

ENGINE RETARDER USE		TROY FIRE DEPT. TACTICAL PLAN 213.04	
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All apparatus purchased since 1997 are equipped with supplemental braking systems. The supplemental braking system is designed to place some of the braking load on the engine, making the vehicle brakes run cooler, and reducing stopping distances.

These systems use either engine compression, or the transmission to assist in braking. Both systems operate automatically when the operator lifts his/her foot from the accelerator pedal. The transmission retarder has an "on/off" switch. The engine retarder has both an "on/off switch plus a high/med/low switch. Under normal road conditions, you should run the engine retarder in the high or medium setting.

The supplemental braking systems are to be used at **ALL** times when roads are dry. If the road conditions are slippery, such as rain, snow or ice, the driver should shut off the transmission retarder, and reduce the vehicle speed. On vehicles with the engine retarder, on snow or ice covered roads, shut off the retarder. If the roads are just wet, turn the retarder to low. Remember to turn the system back on when the vehicle is returned to the station.

In all cases, under high breaking conditions, both retarder systems are designed to operate with the vehicle's anti-lock brake systems.