



PETERBILT

ESSENTIALS

MODULE 12

- CAB-INTERIOR AND ACCESSORIES
- DASHBOARD
- HEADLIGHTS
- PAINT



CLASS PAYS

PETERBILT NEW ESSENTIALS – MODULE 12

INTRODUCTION

Cab interiors are evolving rapidly. With the introduction of new truck models, a greater number of interior accessories are being installed at the factory. Dashboards are becoming electronically sophisticated and headlight designs and materials are rapidly improving. This module also includes the most current information for truck interiors and exterior paint.

HOW TO USE NEW PETERBILT ESSENTIALS

1. Print the module and study the information. To print, click the printer icon on your browser. Highlight material that is new to you, or complex.
2. When you are ready to take the online test, click the "Begin" button in the "Test" column for the desired module. When the test is completed, it will automatically be scored and the results will be entered in the Peterbilt training records database.
3. Upon successful completion of all modules, you will receive a personalized certificate.

It is recommended that you complete these training modules in sequence since each succeeding module builds on the previous module.



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PETERBILT NEW ESSENTIALS – MODULE 12

CAB INTERIOR

Peterbilt offers three cab interior trim levels and four color options for Model 388 and Model 389.

Interior Options

- Platinum
- Prestige
- ProBilt

Color Options

- Arctic Gray
- Burgundy Wine
- Maritime Blue
- Saharan Tan

The ProBilt trim option is available in Arctic Gray only.

These options feature richly appointed vinyl padded panels, door pads with carpet inserts, both left and right side manifest pouches, inside sun visors, coat hooks, cup and thermos holder, dome reading light and rubber floor mats. Matching low-back vinyl seats complete the package. The driver's side seat is equipped with the Peterbilt UltraRide air suspension.

CAB MISCELLANEOUS

Mirrors

Peterbilt's standard dual 7" x 16" rear view mirrors are designed for superior performance and long life. Each mounting bracket is built of heavy-wall stainless steel tubing and secured with stainless steel fasteners to the cab structure for conventional cabs and to the door structure on the Model 387. The bracket is designed as a two-piece assembly for easy adjustment.



Peterbilt will install CB radio antennas on a vehicle's rear view mirrors. The cable is threaded inside the stainless steel mirror bracket tubing from the interior of the cab. The cable exits the vertical mirror bracket tube through a protective rubber grommet. The cable is then routed along the underside of the upper mirror bracket to the CB antenna. The protected wire requires little service attention and is neatly secured.



Peterbilt will also factory-install lighted and heated mirrors, fender-mounted convex mirrors, motorized mirrors, aerodynamic mirrors and view window mirrors.

Horns

Peterbilt will install one, two or four round Grover or rectangular Hadley air horns, painted or chromed, in various sizes. Standard is one Grover air horn.



PETERBILT NEW ESSENTIALS – MODULE 12

Sunvisor

Peterbilt offers sunvisors in either painted composite or stainless steel. The sunvisor is an attractive addition to the cab, and it's designed to be practical as well. A space between the top of the visor and the roof of the cab helps decrease air resistance by allowing air that is coming up from the windshield area to escape over the roof. The composite visor has an additional strip on its trailing edge for even better air flow off of the windshield and over the top of the cab and sleeper.



Steering

Peterbilt offers a non-adjustable steering column or a column that can be tilted up or down and can be telescopically adjusted out to the driver or in toward the dash. Peterbilt's steering wheels are a modern 4-spoke design and are offered in eighteen- and twenty-inch diameters with an appealing wrap of urethane or leather.



Radios/Sound Systems

Peterbilt offers a full line of sound systems. Customer choices include AM-FM, CD, Weather Channel, and Sirius or XM satellite systems. Customers can also choose "speakers and wiring only" for installation of their own radio.



Peterbilt will install CB radio terminals and wiring for one or two antennas. A 40-channel header-mounted CB radio is also available.

DASH AND INSTRUMENTS

Dash



Only the highest quality gauges are used in the Peterbilt dash; this translates into optimal performance, minimal maintenance and plenty of flexibility to provide customer-requested options and special equipment. All gauges and switches on the dash are arranged logically and within easy reach of the driver. Dashes gauges can be ordered with either chrome or black bezels.

Instruments

The standard warning light package provides warning lights with buzzers to indicate high coolant temperature, low oil pressure and low air pressure; also included are an inter-axle differential lockout warning light and high beam and turn signal indicators. The standard instrumentation package includes an electric speedometer with integrated odometer and trip meter, electric tachometer with integrated hourmeter and outside air temperature indicator, a voltmeter, primary and secondary air pressure gauges, engine oil pressure gauge, engine coolant temperature gauge, and a fuel level gauge. Additional gauges are available as a complete package, or specified individually, based on the customer's needs. Peterbilt provides easy access to the back of the gauge panels for lower cost

PETERBILT NEW ESSENTIALS – MODULE 12

maintenance. Also, the windshield wiper motor is mounted on the engine side of the firewall, also to reduce repair costs when needed.

LIGHTS

Peterbilt's standard headlamps come in different designs according to the model specified:

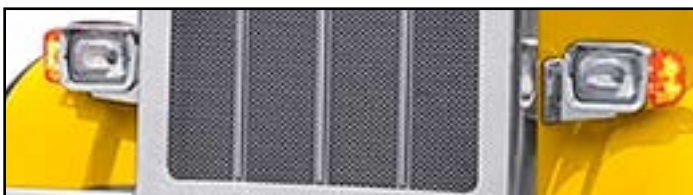
Model 388 and Model 389: A high-grade aluminum headlamp pod, An impact-resistant lens cover protects the lighting assembly. An integrated, long-life LED turn signal is also used. Halogen low-beam projector and high-beam complex reflector lights evenly distribute forward lighting.



Models 386, Model 387, Model 384: Integrated headlamps provide excellent forward visibility. Headlamps are protected by a tough Lexan® lens. Lights are equipped with long-life bulbs and they are easy to replace and adjust. No special tools are required for lamp adjustment or bulb replacement.



Model 367 and Model 365: High-performance lighting provides excellent low-beam performance and longer bulb life. The lighting assembly is protected by durable, corrosion resistant aluminum housing



Models 330, 335, 340: An advanced forward lighting system that uses a complex reflector with a halogen bulb. This headlamp system is the same as the Models 386, 387, and 384 for reduced dealership parts inventory but better customer parts coverage.

Customers may specify additional turn signals, which can be mirror-mounted, fender-mounted or mounted either under cab extenders or under the rear corners of the sleeper. Arrow lenses are also available as options. Two types are available: a round jumbo 7-inch arrow lens, which is signal-mounted under the corners of the sleeper, and the Grote type, which is mounted on the lower corner of the extender.

Peterbilt will factory-install a variety of customer specified lights, including marker lights, road lights, advertising lights, beacon lights, loading lights, spotlights and tail lights.

PAINT

Peterbilt offers the finest commercial finishes on the road today. We exclusively use DuPont Imron Polyurethane Elite 2 stage Base coat/Clear coat paint as our standard premium finish. DuPont Imron single stage is available as an option. The DuPont Imron paints provide maximum protection and durability with outstanding appearance characteristics.

Paint Chemistry

DuPont's Imron single-stage high solids urethane is designed to outperform other single-stage products significantly. The improved paint chemistry provides excellent protection against industrial chemicals and environmental conditions, minimizing the effects of such things as acid rain. The advanced UV screeners and light stabilizers stand up to the roughest weathering conditions, protecting the finish against fading and chalking. Imron single stage paint is available in a wide range of colors.

DuPont Imron base/clear high solids urethane offers the same performance and durability as Imron single stage paint with even superior appearance attributes. The upgrade to Imron base/clear urethane paint by Peterbilt allows a customer's vehicle to have a "wet look." This high gloss paint finish is associated with basecoat/clearcoat systems and glamour colors such as "Pearlescence."

Imron base/clear system is applied in two coats to create a sturdy, radiant finish. The first coat is the color itself, called the "base." The second coat is the clearcoat, which adds durability and shine and keeps the color brilliant under the toughest road conditions.

PETERBILT NEW ESSENTIALS – MODULE 12

Color Selection

All Peterbilt units are painted to the customer's specification. Customers can choose to paint their vehicles a single color; have roof, fenders, and/or side skirts painted a different color than the hood, cab, and sleeper; or create a custom design by adding wide belts, narrow stripes, or a combinations of the two in a different color from the base color. Please consult the Peterbilt Paint Guidelines.

Color selection is important. The overall appearance and appeal of the finished unit will be greatly affected by the appearance characteristics of the colors selected. These characteristics are imparted by a number of things – from the pigments used in achieving color to the choice of a solid versus a metallic finish. The appearance of the paint specified depends on its individual attributes, which, for the reasons mentioned above, will vary from color to color. See excerpt from *Peterbilt Appearance Attribute Guide* below.

To assist our customers in making informed decisions about color selection, Peterbilt has developed two methods for obtaining the individual appearance attributes of the colors being considered. The first method involves referring to the Appearance Attribute guide located in the front of the Peterbilt Paint Guide color chip book. The Attribute Guide lists all the colors available in the current Peterbilt color deck and quantifies their expected performance values. The second method is the use of a database developed as part of the PROSPECTOR electronic ordering system. This database contains the appearance characteristics of all the colors DuPont has formulated in Imron 5000 and Imron 6000. When the formula number of the color being considered is entered in the "Paint Ordering" section, the screen will display the appearance characteristics for that color. This database is updated on a regular basis as DuPont formulates new colors.

The appearance attributes that are quantified in the Attribute Guide and the PROSPECTOR database are defined as follows:

- **Distinctness of Image (DOI):** the "mirror-like" quality, or reflection, of the painted surface. DOI is measured

on a scale of 0-100. Selections from the Peterbilt color guide have ratings from 24 to 92. Peterbilt recommends specifying a color rated at 70 or higher; however, customer preference is the determining factor in this area.

- **Gloss:** the shininess of the paint. It is also measured on a scale of 0-100. "High solids" paints tend to have slightly higher gloss values than standard Imron paints. The color guide paint selections have ratings from 54 to 97; Peterbilt recommends a rating of 70 or higher for best performance in this area, but once again, customer preference is the determining factor.
- **Orange Peel:** the texture of the painted surface. Because high solids paint has lower solvent content than standard Imron, the high solids will tend to have slightly more texture. Orange peel is measured on a scale from 1-10; the higher the rating, the lower the texture will be. The color guide paint selections have ratings from 5 to 7; Peterbilt recommends a rating of 7 or higher for any paint specified. Peterbilt reserves the right to reject colors selected with orange peel value below 5; custom color requests involving orange peel values below 5 are considered on an individual basis.
- **Black/White Hiding (B/W):** the amount in milliliters of paint required to achieve color and coverage. The color guide paint selections have B/W hiding in a range from .5 to 2.7 mils. Paint colors that have a B/W hiding value higher than 2.7 mils are considered by Peterbilt to be unacceptable for use in vehicle finishes.
- **Sag Resistance** is the amount of paint in milliliters that can be applied before the paint begins to run.

Custom colors and custom paint designs are available to Peterbilt customers provided they are within Peterbilt guidelines. If a requested color is determined by Peterbilt to be unacceptable, the Order Processing department will work with DuPont and the dealership to provide a color that will satisfy the customer's requirements and meet Peterbilt's application parameters.

Excerpt from *Peterbilt Appearance Attribute Guide*

STOCK NO.	COLOR	Sol Met	DOI	GLOSS	O/P	B/W	SAG REST	STD IMRON
N0001	BLACK	S	93	89	7	1	2.9	99
N0005	WHITE	S	75	75	7	1.8	2.4	4775
N0006	WHITE	S	91	83	6	1.6	3	817
N0007	WHITE	S	93	85	6	1.9	2.6	508
N0010	BRIGHT WHITE	S	87	78	7	2	2.6	92635

PETERBILT NEW ESSENTIALS – MODULE 12

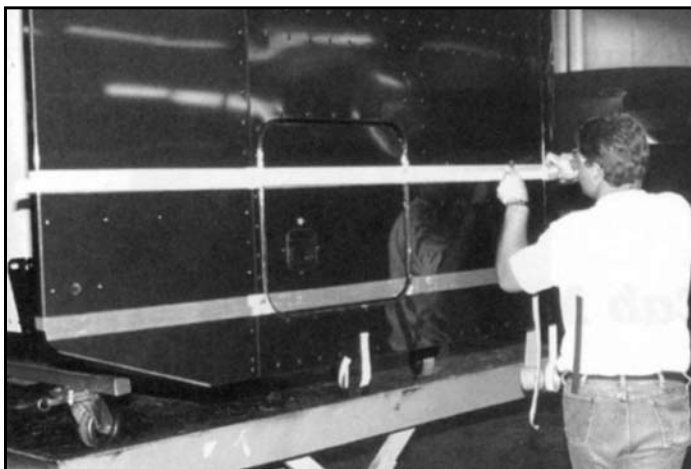
Surface Preparation/Paint Application

To provide our customers with a “first class finish,” Peterbilt uses state-of-the-art methods, systems and equipment in the painting process.

All Peterbilt cabs and sleepers are assembled using aluminum and composite materials. This makes a Peterbilt one of the most corrosion-resistant trucks on the road today. To further improve corrosion resistance, all composites and aluminum are pre-primed with epoxy primers to provide good adhesion of the topcoat. This also protects unpainted surfaces found at seams and lap joints and under fastener heads.

After assembly, the following steps take place:

1. Having already been inspected for scratches and dents, each cab or sleeper unit is pre-cleaned and scuff-sanded.
2. After sanding, each component is then processed through a cab washer, which chemically removes the sanding dust and any other surface contaminants.
3. Next, the unit is sent through a dry-off oven to remove moisture, after which it is masked for painting.



The paint is supplied to the paint gun via a computer-controlled proportioning system. This equipment mixes the activator and paints at the correct activation ratio and monitors and controls the paint temperature, fluid flow and atomizing air pressure to ensure that the proper paint atomization occurs. This allows Peterbilt to control the paint process, establishing consistency and maximizing the appearance attributes of the color being sprayed.

6. After painting, the unit moves into a paint bake oven. The first zone of the oven is infrared; this accelerates the curing process and seals the paint film. From the infrared zone, the unit passes through a high velocity convection zone for completion of the drying process.



7. Before being sent to Cab Trim, each unit is inspected for finish quality. Dry film build is measured, orange peel readings are taken and gloss and DOI ratings are determined. No unit will be allowed to proceed to Cab Trim until it meets appearance quality and attribute guidelines for the color applied.

4. The customer-selected color is dispensed from the computer-controlled paint mix machine. The mix machine adds the tints according to the DuPont formula, which resides in its database. The computer verifies the dispensation of each tint to ensure color. This system has demonstrated color accuracy and repeatability to a tolerance of 0.0001%.
5. The masked unit is then inspected and sent to the paint booth, where two coats of the single stage Imron or the two stage Imron basecoat and clearcoat are robotically applied.