

## DAF AS TRIONIC GEARBOX

Having never driven anything with an automatic gearbox before, I had a 10 minute drive with the previous driver, and within 30 seconds, I knew this was a very good piece of kit, a big help for any driver and I was hooked!

If however you want to beat any other wagon from the traffic lights, this is not for you, as a manual will naturally beat an automatic every time. However, there are ways and means to overcome this issue.

On climbing into the truck and having sat down in the seat, you will notice on your left hand side a stubby baby gear stick and a switch, which you can turn to left or right.

On starting the motor, an orange light with N for Neutral will appear on the top of the speedometer dial.

To pull forward, turn the switch one notch to the right, and **N** will be replaced by **2** on the screen. This is the normal default gear for starting.

Increase the power, let handbrake off and off you go. As you increase the throttle, speed goes up as does the gears to its maximum of 12 (Hence why you can't compete with manuals with splitters etc!)

The automatic will decide which gear to go to so it can jump from **2-4,4-6**, or if laden normally runs through the sequence. Too much power when empty will mean you go through the range in fits and starts as the automatic can't cope going up through the box at that speed. Much better to increase speed gradually

To reverse: stop, switch lever to the first click on the left side and **R** will now appear. Again, increase revs and off you go backwards.

People have read horror stories about reversing in automatics. I have had no problems, as the AS Trionic is very good in this area. It's just like a normal reversing procedure. Take it gently and smoothly, dab the throttle a bit, FEEL it onto the bay and it reverses like a little baby. It's a lot about touch and feel, just like a manual gearbox.

The gear stick has two more settings. Click one more notch on the right after the first notch, and you get the forward crawler gear. Repeat on the left side on you get the crawler reverse gear. I rarely use either, as the machine is easily controllable on normal gearing.

**It really is as simple as that.**

### **TIPS**

you can go into manual drive at any moment- useful for going up and down hills when YOU rather than the automatic, makes a the decision to change gear

Just pull the gear stick **downwards** and it will simply slip into manual and drop a gear automatically. To go down another repeat. To go up a gear in manual push the gear stick **forwards** and up it will go.

You can also slip into Manual/Automatic simply by pushing the gear stick to the **left**

If you push the stick to the **RIGHT**, the **PTO** is engaged.

**Roundabouts.** A case of touch and feel pulling out, go too fast, the gearbox goes through the gears too quickly, and a jerky ride ensues!

**Cruise control.** The automatic will change gear with the cruise control still engaged.

**HOWEVER**, cruise control won't work under **6<sup>th</sup> gear**, and if in automatic mode becomes disengaged if dropping into 6<sup>th</sup>. This can be embarrassing if you aren't concentrating, as you will come to a halt and wonder what is happening!

**Rough Ground Areas Always** use manual. That, the Diff Lock and the use of the **ASR** switch (Dashboard 2<sup>nd</sup> switch in) will keep your revs up, and get you out of some unlikely situations

Automatic gearboxes are a really useful bit of kit in the trucker's armoury.

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