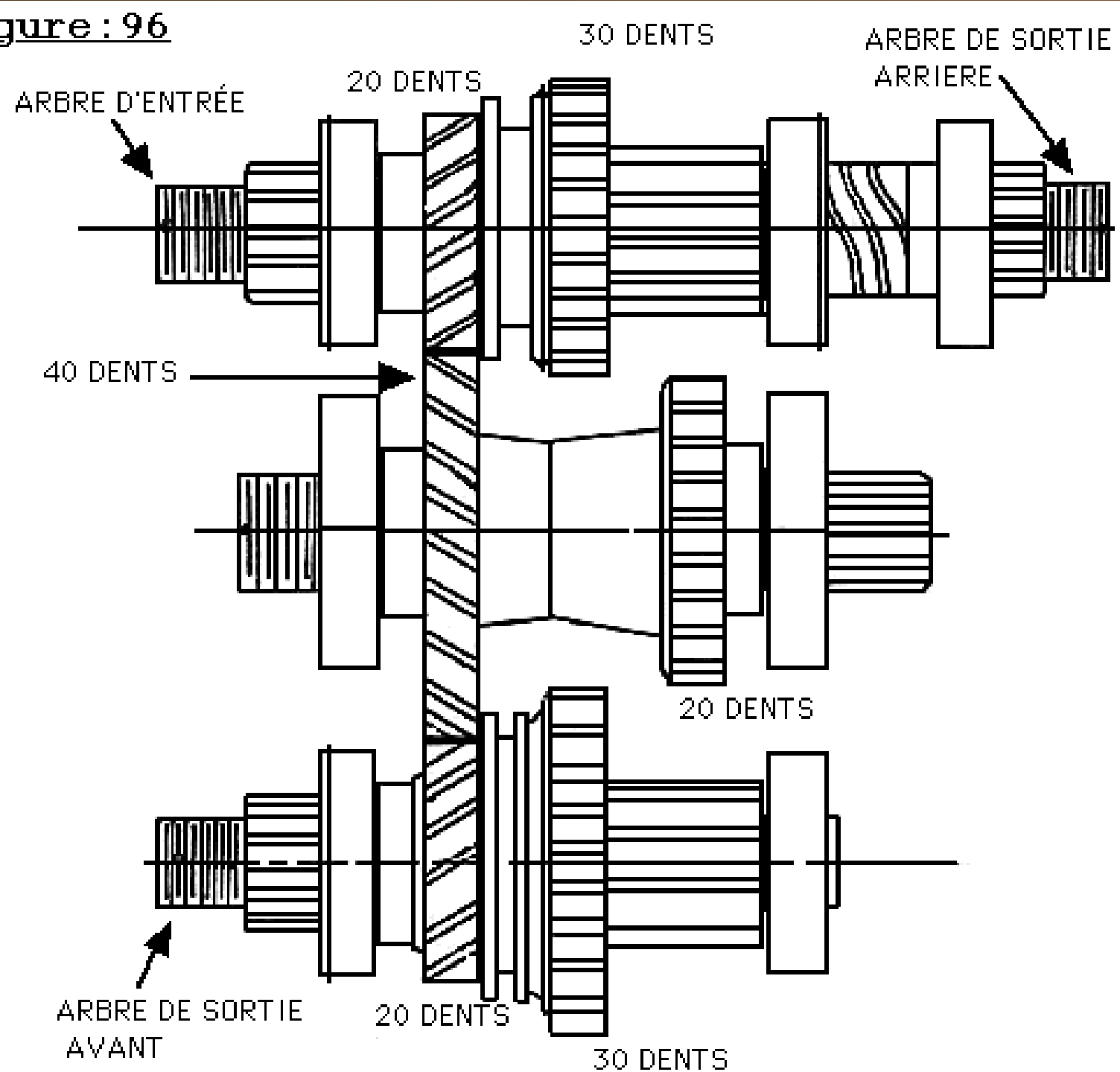

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Figure : 97

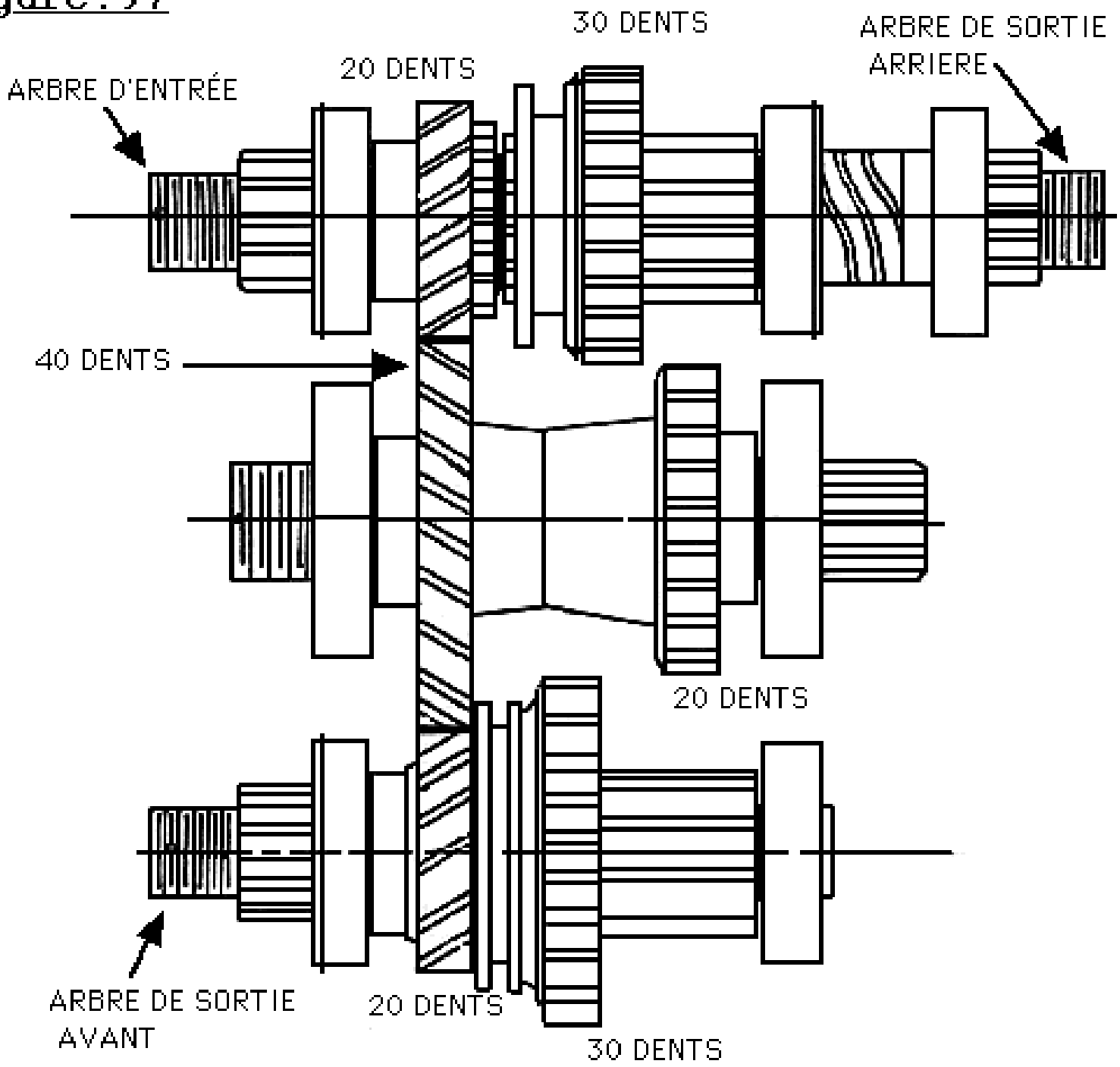

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Figure : 98

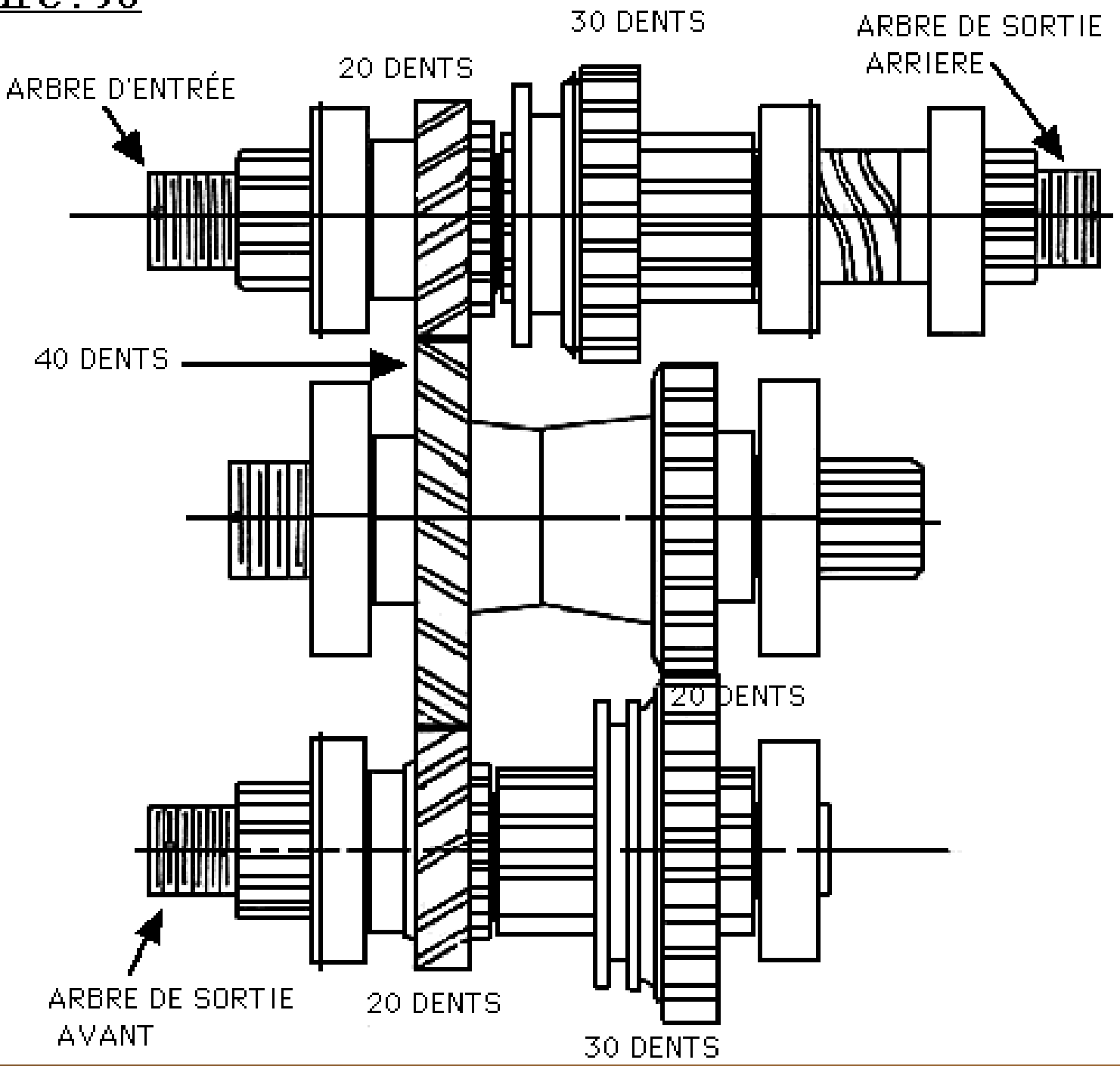
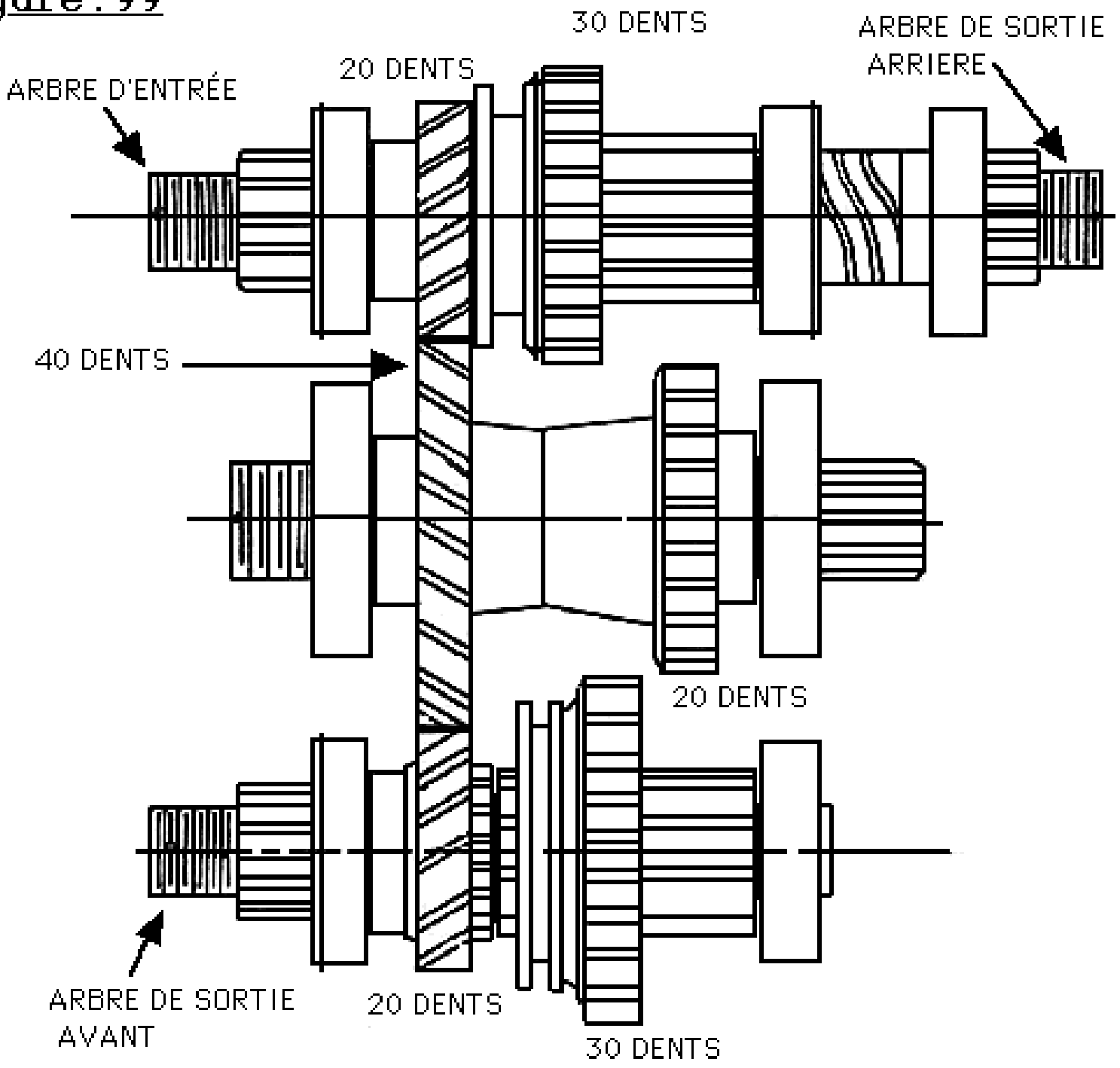

30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

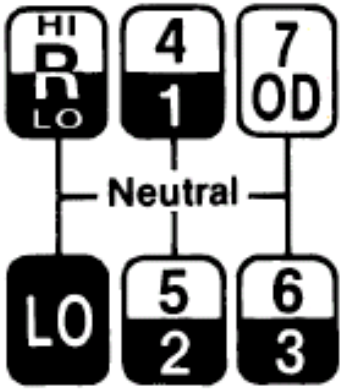
Figure : 99


30 DENTS
ARBRE DE SORTIE
ARRIERE
20 DENTS
ARBRE D'ENTRÉE
40 DENTS
20 DENTS
ARBRE DE SORTIE
AVANT
20 DENTS
30 DENTS

Gear Ratios —

Model	Deep Reduction		Low Range				High Range				Reverse
	Rev.	LO-LO	LO	1st	2nd	3rd	4th	5th	6th	7th OD	Low/High
RTO-11607L	—	–	14.87	8.79	5.59	3.57	2.46	1.57	1.00	.76	11.89/3.33
RTO-11607LL	18.53	23.18	14.87	8.79	5.59	3.57	2.46	1.57	1.00	.76	11.89/3.33

"L" Models WITHOUT Deep Reduction —

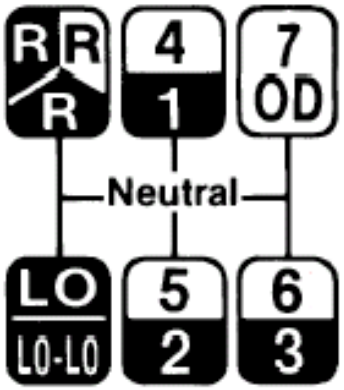


Shift LO-1-2-3 in LOW RANGE.

Range Shift . . .

And shift 4-5-6-7(O.D.) in HIGH RANGE.

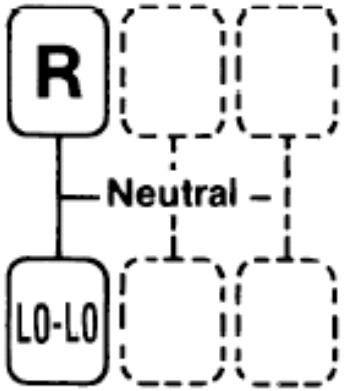
"LL" Models WITH Deep Reduction —



With Deep Reduction Lever/Button in the "OUT"/REARWARD position . . . Shift LO-1-2-3 in LOW RANGE.

Range Shift . . .

And shift 4-5-6-7(O.D.) in HIGH RANGE.



WHILE IN LOW RANGE ONLY and shift lever in LO . . .

LO-LO can be obtained by moving Deep Reduction Lever/Button to the "IN"/FORWARD position.

EATON APPROVED TRANSMISSION LUBRICANTS

Type	Grade (SAE)	Ambient Temperature	Drain Interval	Note
Eaton® Roadranger® CD-50 E500^{cm} (PS-164)	50	All	250,000* (400,000)/1000 Hrs	Approved for Oil Coolers
E250^{cm} (PS-109)	75W-90 80W-90	All	250,000 (400,000)/1000 Hrs	Not Approved for Oil Coolers

* The first lube change may be extended to 500,000 miles (800,000 km) when a new transmission has been factory filled with a lube that is Eaton approved for 500,000 miles (800,000 km) (E-500, PS-164).

GENERAL SERVICE TRANSMISSION LUBRICANTS – HEAVY DUTY ENGINE OIL OR AUTOMOTIVE GEAR OIL

Type	Grade (SAE)	Ambient Temperature	Drain Interval Miles (Kilometers)	Note
Heavy Duty Engine Oil MIL-L-2104D or Cat TO-4	50	Above 10°F (-12°C)	60,000 (96,000)/500 Hrs	Approved for Oil Coolers
	40	Above 10°F (-12°C)		
	30	Below 10°F (-12°C)		
API MT-1 Gear Oil MIL-PRF-2105E	80W-90	Above 10°F (-12°C)	60,000 (96,000)/500 Hrs	Not Approved for Oil Coolers
	75W	Below 10°F (-12°C)		