

SHU-PAK EQUIPMENT INC.

CAB CONVERSIONS - MANUAL

This manual provides a description of all the controls Shu-Pak Equipment Inc. added to the cab during the right-hand cab conversion. All standard controls issued from the chassis manufacturer (i.e.: power mirrors, radio, etc.) are described in the chassis manufacturer's owners manual provided with this unit.

If the body is not a Shu-Pak, please refer to the body builder's manual for their specific control and operation manuals.

CAB CONTROL DESCRIPTION

BRAKE SYSTEMS

The work brake is located to the left of the right-hand side door and engages the service brake system of the truck (**Abbotsford trucks: it's located on the floor between the shifter and the standup drive steering wheel**). The truck must be brought to a complete stop with the foot brake before the work brake switch is activated. The work brake is intended for short stops and the parking brake is for use during longer stops, the operator must make this determination prior to exiting the unit. A medium application of the foot brake is generally sufficient to stop the vehicle. If the brakes are used at full capacity for every stop, premature wear of the braking components will occur. With this in mind, only use the brakes at full capacity if the traffic conditions require you to do so. Reducing unnecessary wear and tear will provide you with a safer, longer lasting truck.

HYDRAULIC BRAKES – Trucks equipped with Hydraulic Brakes use a work brake that applies 100% brake pressure as soon as the work brake is activated. Failure to completely stop the unit before activating the work brake could result in operator injury. It will also cause un-necessary heat in the brake linings causing premature wear on potential brake failure due to overheating.

For a complete understanding of the work brake and its function, see the "AUTO-NEUTRAL" section.



WORK BRAKE



WORK BRAKE ABBOTSFORD



PARKING BRAKE

OPERATOR POSITION SELECTOR

The selector switches between the left and right operating positions. It's located in the center of the dash and marked "CONTROLS – LH / RH". The switch enables the throttle to be activated on either the left or right driving positions, but not both at the same time. If equipped with a Dead Man's Brake, it will also engage the parking brakes when the right controls are selected. (For more detailed information on the Dead Man's Brake, please see page 8 of this manual). The switch is centrally located, so should you forget to switch it before moving from one side to the other it is easily accessible.



AUTO-NEUTRAL SYSTEM

The auto-neutral system allows the operator to shift the transmission from drive to neutral without touching the gear selector. The auto-neutral system must be activated before it will function and works in conjunction with the "work brake". To enable the system, the toggle located in the center of the dash marked "AUTO-NEUL" must be flipped up. A light mounted in the toggle will illuminate indicating the system is activated. This system only works from the right "Stand-up" position.



To operate the system, first ensure the system has been activated, step on the Dead Man pressure pad (if equipped) depress the foot brake and shift the transmission into drive. Proceed to your first pickup, stop the truck using the foot brake. Once the truck comes to a complete stop flip the “Work Brake” switch up. The transmission will go into neutral and the temporary hand brakes will be applied. When you return to the cab you must depress the foot brake before releasing the “work brake”. ***Failure to do so will prevent the transmission from going back into gear when the work brake is released.*** Should this happen, you will need to manually shift the transmission from neutral to drive. Proceed to your next stop and repeat.

NEVER LEAVE THE VEHICLE UNATTENDED WHILE HOLDING IT STOPPED WITH THE WORK BRAKE! IF YOU NEED TO LEAVE THE VEHICLE FOR MORE THAN A QUICK STOP OR WILL BE A DISTANCE OF 3.1 Meters (10 feet) FROM THE CAB, APPLY THE PARKING BRAKES. NEVER USE THE WORK BRAKE WHEN STOPPING ON A HILL, ALWAYS APPLY THE PARKING BRAKE.

DASH LABELS

The position of the labels may vary from truck to truck depending on the options chosen. It is imperative that the operator read and understand all labels installed in the cab prior to operating the truck. It is your responsibility to inform your supervisor should decals get damaged or become illegible.



TELEFLEX GAUGE CLUSTER

The dash mounted Teleflex gauge cluster can be programmed to monitor a multitude of the chassis functions. From the factory it is set to display, speed in KM/H, charging system & engine temp. For more detailed information or to change the items displayed please refer to the Teleflex manual shipped with the chassis.



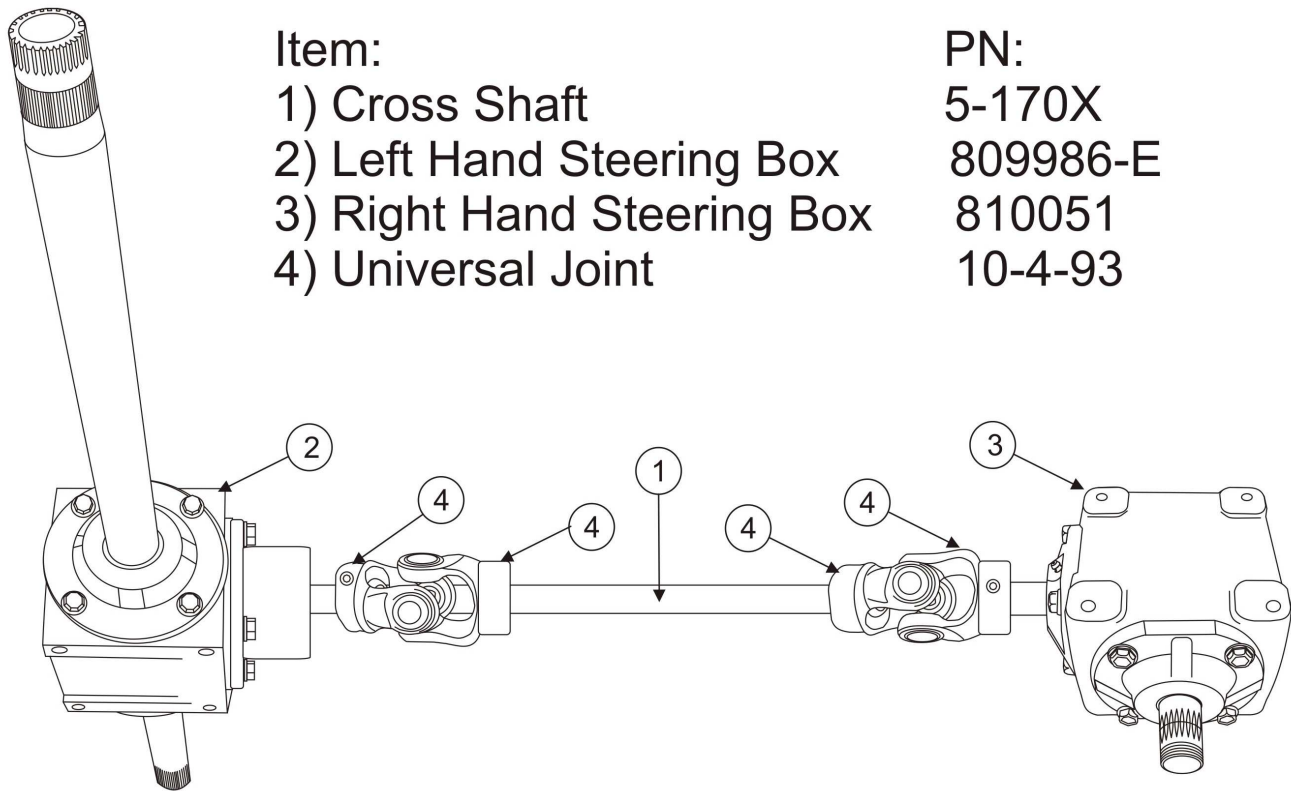
STEERING CROSS SHAFT

Item:

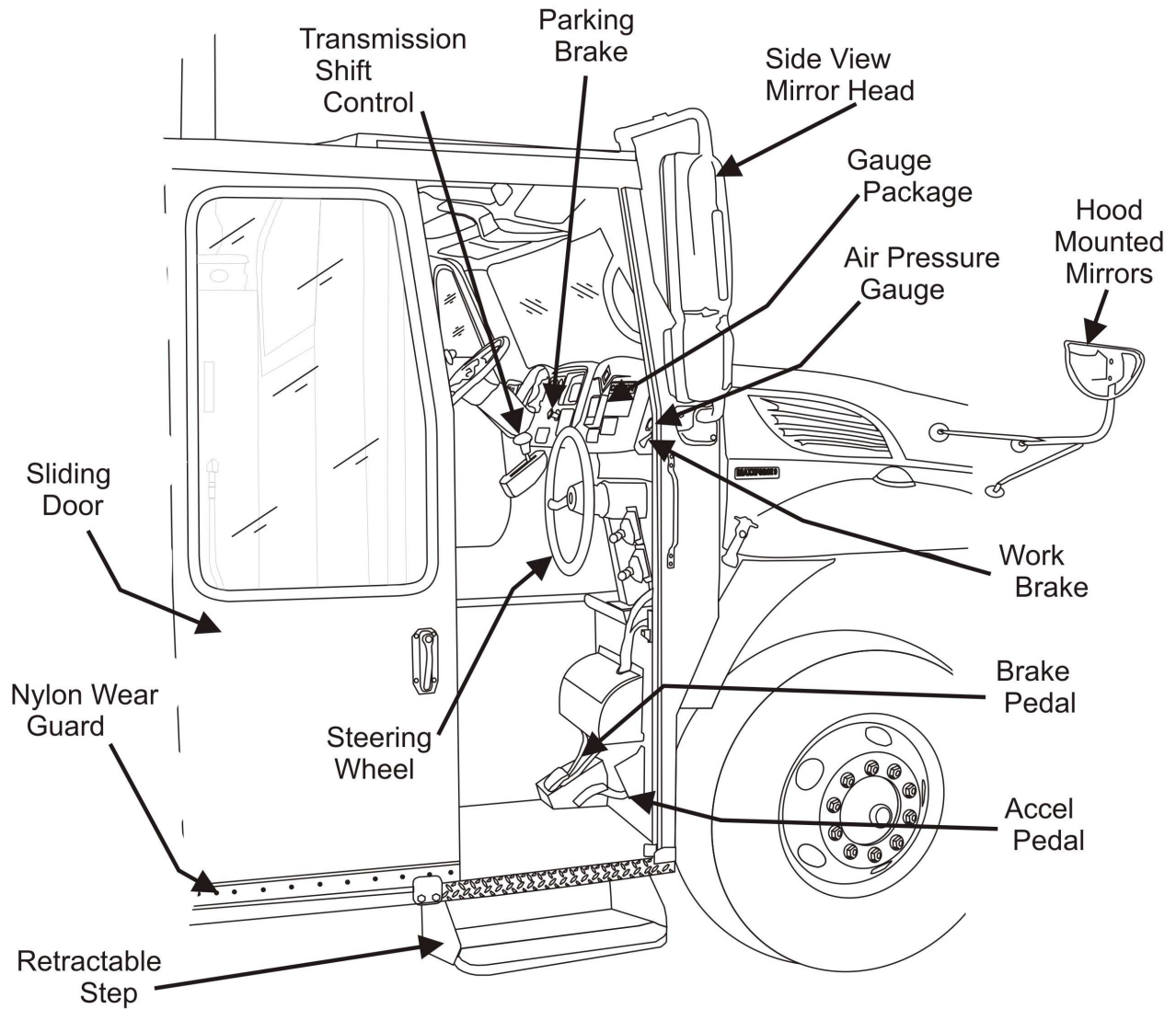
- 1) Cross Shaft
- 2) Left Hand Steering Box
- 3) Right Hand Steering Box
- 4) Universal Joint

PN:

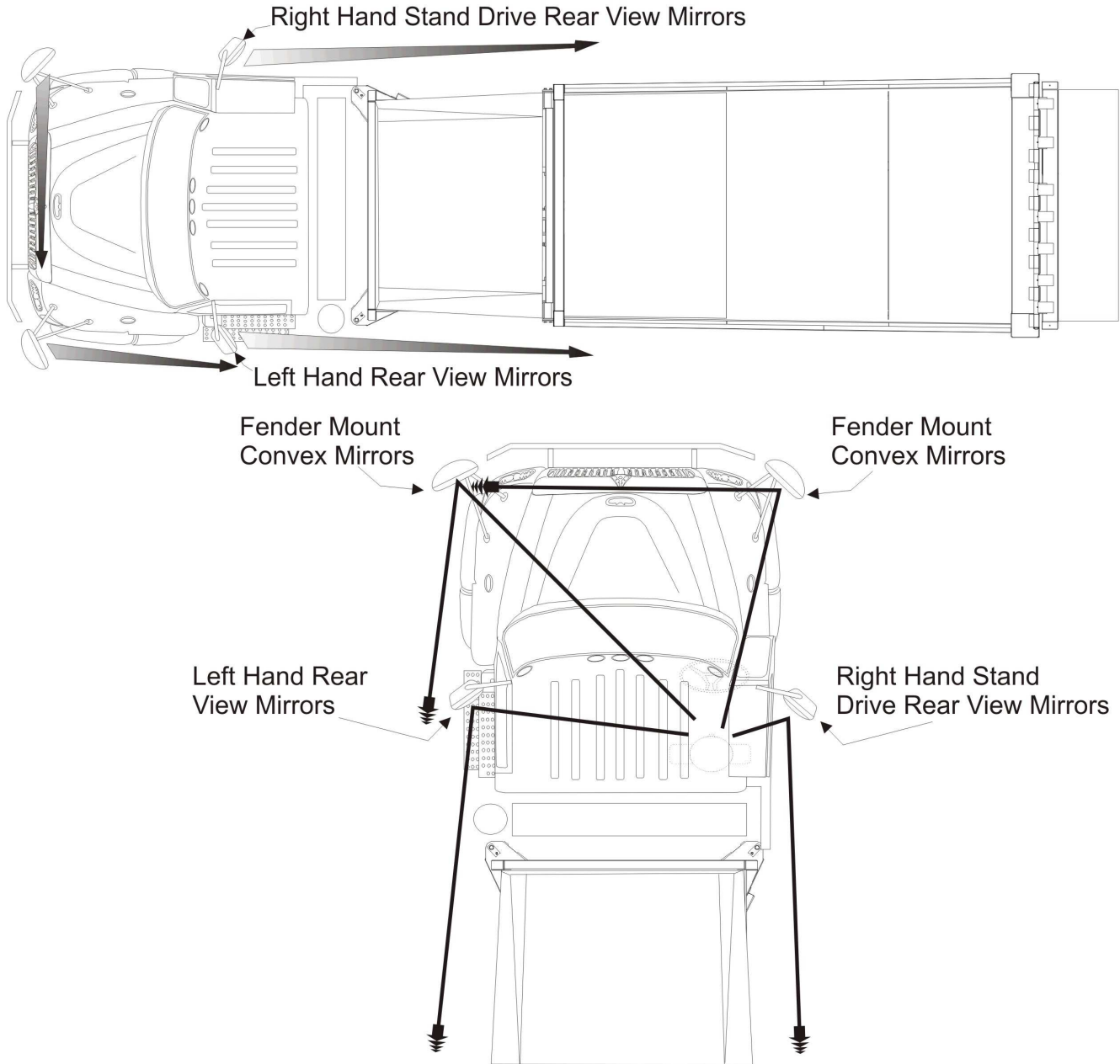
- 5-170X
- 809986-E
- 810051
- 10-4-93



PART IDENTIFICATION



PROPER MIRROR ADJUSTMENT



DEAD MAN'S BRAKING SYSTEM (Optional)

It is imperative that each operator familiarize themselves with the operation of the Dead-Man Braking system prior to taking the truck out of the service yard. Further, it is crucial that the operator always use the driver safety belt, especially in vehicles equipped with the Dead Man's system. Failure to do so could result in serious injury.

The "Dead Man's Brake" is a normally engaged (ON) parking brake system. Therefore before the truck will move it needs to be disengaged. This can only be done by placing your left foot on the yellow pressure pad mounted on the floor of the cab and applying a percentage of your body weight to it. The amount of pressure will vary depending on the operator's body weight. Each operator will need to test the system until they are fully aware of the pressure needed to release the Parking Brake.

The system is activated with the dash mounted selector that turns on the right the side controls. When the left side controls are selected the system is deactivated and the Parking Brake is not applied.

CAUTION: Stepping off the Dead Man Brake pad while the truck is in motion will LOCK-UP the rear brakes and will cause the unit to come to an abrupt stop. Remember to always fasten your three point safety belt anytime you're operating the truck.



AUTOMATIC FOLDING DOORS

The automatic folding door option allows the opening and closing of the right hand doors to be controlled in conjunction with the Work Brake.

The controls to override the system are located in center of the dash. (See the photo below)



The switch labeled “Automatic Door Override” allows the operator to open the doors at the beginning of their route, so they can gain access to the right hand driving controls. It will also allow them to keep the doors open and can be used to bypass the switching done by the Work Brake. As a safety precaution, the operator must use the lap belt and driver restraint chain across the door opening between every stop.

When operating the truck from the right hand controls, ensure the override switch is set to “Depress Brakes To Close Doors”. This will allow the doors to open when the Work Brake is applied. As a safety feature, the doors can only be closed when the Work Brake has been released and the footbrake is applied simultaneously. This is to ensure the operator is back in the cab before the doors close. A photo of the Work Brake can be seen to the right.

